





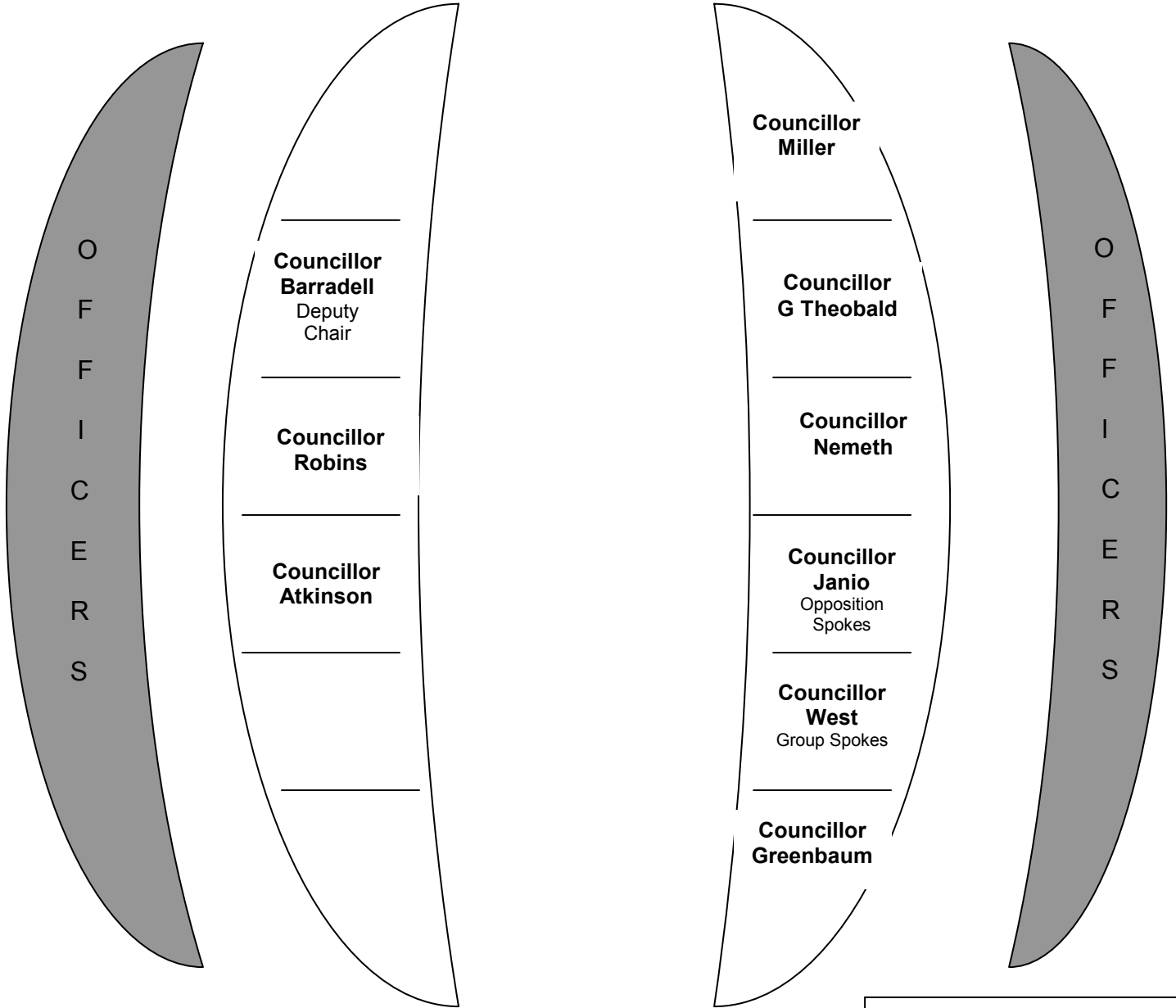
**Brighton & Hove
City Council**

Environment, Transport & Sustainability Committee

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| Title: | Environment, Transport & Sustainability Committee |
| Date: | 24 November 2015 |
| Time: | 4.00pm |
| Venue | The Ronuk Hall, Portslade Town Hall |
| Members: | Councillors: Mitchell (Chair), Barradell (Deputy Chair), Janio (Opposition Spokesperson), West (Group Spokesperson), Atkinson, Greenbaum, Miller, Nemeth, Robins and G Theobald |
| Contact: | John Peel Democratic Services Officer 01273 29-1058 john.peel@brighton-hove.gov.uk |
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Democratic Services: Environment, Transport & Sustainability Committee

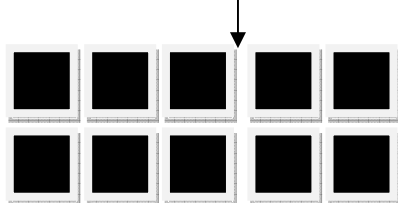
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| Legal Officer | Executive Director Environment, Development & Housing | Councillor Mitchell Chair | Democratic Services Officer |
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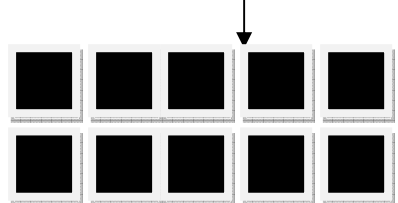
Press

Public Speaker Public Speaker

Public Seating



Public Seating



AGENDA

PART ONE

Page

37 PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
 - (a) Disclosable pecuniary interests;
 - (b) Any other interests required to be registered under the local code;
 - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (c) **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 Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public.

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.

38 MINUTES

1 - 20

To consider the minutes of the meeting held on 13 October 2015 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

39 CHAIRS COMMUNICATIONS

40 CALL OVER

- (a) Items (44 – 50) will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

41 PUBLIC INVOLVEMENT

21 - 22

To consider the following matters raised by members of the public:

- (a) **Petitions:** To receive any petitions presented by members of the public;
 - (i) Herbert Road Parking
 - (ii) New Church Road crossing
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 17 November 2015;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 17 November 2015.

42 ITEMS REFERRED FROM COUNCIL

23 - 24

Item referred from the last meeting of Full Council held on 22 October 2015 (copy attached).

- (a) **Petitions**
 - (i) Elm Trees, New Church Road

43 MEMBER INVOLVEMENT

25 - 30

To consider the following matters raised by Members:

- (d) **Petitions:** To receive any petitions;
- (e) **Written Questions:** To consider any written questions;
- (f) **Letters:** To consider any letters;
 - (i) Parking Zones- Councillor Taylor

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

- (ii) Cycle Parking- Councillor West
- (g) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.
- (i) Space for Cycling- Green Group

ENVIRONMENT & SUSTAINABILITY MATTERS

44 TRAVELLER COMMISSIONING STRATEGY: THREE YEARS ON 31 - 104

Report of the Acting Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Andy Staniford *Tel:* 01273 293159
Ward Affected: All Wards

TRANSPORT MATTERS

45 LOCAL TRANSPORT PLAN - FUTURE PRIORITIES 105 - 148

Report of the Acting Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Andrew Renaut *Tel:* 01273 292477
Ward Affected: All Wards

46 PARKING PERMIT REVIEW. 149 - 218

Report of the Acting Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Charles Field *Tel:* 01273 293329
Ward Affected: All Wards

47 BRIGHTON STATION TAXI PROVISION 219 - 226

Report of the Acting Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Tom Campbell *Tel:* 01273 293328
Ward Affected: St Peter's & North Laine

48 BRIGHTON BIKESHARE

To Follow

Report of the Acting Executive Director of Environment, Development & Housing (copy to follow).

Contact Officer: Abby Hone Tel: 01273 290390
Ward Affected: Brunswick & Adelaide;
Central Hove; East
Brighton; Goldsmid;
Hanover & Elm Grove;
Hollingdean & Stanmer;
Hove Park; Moulsecoomb
& Bevendean; Preston
Park; Queen's Park;
Regency; St Peter's &
North Laine; Westbourne

49 PEDAL CYCLE PARKING PLACES - TRO OBJECTIONS

To Follow

Report of the Acting Executive Director of Environment, Development & Housing (copy to follow).

Contact Officer: Abby Hone Tel: 01273 290390
Ward Affected: Goldsmid; Queen's Park;
Rottingdean Coastal;
Westbourne; Wish

50 GEORGE STREET OPENING HOURS CONSULTATION

227 - 238

Report of the Acting Executive Director of Environment, Development & Housing (copy attached).

Contact Officer: Charles Field Tel: 01273 293329
Ward Affected: Central Hove

51 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 17 December 2015 Council meeting for information.

In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

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

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

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Electronic agendas can also be accessed through our meetings app available through www.moderngov.co.uk

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) or email democratic.services@brighton-hove.gov.uk

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For further details and general enquiries about this meeting contact John Peel, (01273 29-1058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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Please inform staff on Reception of this affects you so that you can be directed to the Council Chamber where you can watch the meeting or if you need to take part in the proceedings e.g. because you have submitted a public question.

Date of Publication - Monday, 16 November 2015

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 13 OCTOBER 2015

THE RONUK HALL, PORTSLADE TOWN HALL

MINUTES

Present: Councillor Mitchell (Chair) Barradell (Deputy Chair), Janio (Opposition Spokesperson), West (Group Spokesperson), Atkinson, Greenbaum, Miller, Nemeth, Robins and G Theobald

Other Members present: Councillors Brown, Gibson, A Norman, K Norman, Peltzer-Dunn, Taylor and Yates

PART ONE

16 PROCEDURAL BUSINESS

16(a) Declarations of substitutes

16.1. There were none.

16(b) Declarations of interest

16.2. There were none.

16(c) Exclusion of press and public

16.3. In accordance with section 100A of the Local Government Act 1972 (“the Act”), the Committee 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 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 100(l) of the Act).

16.4. **RESOLVED-** That the press and public not be excluded

17 MINUTES

17.1 **RESOLVED-** That the minutes of the previous meeting held on 7 July 2015 be approved and signed as the correct record.

18 CHAIRS COMMUNICATIONS

18.1 The Chair provided the following communications:

“As you may be aware a report on the Parking Permit review was due to be presented at this meeting.

However, this will now be considered in a report presented to the next Environment, Transport & Sustainability Committee on 24th November.

This will allow staff time to fully evaluate the results of the parking permit survey which will be available soon.

Any new Parking schemes that do get agreed will still start after any permit changes following on from the review are implemented

“Item 30 (Parking Bay Sensors Trial) has been removed from the agenda as further due diligence is required to be undertaken on the company. I have only just been informed of this prior to the meeting and it is my opinion, having discussed the matter with officers, that it is the correct thing to do”.

19 CALL OVER

19.1 The following items on the agenda were reserved for discussion:

- Item 23: Surrenden & Fiveways Resident Parking Scheme Consultation Report
- Item 24: Valley Gardens Update
- Item 25: Parking Annual Report
- Item 26: Resident Parking Scheme Priority Timetable
- Item 28: Traffic Network Management Strategy
- Item 29: Removal of Non-Motorised Vehicles
- Item 31: Business Case and Proposals For Increased Waste Enforcement Activity
- Item 32: Proposals For Chargeable Garden Waste Collections
- Item 33: Sustainability Action Plan
- Item 34: Air Quality Action Plan

19.2 The Democratic Services Officer confirmed that the items listed above had been reserved for discussion and that the following reports on the agenda with the recommendations therein had been approved and adopted:

- Item 27: Highways Winter Service Plan 2015-16
- Item 35: Report of the Scrutiny Panel on Short-Term Holiday Lets (Party Houses)

20 PUBLIC INVOLVEMENT**(a) Petitions****(i) Surrenden & Fiveways Parking Proposals- John Colman**

20.1 The Committee considered a petition signed by 644 people requesting the council to abandon proposals to introduce new parking regulations in the Surrenden and Fiveways area.

20.2 The Chair provided the following response:

“Thank you for presenting your petition. As you will note, this issue will be considered in the report on the consultation results for this area being considered by this Committee later in the meeting”.

20.3 **RESOLVED-** That the petition be noted.

(ii) Traffic Calming on Preston Park Avenue- Damian Brewer

20.4 The Committee considered a petition signed by 16 people requesting the council investigate and implement traffic calming measures on Preston Park Avenue due to motorist’s excessive speeding.

20.5 The Chair provided the following response:

Thank you for your petition.

As you may know, the implementation of the city-wide 20mph speed limit includes a period of monitoring to measure speeds and the extent of non-compliance. Following this, consideration of further, physical measures to support the speed limit will be carried out and a programme of measures will be brought before this Committee at a later date for approval following consultation with residents. Residents’ concerns for Preston Park Avenue will be recorded and considered alongside the monitoring and evaluation of solutions.

20.6 **RESOLVED-** That the petition be noted.

(iii) Zebra Crossing on Bear Road- Emma Davies

20.7 The Committee considered a petition signed by 264 people requesting the council install a pedestrian crossing on Bear Road above the Bevendean Road turning.

20.8 The Chair provided the following response:

“Thank you for your petition.

The council has an assessment procedure for the implementation of crossing facilities to ensure safe locations, assess demand and so on. The council has limited funds and so has to prioritise.

After receiving your petition I have asked the Road Safety Team to survey that particular section of Bear Road in the next round of surveys and if it is judged that a crossing is warranted then it will be included within a recommended crossing programme”.

20.9 **RESOLVED-** That the petition be noted.

(iv) Food waste collection and composting, council-led- Hannah Rose-Tristram

20.10 The Committee considered a petition signed by 447 people requesting the council to provide a food waste collection and composting service.

20.11 The Chair provided the following response:

“Thank you for your petition.

We do recognise the importance of managing waste sustainably which is why we are bringing forward initiatives to make it easier for people to recycle and boost recycling levels.

Officers have carried out a lot of detailed work to assess the feasibility of a food waste collection for the city, including the challenges of food waste collections from city centre blocks of flats. It would cost an additional £1.2m per year to provide this service at a time when budgets are being significantly reduced and we have placed an emphasis on maintaining good quality, basic public services and improving our existing recycling service.

We do recognise that we throw away far too much food and we actively work with the city’s Food Partnership in schools and communities to encourage people to waste less food.

The city now has over 1,000 households participating in community composting and we want to see that number increase. Subsidies are offered for compost bins and wormeries.

On a final note I am pleased to say that less than 5% of all our waste goes to landfill”.

20.12 **RESOLVED-** That the petition be noted.

(v) Beaconsfield Road parking- Liz Goodwin

20.13 The Committee considered a petition signed by 61 people requesting the council introduce some form of resident parking scheme in Beaconsfield Road to alleviate problems being encountered by residents.

20.14 The Chair provided the following response:

“Thank you for your petition and for outlining the parking problems in your neighbourhood.

Before giving consideration to consulting on a resident parking scheme an assessment of the parking issues in the area would be made.

Parking scheme design has to comply with legal requirements and a one road solution may well not be successful as the number of parking spaces able to be offered could end up being much less than the overall demand.

A consultation for any potential scheme would need to have wide support from the area that could be affected so your petition will be logged and could be included in a further report on parking scheme consultations to this committee”.

20.15 **RESOLVED-** That the petition be noted.

(vi) Light Touch Parking Restrictions, Rothbury Road, Jesmond Road and Mornington Crescent- Tess Booth

20.16 The Committee considered a petition signed by 100 people requesting the council implement a light touch parking scheme in Rothbury Road, Jesmond Road and Mornington Crescent.

20.17 The Chair provided the following response:

“Thank you for your petition

As you may be aware from the agenda the West Hove area is being discussed for inclusion in the parking scheme programme. This report is being presented later in the meeting when Members of the Committee will discuss the way forward”.

20.18 **RESOLVED-** That the petition be noted.

(vii) Parking in the Hove Park area- Councillor Brown

20.19 The Committee considered a petition signed by 207 people that requested the council consult residents on a parking scheme to alleviate problems caused in the area.

20.20 The Chair provided the following response:

“Thank you for your petition. As you may be aware from the agenda the Hove Park area is being discussed for inclusion in the parking scheme programme. This report is being presented later in the meeting when Members of the Committee will discuss the way forward”.

20.21 **RESOLVED-** That the petition be noted.

(b) Written Questions

(i) Pedestrian Crossing Whitehawk Road

20.22 Dee Edmonds presented the following question:

“Last October a petition organised by me and signed by nearly 1000 people was submitted about, about the urgent need for a pedestrian crossing at the Steiner School bottom of Whitehawk Road School.

Although Councillor Gill Mitchell supported the petition and said 'I hope that the request for a crossing will be taken seriously', the request seems to have been ignored.

Continued support in the area for a crossing is shown by another petition collecting 200 signatures.

I would like to know if children need to be seriously hurt or killed before a crossing is enacted at the end of Whitehawk Road”

20.23 The Chair provided the following response:

“Thank you for your question.

As you may be aware, as part of the planning application for the development of the Royal Sussex County Hospital the council successfully negotiated section 106 monies for a number of highway improvements, which includes improvements for pedestrians in the area.

Part of the planning agreement was to release the money to the council once phase one of the hospital development had begun. Unfortunately, there have been some delays to the start of the hospital development which is outside of our control.

However, we are now hopeful that work on the hospital will begin shortly and we can begin the work to improve pedestrian crossings. Once we have some firm dates on the commencement of the works at the hospital I will ask Officers to contact you to discuss the pedestrian improvements to the area which the local community can all benefit from”

(c) Deputations

(i) Controlled Parking Zone in Lauriston and Cumberland Road, Preston Village- Joanne Field

20.24 The Committee considered a Deputation requesting the council to introduce a controlled parking zone in in the Preston Village area.

20.25 The Chair provided the following response:

“Thank you for your detailed deputation. As you may be aware from the agenda the Preston Village area is being discussed for inclusion in the parking scheme programme. This report is being presented later in the meeting when Members of the Committee will discuss the way forward”.

20.26 **RESOLVED-** That the Deputation be noted.

(ii) Surrenden & Fiveways area resident parking scheme- Andrew Coleman

20.27 The Committee considered a Deputation in support of the introduction of a controlled parking zone in the Fiveways area.

20.28 The Chair provided the following response:

“Thank you for your detailed deputation. As you may be aware from the agenda the results of the consultation from the Surrenden & Fiveways area is being presented later in the meeting and Members of the Committee will discuss the way forward”.

20.29 **RESOLVED-** That the Deputation be noted.

(iii) Parking Situation in West Hove- Peter Reeves

20.30 The Committee considered a Deputation requesting that residents be consulted on the option of joining the light touch parking zone adjoining the area to alleviate parking problems in the area.

20.31 The Chair provided the following response:

“Thank you for your detailed deputation. As you may be aware from the agenda the West Hove area is being discussed for inclusion in the parking scheme programme.

This report is being presented later in the meeting when Members of the Committee will discuss the way forward”.

20.32 **RESOLVED-** That the petition be noted.

21 ITEMS REFERRED FROM COUNCIL

(a) Petitions

(i) Brentwood Road pedestrian crossing- Holly Robertson

21.1 The Committee considered a petition referred from the Full Council meeting on 16 July 2015 and signed by 189 that requested the installation of a pedestrian crossing on Brentwood Road, opposite Hollingdean Children’s Centre.

21.2 The Chair provided the following response:

“Thank you for your petition.

All requests for new or improved road crossings across the city are analysed rigorously by our Road Safety team. They look at a number of factors including collision data, the width of the road, proximity of junctions and speeds of vehicles. The way these assessments are carried out has been approved by full council.

Our programme of road crossing works for 2015-16 was agreed earlier this year and is currently being implemented.

Recommendations for 2016-17 based on the highest priority sites across the city are expected to be considered by the Environment, Transport and Sustainability Committee at a future meeting and your request will be taken into consideration”.

21.3 **RESOLVED-** That the petition be noted.

(ii) Proper Parking Consultation- Rachel Finn

21.4 The Committee considered a petition referred from the Full Council meeting on 16 July 2015 and signed by 253 people requesting the council to consult with residents on the type of parking controls applied when introducing new schemes.

21.5 The Chair provided the following response:

“When consulting on potential parking schemes, the city council consults over a wide area and will only do so following clear support for such a consultation to take place.

Residents are offered the chance to express a preference on the times of enforcement and to propose different types of parking controls.

The consultation is a two-stage process so residents that will be living in roads where it is proposed to implement a scheme have a further opportunity to comment once the detailed designs have been done and Traffic Regulation Orders published”.

21.6 **RESOLVED-** That the petition be noted.

(iii) Lollipop Crossing for West Blatchington Primary School- Councillors Barnett, Janio and Lewry

21.7 The Committee considered a petition referred from the Full Council meeting on 16 July 2015 and signed by 150 people requesting the council provide a lollipop person to help children cross Hangleton Way.

21.8 The Chair provided the following response:

“Thank you for submitting this petition on behalf of your residents. I am pleased to confirm that this request has been included in the programme of crossing assessments and that surveys have been undertaken to determine levels of activity. Once the data has been analysed, a decision on whether a School Crossing Patrol can be provided will be made. I have asked the Road Safety Manager to write and inform you of the outcome once it is known”

21.9 **RESOLVED-** That the petition be noted.

22 MEMBER INVOLVEMENT

(b) Petitions

(i) Lewes Road Traffic Scheme- Councillor Yates

22.1 The Committee considered a petition signed by 771 people requesting the council release all Lewes Road scheme monitoring report produced since November 2013 and for the committee to bring a report to a future meeting fully reviewing the scheme.

22.2 The Chair provided the following response:

“The city council's cross-party transport committee unanimously agreed plans on 2nd October 2012 to make transport improvements to the Lewes Road corridor. This followed an extensive public consultation exercise where the majority of those who responded indicated they were in favour of the proposals.

The scheme included measures to improve public transport services and safety for pedestrians and cyclists as well as the upgrade of traffic signals at key junctions to improve the efficiency of the route for car drivers.

Pre-traffic surveys were undertaken in October/November 2012 in order to establish the existing baseline condition. These surveys included manual traffic counts on the mode of transport, journey times for both buses and cars, automatic traffic counts on surrounding key routes as well as obtaining bus patronage data from the local bus company.

To ensure that post-monitoring is comparable, surveys must be repeated at the same time of year so that seasonal variations do not influence the outcome. As such, the monitoring was repeated in October/November 2013 following the completion of the scheme and the results were published on our website.

In October/November 2014, the construction work to improve the safety of the Vogue Gyratory was taking place and therefore the annual monitoring had to be delayed until January/February 2015 when the works were completed. This delay meant that the surveys were subject to seasonal variation but this was deemed preferable to the alternative of gathering data during major construction works.

Further monitoring is programmed to take place in October/November 2015 after which a full report will be published summarising all the data collected to date. This will include accident analysis and will also identify any impacts on the surrounding area that may be identified as part of the latest data gathering exercise. For example, the November 2013 monitoring report identified an issue with increased queueing at the Coombe Road/Lewes Road junction. As a result, a left turn filter lane was introduced at the traffic lights and the traffic signals were adjusted. The latest queue length surveys for this junction have shown that this remedial action has been very successful and queue lengths have now fallen below the level recorded before the scheme was implemented. Should other issues be identified via the monitoring then the next report will identify suitable solutions to address them.

The report will be published on our website once it is complete which is expected to be in December 2015”.

22.3 **RESOLVED-** That the petition be noted.

(c) Written Questions

(i) Pay-By-Phone Parking- Councillor Janio

22.4 Councillor Janio presented the following question:

“Will the Chair of the Committee please tell me a) how much revenue has been raised through ‘service charges’ since pay-by-phone parking was introduced by the Council in September 2013; b) what proportion of transactions are now carried out by phone, compared to pay & display and PayPoint pro rata; and c) what impact, if any, the introduction of pay-by-phone parking has had on overall income in the areas where it applies?”

22.5 The Chair provided the following response:

“The service charge for pay by phone transactions was cut from 15p to 10p in May 2015. Since it was introduced 2 years it has raised £98,986. Today 1% of transactions are made at a PayPoint outlet, 25% of transactions are by phone and 74% are at a pay and display machine. Overall income and length of stay have increased in the areas where pay by phone shows the highest take up with 6 % of pay by phone transactions being ‘top up’ extensions of the original parking session”.

(d) Letters

(i) Southdown Avenue- Councillor Hamilton

22.6 The Committee considered a Letter from Councillor Hamilton requesting a resolution to parking issues on Southdown Avenue.

22.7 The Chair provided the following response:

“Thank you for your Letter to this Committee.

My understanding is that following a resident meeting Ward Councillors met with an officer on site to discuss this further. It was agreed that the different options that could be considered on Victoria Road are the following;

- *Change the times of the single yellow line on the north side e.g. 9am – 5pm to allow parking after 5pm until 9am in the morning.*
- *Introduce 1 hour / 4 hour limited waiting parking on certain sections of Victoria Road – could be 9am-5pm or other times.*
- *Look into changing the parking layout on Victoria Road near the park.*

These options were sent to Ward Councillors to discuss with residents to see if they felt it would solve some of the issues. As you are aware the main issue is Southdown Avenue residents needing to park after 5pm in the area when spaces are difficult to find. Any feedback can be sent to Officers to progress this.

In terms of a resident parking scheme this would require significant support from residents to take forward and there is concern that this would not solve the current issues as parking would be limited to one side of one road. However, if residents wish to pursue this then it would be advisable for them to make a further representation”.

22.8 **RESOLVED-** That the Letter be noted.

(ii) West Hove Parking- Councillor Nemeth

22.9 The Committee considered a Letter from Councillor Nemeth presenting the results of a recent parking survey undertaken by the Wish Ward councillors and requesting the area be consulted on a controlled parking scheme that included the option for a light touch model.

22.10 The Chair provided the following response:

“Thank you for your detailed letter.

As you may be aware from the agenda the West Hove area is being discussed for inclusion in the parking scheme programme.

This report is being presented later in the meeting when Members of the Committee will discuss the way forward”.

22.11 **RESOLVED-** That the Letter be noted.

23 SURRENDEN & FIVEWAYS RESIDENT PARKING SCHEME CONSULTATION REPORT.

23.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that set out the outcome of the public consultation undertaken for a proposed parking scheme in the Surrenden & Fiveways area and requested permission to proceed with a scheme in the Fiveways area as detailed in the report.

- 23.2 Councillor Ken Norman addressed the Committee on the proposals. He explained that the Withdean ward councillors had conducted their own survey and found that 75% were against the proposals in their ward. Councillor Norman stated that the local Conservative Party manifesto had outlined the need for a citywide parking review on the basis of a fairer approach to parking in the city and his group would vote against any extensions to controlled parking zones as they disagreed with an incremental approach. Councillor Norman asked the committee to refuse the proposals of the report and instead begin a thorough citywide parking review.
- 23.3 The Chair noted that a Citywide Parking Review had been undertaken by the previous administration in 2013. The previous administration had also begun a parking policy and permit review and the results of that study would be presented to the committee at its next meeting. The Chair stated that she hoped that would allow more flexibility to how parking operated in the city, particularly in outer areas. However, the council were bound by the requirement by central government that all schemes were mandated to be self-financing.
- 23.4 Councillor West thanked the Chair for her observations. In relation to the specific scheme before the committee, Councillor West noted that if the recommendations were agreed as per the report and parking enforcement was introduced in Preston Village, the Surrenden area would be surrounded by controlled parking zones and were likely to suffer from displacement issues. Councillor West felt this would lead to Surrenden residents returning to the committee requesting to join a zone in the future and Members should be braver and broader in its current approach. Councillor West noted that Councillor Littman had corresponded with him regarding two roads in the Preston Park ward that should be included in the scheme: one side of Balfour Road and Beacon Close.
- 23.5 The Parking Infrastructure Manager noted that it would be very difficult to introduce a scheme on one side of the road particularly with regard to signage and lining.
- 23.6 The Chair stated that if the committee were to receive representation from residents of those roads detailed by Councillor West, they could be consulted as part of the scheduled consultation with Preston Village, subject to approval of the report.
- 23.7 Councillor West asked if Surrenden residents would be re-consulted as part of any consultation with the Preston Village area.
- 23.8 The Parking Infrastructure Manager stated that there was no clear consensus from the wider Surrenden area on a parking scheme in the most recent consultation and there would need to be representation from residents before officers would revisit the matter.
- 23.9 Councillor Theobald noted that with the number of local schools in the area, bringing Balfour Road into a scheme could cause a significant drop in the number of parking spaces available. Councillor Theobald stated that he disagreed with the proposals of the report in principle. He had been approached by a number of residents who believed the council were introducing some schemes purely for income.

23.10 Councillor Robins stated that there was no one solution to parking issues in the city and noted that with residents approaching the council with requests to join controlled parking zones, the council had duty to consider the request.

23.11 Councillor Barradell stated that the city was very congested and it was sometimes difficult to find a space even within a controlled parking zone. Councillor Barradell felt that the council should commit more focus toward a modal shift to public transport to ease parking pressures within the city.

23.12 Councillor Greenbaum stated that she agreed with Councillor Barradell and also felt that controlled parking zones would not solve congestion problems and there needed to be a modal shift to public transport.

23.13 The Chair then moved the recommendations to the vote which carried.

23.14 **RESOLVED-**

That the Committee approves:

- 1) That a new resident parking scheme progressed within the Fiveways area (Appendix B) and as outlined in paragraph 5.8 of this report be progressed to the final design stage and publicised for statutory consultation thereafter;
- 2) That no resident parking scheme is taken forward in the further Surrenden area within the Withdean and Patcham Wards.
- 3) That limited waiting free parking bays replace the exclusive pay & display bays in Preston Drove (see Para 5.14).

24 **VALLEY GARDENS UPDATE**

24.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that updated Members on the Valley Gardens project.

24.2 Councillor West noted that he continued to be supportive of the scheme but was worried by a number of aspects. Councillor West noted with concern that the financial implications suggested there was no guarantee of the same amount of funding through re-profiling; that the delay would jeopardise future funding opportunities and that there was no mention of the cost of new surveys and re-modelling.

24.3 The Head of Transport gave assurance that since the point of publication of the report, he had received a letter from the Local Enterprise Partnership (LEP) confirming the same level of funding. He added that traffic modelling was an expensive process but it was important to make sure the scheme was robust and captured recent changes to the network that would directly impact upon the Valley Gardens area. Furthermore, the re-examination of the scheme gave an opportunity for officers to gather new data for the long-term.

24.4 Councillor West asked for confirmation of the cost of updating the traffic model.

- 24.5 The Head of Transport confirmed that this was in the region of £70,000 to £80,000 that was expensive but was very important for a large, citywide scheme.
- 24.6 Councillor Barradell stated that it was essential to note that the preferred scheme agreed by the committee in October 2014 differed from the scheme detailed in the Business Case.
- 24.7 Councillor Theobald expressed his support for the revision of the scheme as it was very important to make sure it worked effectively and efficiently. Councillor Theobald added that it was imperative that the scheme remained traffic neutral.
- 24.8 Councillor Janio stated that the re-modelling and new surveys would be important in light of the significant work undertaken at key points in the city in the past few years including Seven Dials, Lewes Road and Edward Street.
- 24.9 **RESOLVED-**
- 1) That Committee notes the update and timeline in 3.6-3.11.
 - 2) That Committee notes the urgency of gathering updated traffic data within the October 'neutral period'.
 - 3) That Committee agrees that the Project Management Board should oversee project progress along-side formal Committee decision-making processes.

25 PARKING ANNUAL REPORT 2014-15

- 25.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that requested approval of the publication of the Parking Annual Report 2014-15 for submission to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.
- 25.2 Councillor Atkinson asked for assurance that the locations of pay and display machines were convenient now their number had been significantly reduced and that instructions for how to use the pay-by-phones were very clear, particularly for elderly people. Councillor Atkinson also noted that London Road car park was under-used on a Sunday and asked if there was any scope to encourage use of the car park.
- 25.3 The Policy & Development Manager stated that his team welcomed feedback on the location of pay and display machines and had acted in instances where there had been requests from members of the public for specific machines to remain in place. He added that people could also pay for parking at Paypoint locations.
- 25.4 The Head of Transport added that the Fees & Charges report would be presented to the committee in January that would set out the tariffs for London Road car park and an Intelligent Transport System (ITS) would be introduced in the city in the near future that would better direct people to car parks that had available spaces.

- 25.5 Councillor West stated that he welcomed the report and thanked officers for their hard work. Councillor West expressed his dismay that central government were intending to withdraw the option for council's to use CCTV for prosecution particularly with regard to unsafe driving. Councillor West stated that he felt cycle parking facilities were not keeping up with demand and a proper survey of cycle ownership in the city was required to give a clear policy steer on the matter. Councillor West added that he believed businesses should also play a greater role in providing cycle parking and some were particularly poor in being aware of this need.
- 25.6 Councillor Robins stated his support for the pay-by-phone system that had been very useful for him as a trader moving around the city.
- 25.7 Councillor Theobald stated that a sign on the A23 directing drivers to London Road car park may encourage use. Councillor Theobald asked the reasons behind the decline in issuing of hotel permits year on year.
- 25.8 The Policy & Development Manager replied that it was difficult to be clear on the exact causes behind the decline in hotel permits particularly as visitor numbers to the city had risen. One possible cause was an increase in on-street parking via the pay-by-phone system that many visitors based in London would be familiar with.
- 25.9 Councillor Nemeth asked if the council had reviewed its systems and procedures in light of Coin Collection International entering administration at significant loss to the council.
- 25.10 The Policy & Development Manager clarified that the council had reviewed its procedures and an update had recently been reported to the Audit & Standards Committee.
- 25.11 **RESOLVED-**
- 1) That the Committee endorses the publication of the Parking Annual Report for 2014-15 under the provisions of the Traffic Management Act 2004.
 - 2) That the Committee authorises the Head of Transport Operations to produce and publish the report which will also be made available on the Council's website.

26 RESIDENT PARKING SCHEME PRIORITY TIMETABLE

- 26.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that recommending a parking scheme priority timetable based on recent representations to the committee and requests from ward councillors.
- 26.2 Councillor Gibson addressed the Committee on the proposals, expressing his support and that the committee agree to the timetable.
- 26.3 Councillor West expressed his support for the proposals and hoped it could address some of the parking problems experienced by residents who had attended the committee. In reference to Hollingbury Road and Ditchling Gardens, Councillor West

noted that the scheme would be comprised of just those roads and iterated his view that the scheme needed to be broader due to potential displacement difficulties.

26.4 Councillor Nemeth asked if light touch schemes were intended to be self-enforcing.

26.5 The Parking Infrastructure Manager stated that light-touch schemes were not as heavily enforced as full schemes and going forward, officers would make that clear to residents requesting such schemes. In reference to Hollingbury Road, the Parking Infrastructure Manager explained that only that road had approached the committee with a request to be part of a scheme and no further action could be taken in the wider area until similar requests were received. Hollingbury Road could not join the adjoining Zone J scheme as it was already to capacity.

26.6 **RESOLVED-**

- 1) That Committee agrees the Parking Scheme priority timetable as set out in Appendix A which would require officers commencing work immediately in the Hollingbury Road / Ditchling Road area and the Hanover & Elm Grove area.
- 2) That Committee agrees to a further report early next year on the options to take forward a consultation in the Hanover & Elm Grove area in 2016.
- 3) That Committee agrees to a further report in spring 2016 to determine the area and types of schemes to be consulted upon in the Preston Village, West Hove and Hove Park areas (if the relevant deputations are received). This report would also consider any further requests.
- 4) That Committee also notes the further requirement for additional resources to deliver this revised timetable and requests the Executive Director to investigate this possibility given the current controls on current expenditure and recruitment.

27 HIGHWAYS WINTER SERVICE PLAN 2015-16

27.1 **RESOLVED-** That the Environment, Transport and Sustainability Committee approves the Brighton & Hove City Council Highways Winter Service Plan 2015-16 as attached at Appendix 1 of the report.

28 TRAFFIC NETWORK MANAGEMENT STRATEGY

28.1 The Committee considered a report of the Acting Executive Director, Environment, Development & Housing that sought approval for a Traffic Network Management Strategy for the city.

28.2 Councillor Barradell stated that she welcomed the report and had been surprised that such a strategy had not already been adopted by the council. Councillor Barradell added the report was a crucial piece of work that she hoped worked well and promoted sustainable transport.

28.3 Councillor West stated his support for the proposals adding that more focus was required on pedestrians and public realm in section 3.4 of the report.

28.4 Councillor Atkinson welcomed the report and thanked officers for their thorough work on the matter. Councillor Atkinson added that the strategy would provide vital joined up thinking in network operations.

28.5 **RESOLVED-** That a city wide 'Traffic' Network Management Strategy be developed.

29 REMOVAL OF NON-MOTORISED VEHICLES.

29.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that sought approval for officers to undertake a detailed investigation and consultation into the use of the Highways Act 1980 to develop a highway policy to assist the Highway Enforcement team in the removal of Non-Motorised Vehicles (NMVs) from the public highway.

29.2 Councillor Theobald stated his support for the proposals and detailed that residents in his ward had experienced extensive problems from caravans parked along Surrenden Road and would welcome resolution to the issue.

29.3 Councillor Barradell requested that the full report to be presented to a following committee detail the costs of removal and storage of NMVs.

29.4 The Highway Enforcement Manager confirmed that it was intended this information be in the more detailed report to follow the investigation.

29.5 RESOLVED-

- 1) That the Committee recommend officers undertake a more detailed investigation and consultation into the use of the Highways Act 1980 to develop a highway policy that will assist the Highway Enforcement team in the removal of NMVs from the Public Highway. A full report will be brought back to ETS committee as soon as possible after consultation.
- 2) That Committee notes that an annual budget will need to be identified to cover the costs of removal and storage of NMVs for up to 14 days

30 PARKING BAY SENSORS TRIAL

The item was withdrawn.

31 BUSINESS CASE AND PROPOSALS FOR INCREASED WASTE ENFORCEMENT ACTIVITY

31.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that set out proposals for increased levels of enforcement around commercial waste and littering in the city and sought approval to procure the enforcement services.

- 31.2 Councillor Barradell stated that she welcomed the report and she hoped that the measures would improve the cleanliness of streets and change established behaviours toward littering and fly-tipping providing a better environment.
- 31.3 Councillor Janio stated that he supported the proposals and he was pleased by the method of delivery as it was an approach his group had advocated for a long time. Councillor Janio stated that he hoped the contractor would be given a steer not to be overly enthusiastic in issuing fixed penalty notices and the prosecution rate would be monitored.
- 31.4 Councillor West welcomed the proposals and hoped it would lead to an effective refuse service leading to a better environment for residents of the city. Councillor West asked if either the council or the contractor would meet the cost of appeals.
- 31.5 The Head of Strategy & Projects clarified that the contractors would prepare any evidence for an appeal and the council would lead on any prosecutions. It was hoped that once the scheme was in operation and successful prosecutions reported by the council and press, there would be a significant decrease in incidents and therefore any legal duties would be minimal.
- 31.6 **RESOLVED-** That the Environment, Transport & Sustainability Committee authorises:
- 1) The procurement of a concession contract for enforcement activity in Brighton & Hove following the timeline and evaluation criteria set out in this report with a contract term of 12 months from January 2016.
 - 2) Grants delegated authority to the Executive Director for Environment, Development & Housing following consultation with the Executive Director for Finance & Resources to award the contract for a period of three years.
 - 3) Grants delegated authority to the Executive Director for Environment, Development & Housing following consultation with the Executive Director for Finance & Resources to extend the contract for one year subject to satisfactory performance of the provider in the initial contract period.

32 PROPOSALS FOR CHARGEABLE GARDEN WASTE COLLECTIONS

- 32.1 The Committee considered a report of the Executive Director Environment, Development & Housing that set out a business case and sought approval for the introduction of a chargeable green waste collection service.
- 32.2 **RESOLVED-** That the Committee:
- 1) Agrees to trial a chargeable garden waste collection service as set out in the body of this report.
 - 2) Authorises the Director of Environment, Development and Housing following consultation with the Director of Finance and Resources to extend the service if the

first collection round has been established and evaluated to be successful as set out at paragraph 3.15

- 3) Agrees a policy on garden waste collections as set out in paragraphs 3.17 to 3.19 of this report.

33 SUSTAINABILITY ACTION PLAN

- 33.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that presented the refreshed City Sustainability Action Plan. The Plan supported delivery of the council's priorities as set in the Corporate Plan 2015-19 and creating a more sustainable city.
- 33.2 Councillor Barradell stated that the Plan was a crucial document for providing a better environment and improving the standard of people's lives. Councillor Barradell asked if the council nominated a representative to the Biosphere Board.
- 33.3 The Joint Acting Executive Director Environment, Development & Housing clarified that the Biosphere Board was currently undergoing a transition phase following its creation to make a bid for Biosphere designation and was now moving into delivery of its action plan and a new Board would be created. The Assistant Chief Executive was the Chair of the Board in its current form and there was representation from other local authorities and agencies from across the region. The Board did not currently have elected members as representatives as it would accordingly be very large in membership and the duty was placed upon the ET&S Committee to oversee delivery of the Sustainability Action Plan.
- 33.4 Councillor West stated that he welcomed the new administrations shift in attitude toward support for sustainability and Biosphere status. Councillor West stated that he was surprised there was no mention of Bioregional who had given the council its accreditation as the world's first One Planet Living city and that the term had been replaced with One Planet Framework.
- 33.5 The Joint Acting Executive Director Environment, Development & Housing stated that the council was still working with Bioregional and the annual report on the first 18 months of the Action Plan delivery had been produced by them. He added that there was an ongoing cost in engaging with a consultancy of that kind and any future commitment and priority to that cost would be decided by Members as part of the Budget Council process.
- 33.6 Councillor Janio welcomed the report and that the document was now much more succinct and realistic in its priorities.
- 33.7 Councillor Robins stated his support for the proposals and that there was a focus on sustainable water, an issue that often went neglected and was equally important as air quality.
- 33.8 Councillor Atkinson welcomed the Plan as a very important document and he was pleased that there was reference to happiness and mental well-being as a key aspect of environment.

33.9 **RESOLVED-** That Environment, Transport & Sustainability Committee:

- 1) Approves the City Sustainability Action Plan (at Appendix 1)
- 2) Requests that annual progress updates are presented at Environment, Transport & Sustainability Committee and annual updates are also taken to the Biosphere Board

34 AIR QUALITY ACTION PLAN

34.1 The Committee considered a report of the Acting Executive Director Environment, Development & Housing that sought approval of the 2015 Air Quality Action Plan that the local authority had a statutory duty to produce under the provisions of Part IV of the Environment Act 1995.

34.2 Councillor Janio asked why reference to the particulate matter had been removed from the report compared to previous editions and if this was due to focus on nitrogen derivatives.

34.3 The Technical Officer clarified that there was a focus on nitrogen dioxide as this reflected the priority set out the Air Quality Management Area that was the basis of the Action Plan.

34.4 Councillor West stated that air quality was a serious matter and he was very concerned to read that particulates contributed to 5% of annual mortality rates in the city and NO₂ 6%. Councillor West stated that at both local and national level, air quality targets were not being met and that could lead to fines imposed by the EU. Councillor West added that initiatives had been undertaken in Lewes Road and North Street and with a Low Emission Zone (LEZ). On the basis on the report before the Committee, Councillor West stated his view that the LEZ now to be extended in distance and include a greater scope of vehicles.

34.5 Councillor Barradell stated that the city needed solutions on how behavioural changes could be made to improve sustainable travel rates particularly for the more economically disadvantaged in the city unable to benefit from the savings in paying upfront for an annual or seasonal pass.

34.6 Councillor Miller stated that he had found the report very informative and would encourage as much time and effort to be placed into Rottingdean High Street which currently had some of the highest levels of air pollution in the city.

34.7 **RESOLVED-**

- 1) That the Committee agrees the 2015 AQAP and recommendations for reducing nitrogen dioxide levels across the City as set out in Appendix 1
- 2) That the Committee agree that every major council strategy including Transport, Planning and Tourism has due regard to the Air Quality Action Plan and every decision concerning Development Control and Transport Projects also has regard

to the Air Quality Action Plan, and the appropriate air quality assessments undertaken.

- 3) The Director of Public Health be given delegated authority to amend the Air Quality Action Plan to include measures introduced by the National Air Quality Action Plan, currently in draft format and going through consultation.

35 REPORT OF THE SCRUTINY PANEL ON SHORT TERM HOLIDAY LETS (PARTY HOUSES)

- 24.1. **RESOLVED-** That the Committee endorses the officer response on Short Term Holiday Lets as set out at Appendix One.

36 ITEMS REFERRED FOR FULL COUNCIL

- 36.1 No items were referred to Full Council for information.

The meeting concluded at 7.45pm

Signed

Chair

Dated this

day of

Subject: Petitions
Date of Meeting: 24 November 2015
Report of: Monitoring Officer
Contact Officer: Name: John Peel Tel: 29-1058
E-mail: john.peel@brighton-hove.gov.uk
Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

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

2. RECOMMENDATIONS:

- 2.2 That the Committee 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) Herbert Road Parking- Rachel Jeacock

To receive the following e-petition signed by 36 people:

"We the undersigned petition Brighton & Hove Council to include Herbert Road in the proposed residents parking scheme for Fiveways agreed at the Environment, Transport and Sustainability Committee on the 13th October 2015"

3. (ii) New Church Road crossing- Gilly Armstrong

To receive the following petition signed by 105 people:

“We the undersigned call on Brighton & Hove City Council to install a zebra crossing on New Church Road as close as possible to Saxon Road. This will enable safe crossing for anyone who makes use of Wish Park from this direction and/or alights from the bus stop opposite and/or attends one of the several nurseries in the area including Tinysaurus. There are currently no crossings west of Wish Road and it is this that needs to be rectified given the number of families with young children who live in the area and the volume and speed of the traffic along this stretch, especially at rush hour”.

Subject: Items referred from 22 October 2015 Full Council meeting- Petitions

Date: 24 November 2015

Report of: Monitoring Officer

Contact Officer: Name: John Peel **Tel:** 29-1058

E-mail: john.peel@brighton-hove.gov.uk

Wards Affected: Various

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

1.1 To receive any petitions referred from the Full Council meeting of 22 October 2015.

2. RECOMMENDATIONS:

2.2 That the Committee 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) Elm Trees, New Church Road- Councillor Cobb

To receive the following petition referred from the meeting of Full Council on 22 October 2015 and signed by 100 people

"We, the undersigned from the area of Westbourne Gardens, Villas and Street, ask Brighton & Hove City Council to ensure that Brighton College funds the replacement of those elm trees which have been felled after the School's negligent behaviour in leaving elm branches to decay on its New Church Road property. We should also like these to be substantial

replacements rather than saplings- and all this applies to any of the trees in a half-kilometre radius likely to fall victim to the disease unleashed by the School”.

Mr Geoff Raw
Chief Executive Officer
Brighton and Hove City Council
Kings House
Hove

11th November

Dear Geoff,

We are submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport and Sustainability Committee meeting of the 24th November.

The Surrenden area of Withdean ward is facing increasing parking difficulties due to displacement parking from Zones E and J. The newly agreed Zone F is giving cause for concern for local residents who are understandably worried about the impact of displacement on their roads, and as many houses are terraces they do not have the luxury of off-street parking to compensate for on-street parking stresses.

In the recent Surrenden and Fiveways parking scheme consultation several roads in the area voted against various parking schemes and this should be respected. Nor is it clear how further additions to permit schemes would help address the problems faced by local residents. However, it is also clear that the pressing parking stresses from having five schools, a pub, busy churches and Preston Park in the vicinity need to be addressed.

The Preston Park restrictions adjacent to Preston Park Avenue, on the weekend and after school hours also cause displacement for leisure users of the park.

Our increasingly popular monthly Councillor advice surgery in Preston Village is largely devoted to discussing parking problems in the area. I, along with Councillors Norman, have also met with officers to discuss these problems at length.

As a ward councillor for the affected area, I would like to ask that this committee requests officers to review the existing zones with a view to creating more parking spaces for residents thereby making these work more effectively so that residents of the zone do not need to park outside the restricted areas. This would be to the mutual benefit of those within permit schemes and those without.

By freeing up spaces it would also be possible to develop sustainable alternatives to car travel such a more car club hire spots, which were recently praised at this committee and to improve air quality for the area.

I am therefore seeking for a report to come before this committee with a view of resolving this increasingly contentious issue for the residents of Withdean ward.

Yours sincerely,

Cllr. Nick Taylor

Withdean Ward Councillor

Geoff Raw
Chief Executive
Brighton & Hove City Council
Grand Avenue
Hove

12 November 2015

Dear Geoff,

I am submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 24 November 2015.

At ETS Committee in October I raised concern about the shortage of public cycle parking in the city. With more people choosing to cycle, provision of cycle parking is failing to keep up with rising demand. I believe the difficulty now experienced parking a bike in some places is impacting on the attractiveness of cycling, and making it harder to access services such as shops, which in turn will be losing out on custom.

It is increasingly challenging for the Council to fund cycle parking, and opportunities such as S106 and new Pedal Cycle Parking Places in CPZs, while welcome, have limited potential to contribute to the level of cycle parking provision the city now needs.

I have raised this matter before with officers and suggested that businesses, particularly service businesses with a public foot fall, could and should be doing more to contribute to cycle parking provision. It is surely in the interests of these businesses and their customers that they do so.

I was very pleased that Cllr Mitchell acknowledged the problem and showed interest in exploring ways for businesses to play a bigger part in taking things forward. One approach I suggest is considered is to develop a scheme where logos of sponsoring businesses are displayed on the cycle stands. I'd be keen to see that businesses of all sizes were enabled to contribute and benefit from the additional visibility and recognition this would offer.

We now have a good opportunity with the Brighton and Hove Bike Share scheme to also help address the need for greater general cycle parking provision. It would be entirely possible to arrange it so that bike share scheme cycles and non-scheme bikes could share the same parking stands. This would avoid the need to invest in a limited number of exclusive, life-limited parking places for the scheme bikes. It would also offer the opportunity to non-scheme users to benefit from the scheme investment and for scheme bikes to have access to more cycle parking too. There will be a practical issue finding acceptable locations for bike share parking, and making cycle parking universal would be efficient and may help garner wider acceptance from residents facing loss of on-street car parking space. Furthermore, a flexible approach like this would enable business sponsorship of the bike share scheme to sit alongside other cycle parking business sponsorship.

Former councillor Graham Cox helpfully drew this committees' attention to the shortage of cycle parking and the problems caused by abandoned bikes taking up spaces. I hope members will welcome this opportunity to now consider how we best address the city's pressing need for a strategic, well-funded and innovative approach to addressing the growing need for cycle parking.

A handwritten signature in black ink, appearing to read 'Pete West', with a stylized flourish at the end.

Councillor Pete West

Green Group Spokesperson for Environment, Transport & Sustainability

NOTICE OF MOTION

GREEN GROUP

SPACE FOR CYCLING

The Committee notes:

- The benefits cycling brings and the investments made in the city supporting cycling that have led to a rise in cycling and gained national and international recognition;

The Committee requests:

- that the Chief Executive sign-up Brighton & Hove City Council to the Space for Cycling campaign
- that the Chief Executive write to the Secretary of State for Transport calling for increased funding to support cycling;
- Ask all Members to consider joining the campaign;
- That improvement to cycle infrastructure be identified as a priority in the Local Transport Plan.

Proposed by: Councillor West

Seconded by: Councillor Greenbaum

Supporting Information:

Increased levels of cycling are bringing wide benefit to the city: improving health; strengthening our economy and communities; tackling traffic congestion, air quality and climate change.

Investment in supporting cycling plays an important role in increasing uptake and unlocking the potential of cycling. Recent improvements include: introduction of contra-flow cycle lanes; development of a high quality cycle lane network including Lewes Road, Old Shoreham Road and Edward Street; reducing speed limits; junction improvements e.g. 7 Dial; creating cycle hubs at stations; a shared bike scheme; more on-road cycle parking and improved shopper cycle parking in London Road.

The CTCs national Space for Cycling campaign aims to create the conditions where anyone can cycle anywhere, stating: "Cycle-friendly streets are the life-blood of safe, pleasant and healthy communities. They are good for everybody's quality of life, whether or not they chose to cycle... Cycling needs to become a safe, convenient and enjoyable option for people of all ages and backgrounds, for any local journey".

| | | | |
|--------------------------|--|--|---------------------|
| Subject: | Traveller Commissioning Strategy: Three Years On | | |
| Date of Meeting: | 24 November 2015 | | |
| Report of: | Acting Executive Director of Environment, Development & Housing | | |
| Contact Officer: | Name: | Andy Staniford | Tel: 29-3159 |
| | Email: | andy.staniford@brighton-hove.gov.uk | |
| Ward(s) affected: | All | | |

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The Traveller Commissioning Strategy 2012 and Action Plan were approved by Full Council on 22 March 2012.
- 1.2 The development of this strategy was shadowed by an Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel.
- 1.3 The Response to the recommendations of the Traveller Scrutiny committed the Council to producing an annual monitoring report for the relevant Member Committee and this is the third of those updates. In addition, this report plus an update on the Scrutiny recommendations will be presented at Overview & Scrutiny Committee on 25 November 2015.
- 1.4 Progress has been highlighted in this report and the full monitoring update is attached as Appendix 1. An update on the Scrutiny Panel recommendations is attached as Appendix 2.

2. RECOMMENDATIONS

- 2.1 That Environment, Transport & Sustainability Committee notes the progress made, achievements and challenges in delivering the strategy (Appendix 1).
- 2.2 That Environment, Transport & Sustainability Committee notes the progress made in implementing the Scrutiny Panel recommendations (Appendix 2).

3. CONTEXT / BACKGROUND INFORMATION

- 3.1 The Traveller Commissioning Strategy 2012 and Action Plan were approved by Full Council on 22 March 2012.

- 3.2 In addition to reaffirming our commitment to the permanent Traveller site, our new strategy offers a fresh and co-ordinated partnership approach to addressing the key issues facing the Traveller and settled communities.
- 3.3 Progress over 3rd year of our strategy has included:
- Development of the new permanent site at Horsdean commenced on 7 September 2015 and is estimated to complete in June 2016 (the Horsdean transit site is now closed for duration of build)
 - In response to the closure of the transit site at Horsdean, the PIER plan (Prevention, Intelligence, Enforcement & Reassurance) to help tackle unauthorised encampments has been reviewed and amended. Three Gypsy Traveller Liaison Police Officers are working alternate shifts to improve cover with supervision aligned to provide support to these officers
 - Building on the findings of the Brighton & Hove Funded Engagement Annual Report 2014 the CCG has identified Equality and Diversity Champions and Participation Champions in all teams. Their training will help embed understanding of the city's diverse communities, including Travellers, within teams in the CCG
 - A work programme has been completed for professionals to ensure they are confident in identifying and responding to Domestic Violence, Sexual Violence and other forms of Violence Against Women & Girls (VAWG). A resource pack, guidance and training will be developed
 - Traveller history and culture is embedded in schools cultural diversity celebrations. All schools in the city have received support and assistance from the City's Traveller Education Unit, including staff training and a wide range of resources
- 3.4 The development of the strategy was shadowed by an Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel chaired by Dr. Aidan McGarry, School of Applied Social Science, University of Brighton. The other panel members were Councillors Littman, Simson and Robins.
- 3.5 The panel held capacity building and evidence gathering sessions where it heard from 31 witnesses representing Council services, other public sector bodies such as the Police and NHS Sussex, the Community & Voluntary Sector, resident groups, politicians and representatives from other authorities. The panel also visited the Horsdean Transit site to talk to Travellers living in Brighton & Hove.
- 3.6 The panel's final report has highlighted that:
- 'The panel welcomed the draft Strategy because it:*
- *Represented a significant step forward in describing the needs of the Traveller community and determining which outcomes a Traveller Strategy for this city wished to achieve*
 - *Contained a comprehensive set of high level goals about meeting the needs of Travellers and the settled community*
 - *Had addressed both the needs of Travellers and the settled community in those goals*
 - *Had been based on a two stage consultation process'*

- 3.7 The Response to the recommendations of the Traveller Scrutiny Panel were presented at Environment & Sustainability Cabinet Member Meeting on 15 March 2012 and committed the Council to producing an annual monitoring report for the relevant Member Committee.

Who we define as Travellers:

- 3.8 Travellers' is a collective term used to describe different groups who have a nomadic lifestyle or tradition/heritage of nomadism. Romany Travellers, English, Irish, Welsh and Scottish Travellers are recognised in law as ethnic groups and are identified as having a shared culture, language and beliefs. Romany Gypsies have been in England for over 600 years and Irish Travellers have a long history of travelling and living in this country.
- 3.9 The term 'Travellers' also covers some groups not currently recognised as ethnic groups including 'New Travellers' who are non-traditional travellers (most of whom originate from the settled community, although some children have been born into New Traveller communities) and Travelling showpeople. It also covers those who have stopped travelling due to ill health old age or young children. Van Dwellers are not considered to meet the definition of a Traveller in any national policy as they are effectively permanently resident in the city, such as through work or education.

Traveller Inequality:

- 3.9 The report 'Inequalities experienced by Gypsy and Traveller Communities: A Review' by the Equality & Human Rights Commission in 2009 shows that Traveller communities experience extensive inequalities, such as:
- Travellers die earlier than the rest of the population
 - They experience worse health, yet are less likely to receive effective, continuous healthcare
 - Children 's educational achievements are worse, and declining still further
 - Participation in secondary education is extremely low
 - Employment rates are low, and poverty high
 - Insecure lifestyles associated with repeated evictions can have a negative psychological impact upon children
 - There is an increasing problem of substance abuse among unemployed and disaffected young people
 - There are high suicide rates among the communities
 - Travellers who live in bricks and mortar housing can experience racist hostility from neighbours and isolation from their communities
 - There is a lack of access to culturally appropriate support services for people in the most vulnerable situations, such as women experiencing domestic violence
- 3.10 The EHRC report highlights that lack of suitable secure accommodation underpins many of the inequalities that Traveller communities experience.

Resident Concerns:

- 3.11 Responses to consultation, resident complaints, recent public events and articles in the local press have highlighted a number of resident concerns which are almost exclusively focussed on unauthorised Traveller encampments in local communities, and include problems such as:
- the loss of public space

- anti-social behaviour, crime and nuisance
- rubbish and fly tipping
- damage to the environment
- cost of site clearance and legal action

Our Strategy, Progress and Challenges:

- 3.12 In response to the needs of Traveller communities and concerns of local people, the Traveller Commissioning Strategy 2012 has a vision of:

Balancing the needs of Traveller communities and the City's settled communities to reduce inequality and improve community relations

- 3.13 Our strategy has been divided into 4 main outcomes with a summary of our progress and challenges outlined below:
- Outcome 1: Improve site availability
 - Outcome 2: Improve health, safety and wellbeing
 - Outcome 3: Improve education outcomes
 - Outcome 4: Improve community cohesion

Outcome 1: Improve site availability

- 3.14 An appropriate supply of properly managed pitches will help to reduce the level of unauthorised encampments which will reduce conflict and tension between communities and also help Travellers access health and education services.
- 3.15 The Horsdean transit site was operating at a reduced capacity for most of 2014/15 whilst drainage concerns were investigated. As we had fewer transit pitches there was an increase in the number of unauthorised encampments. Also, encampments were moved on 17.5% quicker than in the previous year (6.6 days on average in 2014/15), however this has a side effect of causing more encampments as Travellers move to a nearby site when they want to remain in the city. These factors contributed to a 71% increase in the number of unauthorised encampments in 2014/15 (89) when compared to 2013/14 (52).
- 3.16 At the Council's Cabinet meeting in March 2012 Members endorsed Horsdean as the preferred location for the new permanent Traveller site. This new site, providing 12 permanent pitches, will be an extension of the existing transit site. Over the past 3 years the Council has continued to work with the South Downs National Park Authority to take forward the planning application which has now been approved. Work on site commenced on 7 September 2015 and is due to complete in summer 2016.
- 3.17 Horsdean transit site is now closed whilst the new permanent site is being built. As a proposed temporary transit site was rejected, the closure is expected to result in a further increase in the number of unauthorised encampments throughout 2015/16 until the new site is open. The Police and Council have reviewed their operational plans to improve availability to enable a swift response to unauthorised encampments.

- 3.18 As part of the National Planning Policy Framework¹ and Planning Policy for Traveller Sites², local authorities are required to assess the transit and permanent site needs of Gypsies, Travellers and travelling showpeople. The latest Gypsy and Traveller Accommodation Assessment was carried out in partnership with the South Downs National Park Authority and published in December 2014. The assessment identifies an objectively assessed need for 32 additional permanent pitches for Brighton & Hove by 2030 (19 in the city's urban boundary and 13 in the city's South Downs National Park area).
- 3.19 The extent to which this need can be met will be tested through the preparation of City Plan Part 2 (Development Management Policies and Site Allocations). As part of this work a joint site search exercise will be undertaken with the South Downs National Park Planning Authority. The site search exercise will be part of the evidence base informing relevant policies in the City Plan Part 2. It is anticipated that work on Part 2 of the City Plan will commence early 2016.

Outcome 2: Improve health, safety and wellbeing

- 3.20 Travellers have a much poorer health and a significantly lower life expectancy than the general population. As with all sections of society, ensuring the health, safety and wellbeing of the Traveller communities not only raises the quality of life for one of our most disadvantaged communities, it also reduces long term public health costs.
- 3.21 As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers. The resulting report informed the Clinical Commissioners Group (CCG) and City Council of priority areas for addressing Traveller needs and its findings have been incorporated into the Joint Strategic Needs Assessment.
- 3.22 In addition the Brighton & Hove CCG Annual Operation Plan outlines the CCG's commitment to work with partners to improve awareness, access and services. The CCG funded Friends, Families & Travellers to produce a Brighton & Hove Funded Engagement Annual Report 2014 which is being used to shape the CCG's future plans. Initiatives include the identification of Equality and Diversity Champions and Participation Champions in all teams who will help embed understanding of the city's diverse communities within teams in the CCG.
- 3.23 The Brighton & Hove Preventing Violence against Women & Girls: an Integrated Strategy & Action Plan 2012-17 includes commitments to develop women's peer education and to improve responses to domestic and sexual violence amongst Gypsy and Traveller communities; this includes ensuring any new site development addresses the safety needs of women and children in its design.
- 3.24 A work programme has been completed for professionals to ensure they are confident in identifying and responding to domestic violence, sexual violence and other forms of violence against women and girls. Guidance and training is to be developed which will include a resource pack. Support for Gypsy, Roma and

¹ DCLG (2012) National Planning Policy Framework:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/6077/2116950.pdf

² DCLG (2012) Planning Policy for Traveller Sites:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/457420/Final_planning_and_travellers_policy.pdf

Travellers who experience to domestic violence, sexual violence and other forms of violence against women and girls will be a topic in the training strategy.

Outcome 3: Improve education outcomes

- 3.25 Nationally, Traveller children are the lowest achieving group in our schools. This has been and remains a long standing issue. We want to help embed the value of education throughout the family and make sure that children and young people from Travelling communities are able to access suitable education and training that enables them to attain educational standards that raises economic and employment opportunity.
- 3.26 Schools have reported improved attendance of children from Traveller families. Support from the Traveller Education Unit has meant that all schools received assistance in home-school liaison and all pupils new to a school during term-time were supported by a peripatetic teacher. In addition, all children resorting to the city were visited by an Engagement Officer and multi professional outreach team. This intervention has seen 140 pre-school children accessing the Play-bus during 2014/15 and all primary school aged children in families staying on the transit site enrolled in school. Although arrangements were made for secondary school children there was low take-up. Due to the improved attendance of children from the transit site, schools have been offering long-term intervention, for example reading recovery programmes and additional regular personalised teacher support.
- 3.27 Training for professionals, resources for schools and awareness raising events have continued: In June 2015, a cultural awareness and resources presentation was given at a Head Teachers and senior managers' conference. A Best Practice document based on a local school's successful inclusion has been drawn up and shared with other schools.
- 3.28 Discussions have taken place with Head Teachers regarding anticipated training requirements and a programme has been drawn up for 2015/16:
- Seven sessions of Cultural Awareness 'Persona doll' have been provided with a total of 340 children and 15 staff attending.
 - Gypsy, Roma and Traveller culture is now embedded in schools cultural diversity celebrations and a total of 1,950 children attended assemblies or whole class lessons. In addition, there were 25 entries for the Gypsy, Roma and Traveller History Month national competition
- 3.29 Experience has shown that the uptake of school places and pre-school resources from children living on the transit site has been improving but, in contrast, there has been very little engagement with the highly mobile children living in unauthorised encampments due to trust barriers and regular eviction. It is foreseen that the closure of the transit site will have a detrimental effect on Traveller children's education and will not pick up again until the school year following the reopening of the transit site and new permanent site.

Outcome 4: Improve community cohesion

- 3.30 Both Travelling and settled communities would like to see an end to unauthorised encampments but unfortunately until there are more stopping places for Travellers then unauthorised encampments will continue to impact on the lives of both the Travelling and settled communities. However, effective community

cohesion is about more than unauthorised encampments, it is about helping the city's diverse communities understand one another to get past the common myths, prejudices and stereotypes and to ensure that all those who have a stake in the city are able to get involved in decisions about the services that affect them. This outcome also seeks to reduce fear of crime, domestic and sexual violence, anti-social behaviour, racism, sexism and homophobia and ensure community cohesion is improved across all of our communities.

- 3.31 The council's Traveller Liaison Team continues to manage unauthorised encampments in line with government guidance and following the procedures outlined in the strategy. Joint visits by the Traveller Liaison Team and Police are made to unauthorised encampments within 24 hours of arrival and any action taken to end an encampment is based on the Community Impact Assessment. A Joint Sussex-wide protocol on unauthorised encampments is embedded within Sussex Police and forms part of the Force Policy for dealing with unauthorised encampments.
- 3.32 The Traveller Liaison Team has continued to provide support to those families on unauthorised encampments and is looking to formalise work with other support agencies in the delivery of services to Traveller communities.
- 3.33 Due to the closure of the transit site, enhanced staffing has been put in place to cope with a potential increase in unauthorised encampments. The Police have reviewed and amended PIER plan and cover has been improved with 3 Gypsy and Traveller Liaison Officers working alternate shifts and a named Sargent overseeing the management of encampments and procedures.
- 3.34 The Council, in conjunction with the police, are looking at the possibility of using PSPO (Public Spaces Protection Orders) under the Anti Social Behaviour Crime and Policing Act 2014. The aim would be to deal with anti-social behaviour (ASB) in parks and open spaces to ensure that everyone can enjoy these spaces.
- 3.35 In Brighton and Hove and subject to consultation, the intention could be to apply PSPOs to parks and open spaces where there is substantial evidence of nuisance and annoyance caused by some people using those areas such as driving on grass, the occupation of land by people in caravans, vehicles or tents, fly tipping, lighting fires and using park areas to defecate/urinate. Vehicles and structures would have to be removed within 12 hours and failure to comply would be a criminal offence.
- 3.36 The council intends to begin three months consultation on the use of PSPO's at the end of November. If their use is approved, they are likely to come into force around the same time as the opening of the transit site in summer 2016.
- 3.37 The Traveller Liaison Team is exploring the opportunities of putting projects in place for the residents of the new permanent site and initial meetings have been held with the Irish Traveller Women's Group and work and learning specialist

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The necessity of enforcement without a supply of suitable stopping places results in a cycle where travellers were moving from high profile site to high profile site as their preferred locations were no longer available. Moving encampments quicker can cause them to fragment into a larger number of smaller sites. This results in increased costs and community tensions to the detriment of Travellers and the settled community alike.
- 4.2 Alternative options would require the need for additional transit sites to meet seasonal demand and/or the use of toleration on some of our more high profile sites. These options have implications in planning terms, particularly in respect of the lack of suitable locations and on the impact of the settled community from loss of green space and are likely to increase community tensions.
- 4.3 To completely resolve the issues around unauthorised encampments and facilitate a stable pitch for all Travellers would require a national approach to site provision together with changes in the law which are beyond our remit.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 In keeping with the Community Engagement Framework, consultation with Travellers, partner agencies and support groups (such as Friends, Families and Travellers) and the settled community has been essential to ensure that the Travellers Commissioning Strategy meets needs in an effective way.
- 5.2 In addition, the Traveller Scrutiny Panel held capacity building and evidence gathering sessions where it heard from 31 witnesses representing Council services, other public sector bodies such as the Police and NHS Sussex, the Community & Voluntary Sector, resident groups, politicians and representatives from other authorities. The panel also visited the Horsdean Transit site to talk to Travellers living in Brighton & Hove.

6. CONCLUSION

- 6.1 The Response to the recommendations of the Traveller Scrutiny Panel were presented at Environment & Sustainability Cabinet Member Meeting on 15 March 2012 and committed the Council to producing an annual monitoring report for the relevant Member Committee. Appendix 1 is the second annual monitoring report.

7. FINANCIAL & OTHER IMPLICATIONS

Financial Implications:

- 7.1 This report gives an update on the development of the Traveller Commissioning Strategy. The costs associated with any further actions to implement the Strategy will need to be met from within current agreed capital and revenue resources. The capital budget for the new permanent Traveller site at Horsdean is £2.100m as reported to Policy and Resources Committee 9th July 2015.

Finance Officer Consulted: Monica Brooks

Date: 19/10/15

Legal Implications:

- 7.2 This is a for note report and consequently there is little legal advice required at this stage. Legal advice in relation to the commissioning activities has been previously given. And this should be referred too.

Lawyer Consulted: Simon Court

Date: 09.11.15

Equalities Implications:

- 7.3 Travellers are an often marginalised group with a way of life that the authority seeks to protect whilst at the same time considering the needs of local residents. Gypsies, Roma and Travellers as a group suffer a high level of inequality, particularly around life expectancy, health and education issues, and suffer from discrimination and racial hatred.

- 7.4 Gypsies and Irish Travellers were recognised as distinct racial groups under the Race Relations Act 1976 and continue to be recognised as such under the Equality Act 2010.

- 7.5 The whole Strategy, its vision, outcomes and goals are focussed on reducing inequality and improving community cohesion between Travelling and settled communities. Alongside improving health and education outcomes specific goals are also focussed on inclusion, including:

- Goal 13: Improve further the awareness in schools about Traveller History and Culture
- Goal 14: Increasing awareness of different cultures
- Goal 15: Involve Travellers in service design and delivery

- 7.6 An Equality Impact Assessment was carried out as part of the development of the Traveller Strategy to help shape our strategic outcomes, goals and actions.

Sustainability Implications:

- 7.7 The repeated evictions of travelling groups from the city's parks, historic and otherwise important sites only to see them again camp on a similar site is causing distress to travelling groups, local people and the environment.

- 7.8 In focussing protection measures on locations most unsuitable for encampments and allowing toleration in limited circumstances the report seek to minimise the impact on residents and Travellers and also prevent further damage to the city's important open spaces.

Crime & Disorder Implications:

- 7.9 If we are successful in achieving Objective 1: Improve site availability this will have an immediate impact on community cohesion by minimising the unauthorised encampments that inflame community tensions.
- 7.10 To address crime, anti-social behaviour and nuisance the Strategy has been developed through close working with Sussex Police and the Crime & Disorder Reduction Partnership with related goals and actions in the strategy:
- Goal 9: Tackle domestic and sexual violence
 - Goal 16: Effective management of unauthorised encampments
 - Goal 18: Tackling crime, anti-social behaviour and nuisance
 - Goal 19: Tackling racism, sexism and homophobia

Risk and Opportunity Management Implications:

- 7.11 With a national shortage of stopping places for Traveller and limited resources available in the city there are a number of risks associated with the Traveller strategy which will be closely monitored:
- **It is not possible to prevent unauthorised encampments and determined incursion past security measures** however the strategy seeks to proactively minimise the potential for this and take robust action when it does occur.
 - **Temporary closure of the Horsdean transit site** whilst the permanent site is being developed. No alternative suitable temporary transit site has been approved. As a result there will be no official stopping places for travellers in the city which is likely to lead to an increase in unauthorised encampments.
 - **Community cohesion may continue to be damaged if there are more high profile encampments.** A coordinated approach involving politicians, the local authority, the Police and the media is critical in reassuring all communities and tackling nuisance.
 - **Toleration could cause environmental damage** to sites. Guidance for officers on toleration has been developed. Toleration will only be allowed in limited circumstances and carefully monitored.
 - **A possible honey pot effect** with the permanent site attracting more Travellers to the area. This will be monitored closely with rigorous action on unauthorised encampments particularly as the permanent site will free up space on the transit site to help us address encampments. In addition, the allocations policy for the permanent site is likely to include criteria around local connection and welfare need.
 - **Limited ability to improve children's education** whilst the transit site is closed. It is harder for families to engage with education services on unauthorised sites as they are very short lived.
 - **The need for additional pitches** as identified in the Gypsy and Traveller Accommodation Assessment published in December 2014. The assessment identifies a need for 32 additional permanent pitches in Brighton & Hove by 2030. 19 of these are in the city's urban boundary with Brighton & Hove City Council as planning authority and 13 in our National Park area coming under the South Downs National Park Authority.

Public Health Implications:

- 7.12 Research has shown that Traveller health is far worse than the population as a whole, particularly around life expectancy, infant mortality and maternal mortality, mental health and suicide. These health inequalities are attributed to a combination of factors including lack of stable accommodation to promote effective service engagement, educational disadvantage, environmental hardship, social exclusion and cultural attitudes.
- 7.13 The Traveller Commissioning Strategy 2012 has been developed in partnership with Public Health and NHS Sussex (Brighton & Hove), which authored the chapter on Traveller Health & Wellbeing Needs and which has led to Outcome 2: Improve health, safety and wellbeing of the Strategy and its associated goals.
- 7.14 The success of our health objective is heavily dependent on Objective 1: Improve site availability which will help Travelling communities and professional build the trust and relationships essential for effective health, care and support services.

Corporate / Citywide Implications:

- 7.15 Traveller inequality not only impacts on the quality of life of Travellers but has an impact on public services and the public purse. By improving site provision for Travellers we will improve service engagement which will in turn help to improve Traveller health, education and employment opportunities.
- 7.16 Effective action to minimise and manage unauthorised encampments is essential to support local residents, the Traveller community and to protect the city's open spaces. An ineffective approach is likely to exacerbate the number of encampments with additional associated community tensions and costs.
- 7.17 The Traveller Commissioning Strategy has not been developed in isolation but has been led by the Housing as part of a wider partnership throughout the Council that includes Public Health, the Learning & Partnerships, Communities & Equalities, City Infrastructure, Planning & Public Protection.
- 7.18 This partnership approach has also extended beyond the Council to include NHS Brighton & Hove, Sussex Police and the Education Welfare Service provided by East Sussex County Council.

SUPPORTING DOCUMENTATION

Appendices:

- 1. Three Years On: the Traveller Commissioning Strategy in Action
- 2. Three Years On: Responding to the Scrutiny Panel Recommendations

Documents in Members' Rooms:

None

Background Documents:

- 1. Two Years On: the Traveller Commissioning Strategy in Action, Environment, Transport & Sustainability Committee, 20 January 2015
- 2. One Year On: the Traveller Commissioning Strategy in Action, Environment, Transport & Sustainability Committee, 8 October 2013
- 3. Traveller Commissioning Strategy 2012, Full Council, 22 March 2012
- 4. Response to the recommendations of the Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel shadowing the development of the new Traveller Commissioning Strategy 2012, Environment & Sustainability Cabinet Member Meeting, 15 March 2012

Three Years On: The Traveller Commissioning Strategy in Action 2014/15

Foreword

This is the third Traveller Commissioning Strategy update, my first as Chair of the Environment, Transport and Sustainability Committee. I would like to affirm our commitment to take a firm and fair approach that will not only reduce the inequalities experienced by Travellers but will also support community cohesion.

I am very pleased to say that work has now commenced on the new permanent traveller site at Horsdean and will be completed in summer 2016. We have worked very closely with the South Downs National Park Authority to make sure the design of the new site is in keeping with the local area. This site will provide 12 permanent pitches which have been provisionally allocated to Traveller families who meet the permanent site allocation policy criteria.

Whilst we are developing the new permanent site we have had to close the transit site. We are concerned that this may lead to an increase in unauthorised encampments and the council's Traveller Liaison Team are working closely with the Police to minimise any disruption. The Police have reviewed and amended their PIER (Prevention, Intelligence, Enforcement & Reassurance) Plan based on increase risk of unauthorised encampments with improved cover being provided by the Police's three Gypsy and Traveller Liaison Officers.

To help improve the understanding and trust between travellers and health services, the Clinical Commissioners Group has identified Equality and Diversity Champions and Participation Champions who will help embed understanding of the city's diverse communities, including Travellers, in health teams across the NHS service.

Our new Traveller Education Unit has seen school attendance from Traveller children improve. 140 pre-school children accessed the Playbus and all primary school age children residing on the transit site enrolled in school. However, there was poor take-up from secondary aged children and we know that with the transit site closed, it will be a challenge to engage traveller children with education opportunities whilst they are on unauthorised encampments.

Whilst the forthcoming months are likely to be difficult with the closure of our transit site, the opening of the new site in 2016 will mean that Brighton & Hove has taken a major step in increasing its pitch capacity to help tackle unauthorised encampments and meeting our duty of care to the travelling community.

Councillor Gill Mitchell
Chair of Environment, Transport & Sustainability Committee

Our Strategy

The city's **Traveller Commissioning Strategy 2012** was approved by the Council in March 2012 with a vision of:

Balancing the needs of Traveller communities and the City's settled communities to reduce inequality and improve community relations

Our strategy is split into 4 key priority areas aimed at supporting Travellers to improve the quality of their lives and reduce the tensions between communities:

- Improve site availability
- Improve health, safety and wellbeing
- Improve education outcomes
- Improve community cohesion

Action to address these priorities will help ensure we have adequate Traveller pitch provision to improve stability for those Travellers living in and visiting the city. This will help Travellers access education and health services more effectively and also reduce pressures on the city's parks and open spaces to tackle anti-social behaviour and improve community cohesion.

Development of Traveller Commissioning Strategy was done in stages that gave us that opportunity to engage and consult with residents, Travellers, Community & Voluntary Sector Organisations, service commissioners and providers, community champions, pressure groups and others.

The Traveller Commissioning Strategy has not been developed in isolation but has involved services across the Council and beyond. Our partnership approach brought together the Council, NHS Sussex, Traveller Education Team and Sussex Police.

In addition the Environment & Community Safety Overview & Scrutiny Committee Traveller Strategy Scrutiny Panel shadowed the development of the strategy from the outset and recommendations submitted by the panel were integrated into the final strategy.

The Scrutiny team won the Centre for Public Scrutiny award for Innovation (for the second year running) for its work on the scrutiny panel set up to shadow the development of the new Traveller Strategy.

Our strategy has identified the importance of developing a regional approach to tackle Traveller inequality and the shortage of suitable stopping places, and a number of groups have been set up and consultation processes established to address cross boundary concerns and issues.

Unauthorised Encampments

Government guidelines recognise that due to the national shortage of stopping places Travellers will continue to set up unauthorised encampments as they follow their traditional routes for seasonal work.

The Horsdean transit site was operating at a reduced capacity for most of 2014/15 whilst drainage concerns were investigated. As we had fewer transit pitches there was an increase in the number of unauthorised encampments.

Also, encampments were moved on 17.5% quicker than in the previous year (6.6 days on average in 2014/15), however this has a side effect of causing more encampments as Travellers move to a nearby site when they want to remain in the city.

These factors contributed to a 71% increase in the number of unauthorised encampments in 2014/15 (89) when compared to 2013/14 (52).

Horsdean transit site is now closed whilst the new permanent site is being built. As a

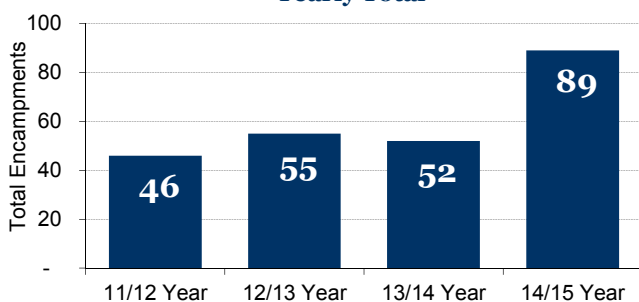
proposed temporary transit site was rejected, the closure is expected to result in a further increase in the number of unauthorised encampments throughout 2015/16 until the new site is open.

The Police and Council have reviewed their operational plans to improve availability to enable a swift response to unauthorised encampments.

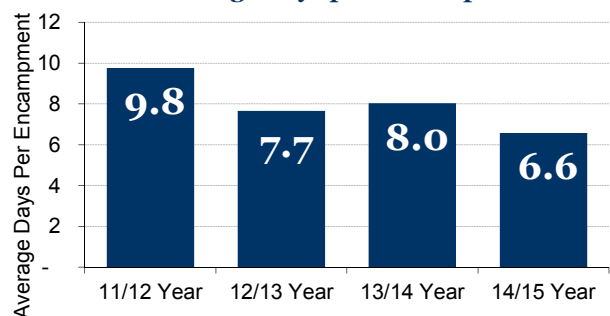
When making decisions with the Police about moving on an encampment we have to balance the needs of the community that has lost the use of it's open space, the welfare needs of the Travellers and also the likely impact that a fresh encampment will have elsewhere in the city.

When an encampment is present regular high profile visits by the Police and Council's Traveller Liaison Team help to reassure both residents and Travellers to minimise the disruption and anti social behaviour that sites can attract. A new waste contract helps to ensure that sites are effectively and swiftly cleaned.

**Brighton & Hove
Unauthorised Traveller Encampments
Yearly Total**



**Brighton & Hove
Unauthorised Traveller Encampments
Average Days per Encampment**



Outcome 1: Improve site availability



Developing the New Permanent Site

Work began on the new permanent Traveller site at the beginning of September 2015 and is expected to be completed in summer 2016. Westridge Construction Ltd is building the permanent site. They are members of the considerate constructor scheme and will make sure that any inconvenience caused by the build will be kept to a minimum.

The permanent site will provide 12 pitches for Traveller families with a local links to the community, many having regularly occupied pitches on the transit site.

Each permanent pitch will have a hard-standing area for a static caravan and other vehicles, an amenity block which will include a kitchen, bathroom and dayroom and a grassed area and will be enclosed by a fence and gate.

The permanent site will have a managers office, play area and foul and surface water treatment plant, landscaping and access.

The design of the site has not only taken into account the needs of Travellers but also made sure that the natural beauty of the landscape will not be spoilt.

Consultation continues to take place during the construction giving opportunities for local residents to meet and question the project team and other stakeholders.

The transit site has been closed during construction and will reopen when work has been completed, providing 21 pitches for Travellers to stay for up to 12 weeks.

Managing the Horsdean sites

To support the efficient management of the Horsdean sites, the council has developed an allocations policy for the new site

Under the new policy, the 12 permanent pitches will be let on secure tenancies to households who successfully complete 12 months on an introductory tenancy (in line with the council's housing Tenancy Policy).

Rent collection will be in line with all council tenants and this will enable rents to be collected more efficiently to reduce non payment and rent arrears.

A 'need based' allocation policy has been developed using the methodology of Gypsy and Traveller Accommodation Assessment (GTAA). This makes sure that pitches are allocated to those Traveller households who are most in need of a permanent pitch in Brighton and Hove.

Pitch priority is for 'Locally Known' ethnic Travellers who have lived in the city for 3 out of the past 5 years. This will not only support the needs of local ethnic Travellers but should also lead to a reduction in unauthorised encampments.

The permanent site will also help other services such as education and health to work with the Traveller families and improve their health outcomes and life chances and build links with the local communities and schools..

Like the transit site policy, the permanent site policy will require that applicants have a provable ethnic Traveller status.

The waiting list for the 12 permanent pitches was opened last November and pitches have been allocated according to the allocation policy.



Gypsy and Traveller Accommodation Assessment 2014

The Gypsy and Traveller Accommodation Assessment was published December 2014. It establishes the objectively assessed need for Gypsy and Traveller accommodation in the Brighton & Hove administrative area over the next 15 years.

Residential Pitch Need: In addition to the 12 residential pitches being built at the Horsdean site the assessment identifies a need for 32 additional permanent pitches in Brighton & Hove by 2030. 19 of these are

in the city's urban boundary with Brighton & Hove City Council as planning authority and 13 in our National Park area coming under the South Downs National Park Authority.

Transit Need: Although existing transit provision should be sufficient, there is a need to consider how to respond to any larger encampments that may occur and also to consider other options such as toleration where there is minimal impact.

Outcome 2: Improve health, safety and wellbeing

Patient and Public Participation Strategy 2014/16

To make sure that all communities to have an opportunity to participate in consultation on health services, the CCG commissions community and voluntary sector organisations to assist with engaging with marginalised and excluded communities including Gypsy and Travellers. Feedback influences plans and work, for example the provision of training for GP practices on Gypsy and Traveller awareness and the design of a small 'help card' which helps overcome barriers like low literacy levels and the reluctance to disclose.

| | |
|--------------------------|--|
| <input type="checkbox"/> | I need help filling in forms |
| <input type="checkbox"/> | In need help reading and understanding |
| <input type="checkbox"/> | I would like a doctor who is the same gender as me |
| <input type="checkbox"/> | I would like to speak to someone confidentially |

Violence against Women and Girls Strategy

The Brighton & Hove Safe in the City Partnership which brings together many agencies to tackle crime and anti-social behaviour, is an associate partner in the transnational 'Roma-bridge' project. This aims to support victims of domestic, sexual and gender-based violence. The lead for the project is Friend, Families and Travellers, who successfully bid for European Commission funding.

A work programme has been completed for professionals to ensure they are confident in identifying and responding to domestic and sexual violence and other violence against women and girls (VAWG). Guidance, training and a resource pack will be developed which will include a focus on Gypsy and Traveller needs.

Outcome 3: Improve education outcomes

Educational Support to Traveller Children

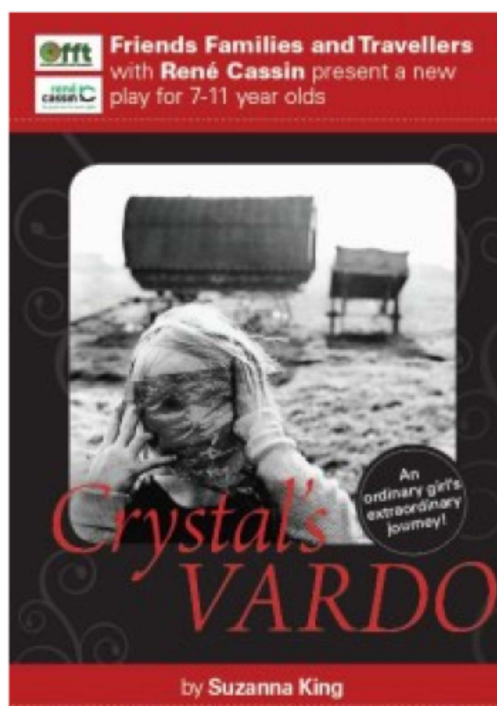
The past year has seen improved school attendance from Traveller children.

All Traveller families with children were visited by an Engagement Officer and multi-professional outreach team resulting in 140 pre-school children accessing the Playbus.

All primary school age children residing on the transit site enrolled in school but there was poor take-up from secondary aged children.

Unfortunately many of the highly mobile children on

unauthorised encampments were not engaged, due to poor parental engagement and regular evictions.



All schools in the city have received support and assistance, including staff training and a wide range of resources.

Online resources are available such as the Gypsy, Roma Traveller Awareness Assembly notebook which provides slides on Traveller Culture, a links to the Sticks and Stones podcast and the Crystal Vardo DVD telling the story of school bullying.

Outcome 4: Improve community cohesion

Managing Encampments

In response to the temporary closure of Horsdean, the Prevention, Intelligence, Enforcement and Reassurance (PIER) plan has been reviewed.

The review was based on increased risk and anticipated rise in unauthorised encampments due to the close of the transit site during the build of the new permanent site.

A consistent approach is being applied in operating the plan with 3 police Gypsy and Traveller Liaison Officers working alternate shifts to improve cover.

Senior supervision to provide support to these officers oversees the management of encampments and procedures. The plan continues to ensure that the community reassurance plan is at its heart.

Outcome 1: Improve site availability

| Strategic Action | Target | Current Position | Lead Partner |
|--|--|--|--|
| Goal 1 Develop a new permanent Traveller site | | | |
| Consult on preferred site prior to planning application | March - April 2012 | Complete 2012: preferred site identified and local consultation taken place | Brighton & Hove City Council |
| Obtain planning permission for preferred site | Updated timescale: Application delayed from 2012 to 2013 | Complete 2015: All pre-commencement conditions approved and work on site has commenced | Brighton & Hove City Council & South Downs National Park |
| Develop site | Subject to planning permission | Work started on-site 7 September 2015 with anticipated completion June 2016 | Brighton & Hove City Council |
| Develop allocations and management policies | Subject to planning permission | Allocations policy developed. Management policies in development (with reference to the Environment Agency). | Brighton & Hove City Council |
| Open site | Subject to planning permission | Site is due to open summer 2016 | Brighton & Hove City Council |
| Goal 2 Ensure effective management and use of the Horsdean Transit Site | | | |
| Appoint a site warden for the Horsdean Transit Site | Recruitment planned for Spring 2012 | Complete 2012: 2 Site & Support Officers in post | Brighton & Hove City Council |
| Review occupancy of the Transit Site to provide capacity to help minimise unauthorised encampments | Spring/Summer 2012 (and ongoing after) | Transit site closed whilst the permanent site is being built. Will re-open with 21 pitches. | Brighton & Hove City Council |
| Improve the collection of fees and service charges and deal effectively with arrears | Summer 2012 (and ongoing after) | Rents and Service Charge collection rates have increased by 49% since 2012/13. All charges to be reviewed for reopening. | Brighton & Hove City Council |

| Strategic Action | Target | Current Position | Lead Partner |
|--|---|--|------------------------------|
| Goal 3 Develop procedures for Tolerated sites | | | |
| Research Good Practice and develop guidance on toleration | Spring 2013 | Complete 2013/14: A toleration protocol developed and implemented | Brighton & Hove City Council |
| Consult and Equality Impact Assessment | Subject to guidance | Complete 2013/14: Consultation and Equality Impact Assessment completed | Brighton & Hove City Council |
| Implement | Subject to guidance | Complete 2013/14: Toleration protocol has been implemented | Brighton & Hove City Council |
| Goal 4 Consider the need for future site provision | | | |
| Gypsy & Traveller Accommodation Assessment (GTAA) | Subject to guidance but required to plan for post 2016 need | Complete 2014: 32 additional permanent pitches required by 2030 | Brighton & Hove City Council |
| Monitor size, duration, frequency, make up of unauthorised encampments | Build up a picture of need and demand particularly once permanent site open | This information continues to be gathered and monitored | Brighton & Hove City Council |
| Implement further requirements of new government planning guidance | Subject to guidance | The preparation of City Plan Part 2 will need to consider options for addressing additional pitch requirements to 2030 | Brighton & Hove City Council |
| Plan according to new guidance | Subject to guidance | In progress: Traveller Accommodation Policy CP22 reflects new guidance | Brighton & Hove City Council |
| Ensure new City Plan recognises identified needs to 2016 and the need to consider future needs provision | Plan proposed adoption end 2013 | City Plan (Part 1) proposed adoption end of 2015. GTAA identifies needs to 2030 | Brighton & Hove City Council |
| Goal 5 To provide advice to Travellers seeking to buy their own land for developing a site | | | |
| Planning advice to travellers seeking to buy their own land for developing a site | Appropriate advice provided as and when required to build on existing good practice | No approaches received from Gypsy or Traveller groups to develop their own sites | Brighton & Hove City Council |

Outcome 2: Improve health, safety and wellbeing

| Strategic Action | Target | Current Position | Lead Partner |
|--|--|--|---|
| Goal 6 Improve access to health and other support services for Travellers in the city | | | |
| Conduct specific needs assessment on the health and wellbeing of Travellers | November 2012 | Complete 2012: The needs assessment was carried out during summer 2012 | Public Health & NHS Sussex |
| Develop an action plan in response the findings of the needs assessment in order to improve access to healthcare services for members of the G&T Community | March 2013 (and ongoing) | Brighton and Hove CCG continues to commission Friends, Families and Travellers to engage with Traveller communities until March 2017 | Clinical Commissioning Group |
| Citywide review of Health Visitors to include the impact on the Travelling community | 2012/14 | On-going. Health Visitor involvement included in the review taking place in 2016 when permanent site completed | NHS Sussex & Brighton & Hove City Council |
| Goal 7 To improve cultural awareness in health services | | | |
| Cultural awareness training for Clinical Commissioners Group staff and lead clinicians | April 2013 | Ongoing: The CCG has identified Equality and Diversity Champions and Participation Champions in all teams. Their training will help embed understanding of the diverse communities in the city within teams in the CCG | CCG & NHS Sussex |
| Goal 8 To improve ethnic monitoring in health and other services to include Travellers | | | |
| The Trust will ensure that all service providers are aware of the monitoring framework and use it to monitor service uptake and experience in order to identify key issues for Traveller communities | Ongoing – to be reviewed as part of needs assessment | The CCG will review progress as part of the 2015 refreshed Equality Delivery System for the NHS (EDS2) | NHS Brighton & Hove |

| Strategic Action | Target | Current Position | Lead Partner |
|---|--|---|---|
| Goal 9 Tackle domestic and sexual violence | | | |
| Integrate actions to address domestic and sexual violence in Traveller communities into DV and SV Action Plans and in the Violence Against Women & Girls Strategy | Plan in place April 2012 | <p>Compete: Response to Gypsy, Roma and Travellers identified explicitly as an area which the successful bidder should consider.</p> <p>Ongoing: The Partnership Community Safety Team is an Associate Partner in the 'Roma-bridge' project</p> | Safe in the City Partnership |
| Develop a package of support for Travellers subject to the overall needs within the DV Commissioning Plan, SV Action Plan and the Violence Against Women & Girls Strategy | To be developed in 2012/13 | <p>Completed: A targeted work programme completed by September 2015 to ensure that the Traveller Liaison Team, other relevant professionals and Friends, Families and Travellers are confident in how to identify and respond to DV SV and other forms of VAWG</p> <p>Ongoing: Between September - October 2015 guidance and training for professionals will be developed, including a resource pack.</p> | Safe in the City Partnership working with other organisations |
| Integrate work of Traveller Education Team (Goal 13) with Healthy Schools Team work on gender equality / domestic and sexual violence prevention | 2012/13. Integration of awareness and education work. Clear pathways to services for young people for Traveller children needing support | Working on a domestic violence DVD which crosses over into health etc. | BHCC Healthy Schools Team |

Strategic Outcome 3: Improve education outcomes

| Strategic Action | Target | Current Position | Lead Partner |
|--|---|--|--|
| Goal 10 | Raise standards by ensuring successful education provision for Traveller children | | |
| New families are visited by Outreach Team to engage with families, assess need according to age and arrange admission into local school | 1) All pre school children are engaged 2) All school aged children enrolled in local provision | All families with children visited. 2014/15 - 40 pre school children accessed Playbus. All primary school aged children on transit site were enrolled in a school Poor take up of secondary aged children. A high % of children on unauthorised sites did not engage | Traveller Education Team |
| Children are supported into new school by peripatetic teacher | Successful admission and inclusion into new school | All new entrants during year supported by peripatetic teacher. Support for assessment and meeting individual needs. 366 support sessions provided. | Traveller Education Team |
| Home school liaison provided by outreach team and Education Welfare Service to ensure good attendance | All children in school with attendance over 90% | 100% of schools received assistance in home-school liaison and 86% reported improved attendance | Traveller Education Team & Education Welfare Service |
| Support provided to local school and their communities closest to new site via <ul style="list-style-type: none"> • training re cultural awareness and successful practice in integrating Traveller children • additional teaching support to Traveller children with learning deficit | 1) All receiving schools cultural awareness training and educational resources 2) New Traveller children settled in schools and support plans in place where necessary | As above. Cultural awareness and resources presentation at Head Teachers and senior managers' conference. Best Practice document drawn up and shared Training requirements functional Autumn term 2015 366 individual support sessions provided to children with learning deficit | Traveller Education Team |
| Collaborate with voluntary sector and families to provide/access out of school activities | New children integrating into local community | Some bespoke activities provided by FFT for children on transit | Youth Service, Traveller Education Team, Traveller Organisations |

| Strategic Action | Target | Current Position | Lead Partner |
|--|--|--|--|
| Goal 11 Raise the engagement with learning opportunities for all traveller families visiting Brighton and Hove | | | |
| To continue to provide a specialist/outreach provision to support all Traveller families to access learning opportunities | Increase uptake in local provision including family learning | Consultation with Traveller Women's Group as to educational needs during year. Requests for adult literacy and IT. Further consultation will take place once site is open | Traveller Education Team |
| To provide additional teaching support for those with learning deficit (due to mobility) | Improvement in attainment - Foundation Stage, KS2 and 4 | Due to improved attendance from children on transit site, schools have begun to offer longer term intervention. Additional, regular personalised teaching support has been offered to 41 children. | Traveller Education Team & Schools |
| To offer alternative education provision where required for 14-19 secondary aged pupils | Improved uptake of educational opportunities | As above | Traveller Education Team & Engagement Team |
| Involve Traveller groups in education services development | Consult with local Travellers | Following on site survey of children and parents views to develop the service. TESU arranged site visits for Literacy Support Service and staff from local school | Traveller Education Team & Schools/Nurseries |
| Goal 12 Secure engagement of families from the early years | | | |
| To deliver weekly outreach under 5s play sessions to all families using the Traveller education team playbus in partnership with health and other professionals. | To engage all newly arrived families with mainstream services. eg children centres, early years settings and specialist services eg speech and language therapists | February 2012 outreach multi professional visits commenced. 140 children accessed the play facilities. Families referred or signposted to relevant services | Traveller Education Team & Health visitors |
| To provide a parent and under 5s drop-in group for Traveller parents on site | Attendance and participation in the bespoke group within Children's Centre and to increase participation and inclusion in wider children centre activities | As above | Early Years Coordinator Traveller Education Team Moulsecoomb Children's Centre |

| Strategic Action | Target | Current Position | Lead Partner |
|---|---|---|--|
| Involve Traveller groups in education services development | Improve participation and uptake of 2 yr old nursery funding | Survey undertaken. High mobility mitigates against take up of nursery provision 2014/15 - 7 children accessed nursery, 1-2 year funding | Health Visitors, Early Years Coordinator, Traveller Education Team |
| To provide training to early years settings, children's centres, school staff re good practice in working with GRT families as both bespoke and part of LEAs training programme | Increased skills and confidence of EYs staff in working with GRT families – result increase in uptake of mainstream provision | Cultural Awareness "Persona doll" sessions provided in 7 settings benefitting 340 children and 15 staff. Promoting uptake of Persona Doll training for Early years Practitioners. | Traveller Education Team |
| To arrange nursery places when necessary to newly arrived families and support child into nursery, to provide teaching support to children with an identified need | Increased uptake of Early Years Educational Entitlement (EYEE) | 2014/5 - 7 children supported into nursery, 1 obtained 2 year Nursery Funding | Traveller Education Team |
| Goal 13 | Improve further the awareness in schools about Traveller History and Culture | | |
| Offer cultural awareness training to all educational establishments and to embed this in LEAs rolling training programme | Uptake of training | Training embedded in Council's Workforce and Development programme | Traveller Education Team, Healthy Schools Team |
| Promote national initiatives such as Gypsy Roma Traveller History Month and encourage schools to participate | Schools participation in GRT History Month | Embedded in schools cultural diversity celebrations. 1,950 children attending assemblies or whole class lessons. 25 entries into GRTHM national competition | Traveller Education Team, Partnered with Traveller Organisations |
| Involve Traveller groups in education services development of cultural awareness and equalities training | Travellers Participation in training | As above plus talks to schools from local Traveller group | Traveller Education Team, Partnered with Traveller Organisations and individuals |
| Continue to contribute to schools curriculum diversity by providing lesson models, resources and artefacts. | Culturally reflective curriculum in schools with Traveller children on roll | Ongoing. As above. Lesson plans provided to schools. On-going books / DVD loans at all schools with Traveller pupils. | Traveller Education Team, Healthy Schools Team |
| Information for schools updated and available via website | Schools have accessible resources | Updating in hand. Information currently being moved onto BEEM | Traveller Education Team |

Strategic Outcome 4: Improve community cohesion

| Strategic Action | Target | Current Position | Lead Partner |
|---|--|---|---|
| Goal 14 Increasing awareness of different cultures | | | |
| Develop a greater understanding amongst the media of Traveller issues | Ongoing work | Ongoing work with media on all issues. Communications with police improved and messaging more consistent. Communications advice given to traveller team | Brighton & Hove City Council |
| Improve further the awareness in schools about Traveller History and Culture | Various (see Goal 12) | Ongoing: Various (see Goal 12) | Traveller Education Team, and Traveller Orgs. |
| BHCC Promotion of Gypsy Roma Traveller History Month | June - annually | Ongoing promotion with our community and neighbourhood contacts | BHCC Communities & Equality Team |
| Run regular Councillor Traveller awareness sessions | 2012 & 2013 (and every 2 years following elections) | Ongoing: Second phase of Member induction training co-ordinated | Brighton & Hove City Council |
| Traveller staff – workforce monitoring and action/support from BME Workers Forum | Various as part of People Strategy and Implementation plan | The number of applicants for council vacancies from the travelling community remains extremely low | Brighton & Hove City Council |
| Improve Community Development Workers / Local Action Teams | July 2012 and ongoing | Ongoing: Travellers are included in the diversity and inclusion outcomes for BME groups. Community workers provided awareness sessions in the Whitehawk | BHCC, Friends Families & Travellers |
| Goal 15 Involve Travellers and their advocates in service design and delivery | | | |
| Set up a Brighton & Hove Traveller Forum | Spring 2013 | Ongoing: Quarterly meetings with the locally known Traveller families | Brighton & Hove City Council |
| Progress opportunities for supporting Travellers into work and learning | To be determined | Initial meetings held with the Irish Traveller Women's Group and Work and Learning specialists to explore opportunities on new permanent site | Brighton & Hove City Council |

| Strategic Action | Target | Current Position | Lead Partner |
|--|---|--|--|
| Involve Travellers in development and design of permanent site | Updated timescale. Throughout 2012-2014 | Traveller families advised of pitch allocation and are being consulted and informed as work progresses | Brighton & Hove City Council |
| Consult on procedures for Tolerated sites | Subject to draft guidance | Complete 2013/14: A toleration protocol developed, consulted and implemented | Brighton & Hove City Council |
| Involve Travellers in service development, cultural awareness, equalities training | Travellers participating in training | Ongoing: Members of the Travelling community continue to be engaged to give talks, presentations and displays on Traveller history and culture | Traveller Education Team, Schools/Nurseries, Traveller Orgs. |

Goal 16

Effective management of unauthorised encampments

| | | | |
|---|--|--|--|
| To review and update the Operation Monza Tactical Plan | Annual review according to operational need | PIER plan has been reviewed in light of the closure of Horsdean site based on the increased risks of an increase in encampments | Sussex Police |
| To provide a dedicated full time Traveller Liaison Officer | Full time officer in post | There are now 3 x police GTLOs who work alternate shifts to improve cover overseen by a Sergeant | Sussex Police |
| Ensure Section 61 and Section 62A CJ&POA 1994 applications comply with guidance | As far as possible all applications are to be considered by local Commanders to ensure consistency | Both S61 and 62A powers have been used. However, the closure of Horsdean will negate the ability to use S62A | Sussex Police |
| Provide a consistent response to all unauthorised encampments | Develop a joint Sussex Wide Unauthorised Encampment Protocol | Consistent application of joint working protocol and meetings cycle in place | Sussex Police, Brighton & Hove City Council, East & West Sussex councils |
| Pro-actively liaise with any settled community affected by an encampment | Ongoing | Forms part of the community reassurance plan and is consistently applied through call backs, public meetings (LATS) and uniformed visits | Brighton & Hove City Council |

| Strategic Action | Target | Current Position | Lead Partner |
|--|--|---|--|
| Expand Operation Monza into a joint approach | Council Traveller Liaison Officer to accompany Police on daily visits to sites | Enhanced staffing in place to cope with potential increase in encampments due to closure of Horsdean for refurbishment | Sussex Police & Brighton & Hove City Council |
| Provide necessary support the those residing on an unauthorised encampment | Ongoing | The Traveller Liaison Team continues to provide support to those families on unauthorised encampments and is looking to formalise the work with other support agencies in the delivery of services to the Traveller community | Brighton & Hove City Council |
| Take appropriate action to move on an encampment based on community impact and Traveller needs | Ongoing | Joint assessments of all unauthorised encampments continue to be made with the Police within 24 hours. The action taken to end an encampment is based on this Community Impact assessment. | Brighton & Hove City Council |
| Work across the region to share good practice | To work through the new Sussex Joint Local Authority Traveller Forum | Pan Sussex meetings with the Police and officers working with Travellers across the region are held quarterly | Brighton & Hove City Council |

| | |
|----------------|---|
| Goal 17 | Ensure sensitive sites are protected |
|----------------|---|

| | | | |
|--|--------------------------------|---|------------------------------|
| Develop a corporate proactive approach to the protection of sensitive sites within available resources | To be developed during 2012/13 | The Council in conjunction with the police are looking at the possibility of using Public Service Protection Orders to protect the most sensitive parks | Brighton & Hove City Council |
| Assess sites on an ongoing basis in response to unauthorised use | Ongoing monitoring of sites | Defences have been improved on the car parks at Stanmer although this has just displaced travellers. Installing a new type of width restrictor at Wild Park which will restrict access by larger vehicles when the café is not open | Brighton & Hove City Council |

| Strategic Action | Target | Current Position | Lead Partner |
|--|---|---|--------------------------------------|
| Goal 18 Tackling crime, anti-social behaviour and nuisance | | | |
| To review and update the Operation Monza Tactical Plan | Annual review according to operational need | PIER plan has been reviewed in light of the closure of Horsdean site based on the increased risks and anticipated increase in encampments. It continues to ensure the community reassurance plan is at its heart. | Sussex Police |
| To provide a dedicated full time Gypsy & Traveller Liaison Officer (GTLO) | Full time officer in post | There are now 3 x police GTLOs who work alternate shifts to improve cover overseen by a Sergeant | Sussex Police |
| Provide a prompt, efficient and sustainable waste collection service that tackles fly-tipping | New contract to start August 2012 | Service suspended due to site closure. The waste collection contract will be reviewed and appropriate provision put in place once the site re-opens | Brighton & Hove City Council |
| Goal 19 Tackling racism, sexism and homophobia | | | |
| Developing new ways to encourage the reporting of crimes and incidents will be taken forward by community safety services and included within a work programme to develop community based reporting centres throughout the city for hate crimes. | Work to be undertaken during 2012 and will be completed by March 2013 | Direct liaison with Travellers continues through the Women's Travellers group. We have been approached by the Travellers Liaison Team to do some outreach with new Travellers in partnership with FFT | Joint Community Safety Delivery Unit |
| Goal 20 Develop a protocol for addressing Van Dwellers who are often mistaken for Travellers | | | |
| Develop protocol, Equality Impact Assess, consult, launch | To be developed in 2012/13 | Protocol being reviewed in light of the ASB Crime and Policing Act 2014 with consideration being given to new powers that could be used to help address on street Van dwelling. The review is due to be completed by March 2016 | Brighton & Hove City Council |

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OVERVIEW & SCRUTINY COMMITTEE

Agenda Item

Brighton & Hove City Council

| | | | |
|--------------------------|---|--|---------------------|
| Subject: | Traveller Commissioning Strategy 2012: Update on Implementation of Agreed Scrutiny Panel Recommendations | | |
| Date of Meeting: | 25 November 2015 | | |
| Report of: | Executive Director Environment Development & Housing | | |
| Contact Officer: | Name: | Andy Staniford | Tel: 29-3159 |
| | Email: | andy.staniford@brighton-hove.gov.uk | |
| Ward(s) affected: | All | | |

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 Environment & Community Safety Overview & Scrutiny Committee (ECSOSC) agreed on 5 September 2011 to establish a Scrutiny Panel to shadow the development of the Traveller Commissioning Strategy. ECSOSC approved the Scrutiny Panel's recommendations on 7 March 2012.
- 1.2 On 15 March 2012, Cabinet approved the Council's formal response to the ECSOSC Traveller Scrutiny Panel recommendations and highlighted the impact the Panel has had on the development of the city's new Traveller Commissioning Strategy 2012. This strategy was subsequently approved by Council on 22 March 2012.
- 1.3 Overview & Scrutiny Committee has requested an update on the progress made in implementing the Panel's recommendations which is detailed in Appendix 1.
- 1.4 Further information on the outcomes achieved during the first 3 years of the strategy are contained in Appendices 2 & 3: *Three Years On: the Traveller Commissioning Strategy in Action 2013/14* which was due to be presented at Environment, Transport & Sustainability Committee, 24 November 2015.

2. RECOMMENDATIONS

- 2.1 That Overview & Scrutiny Committee members consider and comment on the contents of this report and its appendices.

3. CONTEXT / BACKGROUND INFORMATION

- 3.1 The implementation of (agreed) scrutiny panel recommendations is routinely monitored by the relevant scrutiny committee until members are content that all necessary actions have been undertaken. This is the third monitoring report regarding the recommendations from the Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel that shadowed the development of the Traveller Commissioning Strategy 2012.
- 3.2 Two formal requests for scrutiny of the development of the Traveller Commissioning Strategy were made at the 5 September 2011 meeting of the Environment & Community Safety Overview & Scrutiny Committee (ECSOSC) by Councillors Liz Wakefield and Geoffrey Theobald. In addition there was a petition heard at Council on 21 July 2011 and a Notice of Motion regarding Travellers. Following discussion ECSOSC agreed to establish a 3-Member Scrutiny Panel to be involved in the Cabinet review of the Travellers Strategy.
- 3.3 The Traveller Scrutiny Panel was chaired by Dr. Aidan McGarry, School of Applied Social Science, University of Brighton. The other panel members were Councillors Littman, Simson and Robins.
- 3.4 The panel held capacity building and evidence gathering sessions where it heard from 31 witnesses representing Council services, other public sector bodies such as the Police and NHS Sussex, the Community & Voluntary Sector, resident groups, politicians and representatives from other authorities. The panel also visited the Horsdean Transit site to talk to Travellers living in Brighton & Hove.
- 3.5 The panel's final report has highlighted that:
- 'The panel welcomed the draft Strategy because it:*
- *Represented a significant step forward in describing the needs of the Traveller community and determining which outcomes a Traveller Strategy for this city wished to achieve*
 - *Contained a comprehensive set of high level goals about meeting the needs of Travellers and the settled community*
 - *Had addressed both the needs of Travellers and the settled community in those goals*
 - *Had been based on a two stage consultation process'*
- 3.6 The Panel made 23 recommendations, many of which were incorporated into the final version of the strategy and action plan.
- 3.7 On 15 March 2012, Cabinet approved the Council's formal response to the ECSOSC Traveller Scrutiny Panel recommendations and highlighted the impact the Panel has had on the development of the city's new Traveller Commissioning Strategy 2012. This strategy was subsequently approved by Council on 22 March 2013.
- 3.8 The Scrutiny team won the Centre for Public Scrutiny award for Innovation (for the second year running) for its work on the scrutiny panel.
- 3.9 Appendix 1 to this report includes detailed information on the implementation of each panel recommendation.

3.10 Further information on the outcomes achieved during the last year of the strategy is contained in Appendix 2 & 3: *Three Years On: the Traveller Commissioning Strategy in Action 2014/15* which was due to be presented at Environment, Transport & Sustainability Committee, 24 November 2015.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 This is a monitoring report rather than one proposing any active decision.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 None with regard to this monitoring report.

6. CONCLUSION

6.1 This is a monitoring report and not one requiring a specific decision.

7. FINANCIAL & OTHER IMPLICATIONS

Financial Implications:

7.1 None with regard to this monitoring report.

Legal Implications:

7.2 None with regard to this monitoring report.

Equalities Implications:

7.3 None with regard to this monitoring report.

Sustainability Implications:

7.4 None with regard to this monitoring report.

Crime & Disorder Implications:

7.5 None with regard to this monitoring report.

Risk and Opportunity Management Implications:

7.6 None with regard to this monitoring report.

Public Health Implications:

7.7 None with regard to this monitoring report.

Corporate / Citywide Implications:

7.8 None with regard to this monitoring report.

SUPPORTING DOCUMENTATION

Appendices:

1. September 2015 Update to Traveller Scrutiny Panel Recommendations on the Traveller Commissioning Strategy 2012
2. Three Years On: the Traveller Commissioning Strategy in Action 2014/15; Environment, Transport & Sustainability Committee 24 November 2015
3. Covering Report: Three Years On: the Traveller Commissioning Strategy in Action 2014/15; Environment, Transport & Sustainability Committee, 24 November 2015

Documents in Members' Rooms






















None

Background Documents

1. January 2015 Update to Traveller Scrutiny Panel Recommendations on the Traveller Commissioning Strategy 2012, Overview & Scrutiny Committee, 26 January 2015
2. January 2014 Update to Traveller Scrutiny Panel Recommendations on the Traveller Commissioning Strategy 2012, Overview & Scrutiny Committee, 27 January 2014
3. Traveller Commissioning Strategy 2012, Council, 22 March 2012
4. Response to the recommendations of the Environment & Community Safety Overview & Scrutiny Traveller Scrutiny Panel shadowing the development of the new Traveller Commissioning Strategy 2012, Environment & Sustainability Cabinet Member Meeting, 15 March 2012
5. Traveller Strategy Scrutiny Panel Report, Environment & Community Safety Overview & Scrutiny Committee (ECSOSC), 7 March 2012


Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

Scrutiny Panel Recommendations: Summary Sheet


| | | |
|----|--|--|
| 1 | A monitoring report to be sent to the relevant Member Committee |  GREEN |
| 2 | A coherent vision is needed of what is to be done in the years before the permanent site is ready |  GREEN |
| 3 | Preventing, and responding to, unauthorised encampments should be a key focus of the Strategy |  GREEN |
| 4 | More needs to be done to link the different parts of the Strategy into a coherent narrative |  GREEN |
| 5 | Review the working of the Traveller Liaison Team |  GREEN |
| 6 | It is important that the multiple site option is fully explored |  GREEN |
| 7 | It would like to see the Strategy contain some detail on how the consultation will be 'effective' |  GREEN |
| 8 | Assessing the need for future site provision should not wait until 2016 |  GREEN |
| 9 | A commitment to review the impact of the work of Health Visitors |  GREEN |
| 10 | Clarification as to how the training of CCG staff and lead clinicians will percolate down to other primary care workers |  GREEN |
| 11 | Cultural awareness training for health workers, especially in primary care |  GREEN |
| 12 | An assurance that the council and NHS Brighton & Hove will integrate their information to plan and monitor services |  GREEN |
| 13 | A commitment in the Strategy to learning from successful education projects |  GREEN |
| 14 | Identify the educational attainment of Traveller children | N/A |
| 15 | Improve the educational experience and attainment for transient Travellers who come to the city | N/A |
| 16 | Encouraging take up of education and combining this with information from health outreach work |  GREEN |
| 17 | Retain Traveller children in education [and] engage with hard to reach Traveller groups such as teenagers |  GREEN |
| 18 | improve awareness in schools about Traveller history and culture [and] participation in Gypsy Roma Traveller History Month |  GREEN |
| 19 | Information on the Joint Sussex-wide protocol on unauthorised encampments |  GREEN |
| 20 | A clear plan for sensitive sites |  GREEN |
| 21 | Protocol for Van Dwellers will be developed during 2012/2013 |  GREEN |
| 22 | Councillors should be offered the opportunity to attend Traveller Awareness |  GREEN |
| 23 | Work with the local media to ensure balanced reporting of issues relating the traveller community |  GREEN |

Note: N/A = action not applicable until permanent site opens

Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 1 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>The panel noted with considerable concern the lack of monitoring of the priorities and actions contained in the last Traveller Strategy for 2008-11. The panel welcomes the Action Plan which has been developed for this Strategy. The panel expects this plan to be effectively monitored and would like a monitoring report to be sent to the relevant Member Committee at the following intervals: 6 months, 12 months, 24 months and 36 months. To enable effective monitoring the panel would expect each action in the Action Plan to be SMART (i.e. Specific, Measurable, Achievable, Realistic and Time limited).</p> | <p>Andy Staniford</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>Updates will be produced and reported to the relevant Committee at 6mths, 12mths then annual.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • The 6 month update did not happen. • However, we are back on track with the 12 month strategy/action plan update being approved by Environment, Transport & Sustainability Committee on 8 October 2013. • A copy of the update is attached as Appendix 2 and focuses on the outcomes from the first year of the strategy. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • The 2 year on monitoring report was presented at Environment, Transport & Sustainability Committee on 20 January 2015. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • The 3 year on monitoring report was due to be presented at Environment, Transport & Sustainability Committee on 24 November 2015. | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i></p> |  <p>GREEN</p> |

Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 2 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>In a number of areas, the Strategy posits the establishment of a permanent site as a solution to the issues associated with Travellers. This may be the case, but it is important to recognise that the permanent site will not be opened until Winter 2013/14 at the earliest. Therefore a coherent vision is needed of what is to be done in the years before the permanent site is ready, particularly in terms of transit provision.</p> | <p>Andy Staniford</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>New paragraph has been added to the strategy at 3.3: <i>To help meet this need, our strategy seeks to be preventative in nature rather than reactive by:</i></p> <ul style="list-style-type: none"> • <i>Ensuring effective management and use of the Horsdean Transit Site</i> • <i>Developing procedures for Tolerated sites</i> • <i>Effective management of unauthorised encampments</i> • <i>Ensure sensitive sites are protected</i> • <i>Developing a protocol for addressing Van Dwellers</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>This action was completed with approval of the final strategy. No further action is required.</p> | | |
| <p>Status (Sept 2015)</p> | <p>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</p> |  <p>GREEN</p> |

Brighton & Hove Traveller Commissioning Strategy 2012
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| Traveller Scrutiny Recommendation 3 | Service Lead(s) | ELT Lead |
|--|----------------------|---------------------|
| <p>The panel feel that preventing, and responding to, unauthorised encampments should be a key focus of the Strategy, particularly until the permanent site is opened. The Panel would like the Strategy to draw on good practice by other authorities in this area such as Fenland DC. The panel would also like the Strategy to include information on how the council will pro-actively liaise with any settled community affected by such an encampment.</p> | <p>Sheila Peters</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>Extra information has been added to strategy on sharing good practice and in particular citing the Fenland evidence to the Scrutiny Panel as a case study.</p> <p>Additional action added to Action Plan at 16.6:</p> <ul style="list-style-type: none"> • <i>Pro-actively liaise with any settled community affected by an encampment</i> <p>Additional text added to strategy:</p> <ul style="list-style-type: none"> • <i>It is very important to us that we communicate effectively with any settled community affected by an unauthorised encampment. We do this in a number of ways and are looking to improve this in response to the strategy and resident needs:</i> • <i>We engage with staff working within the Stronger Communities Partnership that are supporting active community engagement to provide information about Traveller lifestyles, and the likely impact of an encampment on the locality</i> • <i>We build positive relationships between the Traveller Liaison Team and chairs of Local Action Teams by notifying them the moment there is an encampment in their community and ensuring they receive regular updates</i> • <i>We have a webpage that is regularly updated with information about unauthorised encampments within the city. This webpage can be found at: http://www.brighton-hove.gov.uk/travellers</i> • <i>The Traveller Advice Line will be integrated into our customer contact centre to improve our telephone response to resident and Traveller enquiries</i> • <i>We will look at good practice from other parts of the country to see what other improvements can be made to the way we work and communicate with residents</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • When an encampment is present regular high profile visits by the Police through Operation Monza and Council's Traveller Liaison Team help to reassure both residents and Travellers to minimise the disruption and anti social behaviour that sites can attract. A new waste contract helps to ensure refuse does not become a nuisance and that sites are effectively and swiftly cleared. • Community engagement through a range of expanding mechanisms including residents visits, leaflets LAT meeting and Twitter. | | |


Brighton & Hove Traveller Commissioning Strategy 2012
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January 2015 Update


- Joint visits by the Traveller Liaison Team and Police are made to unauthorised encampments within 24 hours of arrival and throughout the duration, to reassure the settled community of action being taken. Encampments are continually monitored to minimise disruption and enforcement action revised in response to anti-social behaviour.
- Information and updates on Traveller movements are made available in a variety of ways as soon as events change. The Traveller Team webpage is updated daily with information about encampments and action being taken. The team has a new telephone system with additional recorded information updated daily.
- Work is being undertaken with Children’s Services to enable a better response to Travelling families and to address issues that may arise on unauthorised encampments. A Support protocol is being developed to formalise work with all departments and agencies providing support services to Travellers.
- Presentations have been made to Local Action Teams providing information on available enforcement powers and the protocols and procedures of the council and the Police in working with Travellers and unauthorised encampments.

September 2015 Update:


- **A review of enforcement powers has been undertaken. The use of Public Space Protection Orders is to be piloted for sensitive locations in the city, this designation will include the prohibition of overnight camping.**
- **The Traveller Team webpages have been revised and amended to make access to information and updates on unauthorised encampment easier.**
- **An information leaflet has been produced jointly by the Police and BHCC for distribution to the general public, outlining the legal remedies available, and the processes and procedures adopted in response to unauthorised encampments.**
- **The Traveller Liaison Team and the Police continue to work jointly in the assessment, monitoring and management of unauthorised encampments in the city.**

| | | |
|---|--|--|
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|---|--|--|

Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 4 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>The panel believes the Strategy should be both a place where all the separate plans for dealing with Traveller issues are brought together and a process via which these plans are effectively integrated. While the draft Strategy fulfils the first of these requirements, the panel is not sure that it currently meets the second: more needs to be done to link the different parts of the Strategy into a coherent narrative.</p> | <p>Andy Staniford</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>We believe this issue has been addressed between the draft strategy and final strategy.</p> <p>The draft strategy focussed on highlighting needs and then considering our vision and goals whereas the final strategy starts with the vision and how improving site stability is the platform for addressing education, health and community cohesion. This approach is then threaded through the strategy.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>This action was completed with approval of the final strategy. No further action is required.</p> | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i></p> |  <p>GREEN</p> |

**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 5 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>The panel welcome the agreement to review the working of the Traveller Liaison Team, but seek assurance that the review will focus on support and enforcement elements, as well as having the key aim to improve the service for both Travellers and the settled community.</p> | <p>Sheila Peters</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>A new action has been added to the action plan at 16.10:</p> <ul style="list-style-type: none"> • <i>Review the Council's Traveller Liaison Team (focus on support, enforcement, service improvement) during 2012/13</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update</p> <ul style="list-style-type: none"> • The Travellers Service Staff Structure is currently under review with a view to implementation by end March 2014. This will include ensuring that the enforcement and support roles are well balanced. <p>January 2015 Update</p> <ul style="list-style-type: none"> • There has been a restructure of the council's Traveller Liaison Team and two Site and Support Officers have been recruited to provide support for Travellers and warden duties at the Traveller transit site, as well as providing administrative support for the team. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • This was completed in 2014 – no further action is necessary | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p> |  <p>GREEN</p> |

**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 6 | Service Lead(s) | ELT Lead |
|--|----------------------|---------------------|
| <p>The panel heard evidence from a number of sources favouring several small sites rather than a large single permanent site. While we accept that there are valid arguments in favour of both solutions, we feel it is important that the multiple site option is fully explored, in terms of both current and future needs. Should the choice nonetheless be for a single site, the thinking behind this, and the pros and cons of single and multiple sites, should be explained in the Strategy.</p> | <p>Sandra Rogers</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>Additional text added to strategy: <i>The project has considered whether it would be better to have smaller sites in the city however, this was discounted based on a number of reasons:</i></p> <ul style="list-style-type: none"> • <i>A number of smaller sites would make it harder to meet the level of need by increasing risks such as cost, planning and community cohesion issues</i> • <i>Each site requires the provision of infrastructure (water, sewage, electricity, access roads etc) in addition to the pitches which will increase the projects costs</i> • <i>Aside from extra costs, additional sites bring additional planning risks given the shortage of available land and the controversial nature of some of the sites already considered by the site search given that they lie within the National Park</i> • <i>The government guidance for site design suggests each pitch consists of a hard standing with space for a main and touring caravan, plus a car, and an amenity unit with a bathroom, kitchen and dayroom. There should be shared play space. All residents will pay rent, bills and council tax like any other tenant in social housing.</i> • <i>Each site would have additional costs from the provision of services such as management, security, waste collection etc.</i> <p><i>If future needs analysis shows a need for additional sites, and we are successful in acquiring funding for those additional sites, then they are likely to be smaller as the present site search process has exhausted the options for large sites</i></p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 & January 2015 Update</p> <ul style="list-style-type: none"> • Any site search to meet unmet/future needs will consider a range of options to determine the most appropriate course of action. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • The 2014 Gypsy and Traveller Accommodation Assessment (GTAA) was undertaken jointly with South Downs National Park Authority. This establishes additional pitch requirements over the City Plan period to 2030. For the whole administrative area of Brighton & Hove (including that part which falls within the South Downs National Park Planning Authority Area) the additional need is for 32 permanent pitches. | | |

**Brighton & Hove Traveller Commissioning Strategy 2012
 Three Year Update to the Scrutiny Panel Recommendations: September 2015**


It is anticipated that a joint site search exercise will be undertaken end 2015/early 2016 with the South Downs National Park Authority to inform each planning authority's local planning processes and that the site search will need to consider a range of options.

**Status
(Sept 2015)**


*Red – Off target and not likely to come back to on target without intervention.
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 Green – On or above target*



Brighton & Hove Traveller Commissioning Strategy 2012
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| Traveller Scrutiny Recommendation 7 | Service Lead(s) | ELT Lead |
|---|--|--|
| <p>The panel welcomes the commitment to consulting with both Travellers and the settled community on proposed site(s), their design and management. It would like to see the Strategy contain some detail on how the consultation will be 'effective' and a commitment that it will meet the standards of the Community Engagement Framework. We assume that the consultation process will include asking whether a single or multiple sites would be preferred – and be explained in the Strategy.</p> | <p>Alan Buck</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>Noted however this will be managed separately through the permanent site project.</p> <p>The Cabinet report seeking approval of the preferred site at Horsdean has a recommendation that the consultation that is undertaken is guided by a consultation strategy to be agreed by the Cabinet Member for Environment and Sustainability. This will pick up the points in the recommendation. No additional action required.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>This action was completed with approval of the final strategy. No further action is required.</p> | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i></p> |  <p>GREEN</p> |

**Brighton & Hove Traveller Commissioning Strategy 2012
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| Traveller Scrutiny Recommendation 8 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>The panel believe that assessing the need for future site provision should not wait until 2016. The panel believe that there should be an ongoing collation of information on the regional situation from the Regional Forum, monitoring information and data on enabling site provision to plan future need. This Strategy presents a real opportunity to stop being reactive and to begin to plan capacity more pro-actively.</p> | <p>Sandra Rogers</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>The reference to 2016 is that the needs assessment plus accompanying planning provision (should it be required) must be done by 2016. To achieve this timescale, work will be ongoing from 2012 and reported in the progress reports. No additional action required.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update</p> <ul style="list-style-type: none"> • Draft City Plan sets out requirements to 2019 and commits to further needs assessment for remaining Plan period. <p>January 2015 Update</p> <ul style="list-style-type: none"> • Officers are currently undertaking a further needs assessment with the South Downs National Park Authority to cover the full City Plan period to 2030. The study should be finalised by the end of 2014. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • The 2014 Gypsy and Traveller Accommodation Assessment (GTAA) has been completed and published December 2014. The assessment was undertaken jointly with the South Downs National Park Authority and identifies a further need for 32 permanent pitches for the administrative area of Brighton & Hove (including that part which falls within the National Park Planning Authority’s Area) over the City Plan period to 2030. This additional need is split between the two planning authority areas; 19 pitches for Brighton & Hove and 13 pitches for the South Downs National Park Authority. | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p> |  <p>GREEN</p> |

**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 9 | Service Lead(s) | ELT Lead |
|---|---------------------|--------------------|
| <p>The panel welcomed the commitment to review the impact of the work of Health Visitors and looks forward to an update on its findings in the 6 month and 12 month progress report on the Strategy.</p> | <p>Ramona Booth</p> | <p>Tom Scanlon</p> |
| <p>Council Response March 2012</p> | | |
| <p>Additional strategy text added at 10.2:</p> <ul style="list-style-type: none"> <i>In addition, there will be a citywide review of Health Visitors which will consider the impact the service has on the Travelling community.</i> <p>Additional action added at 6.3:</p> <ul style="list-style-type: none"> <i>Citywide review of Health Visitors to include the impact on the Travelling community</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG's commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries Develop a wallet-sized card for Travellers to present to receptionists Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> Ensure Traveller specialist health services proactively succession plan Consider how commissioners can improve monitoring of Traveller specialist health services Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> <ul style="list-style-type: none"> Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage with us <u>Improve ethnic monitoring</u> <ul style="list-style-type: none"> Ensure robust, systematic ethnic monitoring in health records | | |

Brighton & Hove Traveller Commissioning Strategy 2012
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January 2015 Update:

- Brighton and Hove CCG fund Friends families and Travellers (FFT) to engage and feedback on specific issues that face Traveller communities.
- We are currently refreshing our operating plan for 2015/16 and will use the Brighton and Hove Funded Engagement Annual Report 2014 from FFT to shape our future plans. This will set out the achievements to date, highlight the challenges and articulate the deliverables for 2015/16. We will consult on the plan in Jan 2015 and publish in April 2015
- 1 GP practice received cultural awareness training during 2014, with another pending in early 2015.
- Wallet size “help cards” produced – indicating additional help required. Good feedback on their use by the community.
- CCG is considering running equalities based awareness sessions for front line staff at the CCG conference in April 2015.
- The CCG has a contract for engagement with the Gypsy and Traveller communities via Friends, Families and Travellers. Four themed consultations carried out with the Gypsy and Traveller community (urgent care, record sharing, mental wellbeing and integrated care. Wider feedback also been provided alongside consultation reports. Ongoing work to engage with the community – next topic will be Health Checks (Spring 2015)
- The CCG’s Governing Body took part in an event to meet with equalities based groups – including Gypsies and Travellers- and hear about their issues relating to local health services (November 2014)
- We will over the next year be working with our GP practices as part of the Transforming Primary Care programme, to ensure that ethnic monitoring data is collected consistently and systematically

September 2015 Update:

- **There have been some issues in arranging further cultural awareness for practices; the CCG is supporting FFT to access the two further practices identified as most likely to be used by the community and we aim to have provided cultural awareness training to one of these practices by end 2015, and the second in early 2016.**
- **As a general principle, GP practices are starting to use text messaging as a way of communicating with patients.**
- **The CCG is working with BHCC to develop the My Life website as a portal for health information, and information on local health and social care services and sources of support. The site will be user tested in late 2015, and Friends, Families and Travellers will be asked to review the site and make suggestions for changes. We will also work with Friends Families and Travellers to identify the types of information needed (for example, we know that a breastfeeding leaflet has been identified) and look at how best to ensure this information is available appropriately.**
- **The CCG continues to commission Friends, Families and Travellers to engage with the community, and to work with other Health Engagement Organisations. The consultation on Health Checks has been completed, as has a further consultation on Primary Care (Summer 2015). Further topics include “Cancer- signs and symptoms/information” in early 2016.**

Brighton & Hove Traveller Commissioning Strategy 2012
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- An event is planned in early December 2015 to showcase and raise awareness of the engagement work carried out by the CCGs commissioned voluntary sector groups, who engage with some of the city’s most excluded groups and communities, including Gypsies and Travellers. The invitees will include clinicians and commissioners, with the aim of raising awareness of the needs of these groups and communities.
- The CCG has Participation and Equality and Diversity Champions in each team which will help embed approaches to and knowledge about the diverse communities in the city, and ensure that engaging with these communities remains high on the agenda.
- The CCG is hoping to develop ways to ensure that GP practices – to include all practice staff- have access to cultural awareness relating to the diversity of groups and communities in the city. The CCG will also make cultural awareness available to Patient Participation Group members, in order that they can then work with practices to increase knowledge and responsiveness.

Status
(Sept 2015)

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**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 10 | Service Lead(s) | ELT Lead |
|--|------------------------|--------------------|
| <p>The panel welcomes the commitment from the Clinical Commissioning Group (CCG) to provide cultural awareness training in relation to Travellers for CCG staff and lead clinicians. However, we are concerned that this does not fully address the problems of front-line clinical staff (e.g. GPs and dentists) and other staff (e.g. GP surgery receptions) lacking awareness of Traveller issues, and sometimes a knowledge of their statutory duties to provide services. We therefore seek clarification as to how the training of CCG staff and lead clinicians will percolate down to other primary care workers.</p> | <p>Ramona Booth</p> | <p>Tom Scanlon</p> |
| <p>Council Response March 2012</p> | | |
| <p>This will be pursued via the Clinical Training Committee, NHS Brighton & Hove.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG’s commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> • Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> • Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery • Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries • Develop a wallet-sized card for Travellers to present to receptionists • Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> • Ensure Traveller specialist health services proactively succession plan • Consider how commissioners can improve monitoring of Traveller specialist health services • Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> • Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients • Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> <ul style="list-style-type: none"> • Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage | | |

Brighton & Hove Traveller Commissioning Strategy 2012 Three Year Update to the Scrutiny Panel Recommendations: September 2015

with us

Improve ethnic monitoring

- Ensure robust, systematic ethnic monitoring in health records

January 2015 Update:

- Brighton and Hove CCG fund Friends families and Travellers (FFT) to engage and feedback on specific issues that face Traveller communities.
- We are currently refreshing our operating plan for 2015/16 and will use the Brighton and Hove Funded Engagement Annual Report 2014 from FFT to shape our future plans. This will set out the achievements to date, highlight the challenges and articulate the deliverables for 2015/16. We will consult on the plan in Jan 2015 and publish in April 2015
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- We will over the next year be working with our GP practices as part of the Transforming Primary Care programme, to ensure that ethnic monitoring data is collected consistently and systematically

September 2015 Update:

- **There have been some issues in arranging further cultural awareness for practices; the CCG is supporting FFT to access the two further practices identified as most likely to be used by the community and we aim to have provided cultural awareness training to one of these practices by end 2015, and the second in early 2016.**
- **As a general principle, GP practices are starting to use text messaging as a way of communicating with patients.**
- **The CCG is working with BHCC to develop the My Life website as a portal for health information, and information on local health and social care services and sources of support. The site will be user tested in late 2015, and Friends, Families and Travellers will be asked to review the site and make suggestions for changes. We will also work with Friends Families and Travellers to identify the types of information needed (for example, we know that a breastfeeding leaflet has been identified) and look at how best to ensure this information is available appropriately.**
- **The CCG continues to commission Friends, Families and Travellers to engage with the community, and to work with other Health Engagement**

Organisations. The consultation on Health Checks has been completed, as has a further consultation on Primary Care (Summer 2015). Further topics include “Cancer- signs and symptoms/information” in early 2016.

- An event is planned in early December 2015 to showcase and raise awareness of the engagement work carried out by the CCGs commissioned voluntary sector groups, who engage with some of the city’s most excluded groups and communities, including Gypsies and Travellers. The invitees will include clinicians and commissioners, with the aim of raising awareness of the needs of these groups and communities.
- The CCG has Participation and Equality and Diversity Champions in each team which will help embed approaches to and knowledge about the diverse communities in the city, and ensure that engaging with these communities remains high on the agenda.
- The CCG is hoping to develop ways to ensure that GP practices – to include all practice staff- have access to cultural awareness relating to the diversity of groups and communities in the city. The CCG will also make cultural awareness available to Patient Participation Group members, in order that they can then work with practices to increase knowledge and responsiveness.

**Status
(Sept 2015)**

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Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 11 | Service Lead(s) | ELT Lead |
|---|-----------------|-------------|
| The panel would welcome cultural awareness training for health workers, especially in primary care, which could build on the successful awareness training held for council staff and due to be rolled out to Councillors. | Ramona Booth | Tom Scanlon |
| Council Response March 2012 | | |
| This will be pursued via the Clinical Training Committee, NHS Brighton & Hove | | |
| Current position – short commentary by service lead(s): | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG’s commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> • Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> • Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery • Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries • Develop a wallet-sized card for Travellers to present to receptionists • Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> • Ensure Traveller specialist health services proactively succession plan • Consider how commissioners can improve monitoring of Traveller specialist health services • Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> • Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients • Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> <ul style="list-style-type: none"> • Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage with us <u>Improve ethnic monitoring</u> <ul style="list-style-type: none"> • Ensure robust, systematic ethnic monitoring in health records <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Brighton and Hove CCG fund Friends families and Travellers (FFT) to engage and feedback on specific issues that face Traveller communities. | | |

Brighton & Hove Traveller Commissioning Strategy 2012

Three Year Update to the Scrutiny Panel Recommendations: September 2015

- We are currently refreshing our operating plan for 2015/16 and will use the Brighton and Hove Funded Engagement Annual Report 2014 from FFT to shape our future plans. This will set out the achievements to date, highlight the challenges and articulate the deliverables for 2015/16. We will consult on the plan in Jan 2015 and publish in April 2015
- 1 GP practice received cultural awareness training during 2014, with another pending in early 2015.
- Wallet size “help cards” produced – indicating additional help required. Good feedback on their use by the community.
- CCG is considering running equalities based awareness sessions for front line staff at the CCG conference in April 2015.
- The CCG has a contract for engagement with the Gypsy and Traveller communities via Friends, Families and Travellers. Four themed consultations carried out with the Gypsy and Traveller community (urgent care, record sharing, mental wellbeing and integrated care. Wider feedback also been provided alongside consultation reports. Ongoing work to engage with the community – next topic will be Health Checks (Spring 2015)
- The CCG’s Governing Body took part in an event to meet with equalities based groups – including Gypsies and Travellers- and hear about their issues relating to local health services (November 2014)
- We will over the next year be working with our GP practices as part of the Transforming Primary Care programme, to ensure that ethnic monitoring data is collected consistently and systematically

September 2015 Update:

- **There have been some issues in arranging further cultural awareness for practices; the CCG is supporting FFT to access the two further practices identified as most likely to be used by the community and we aim to have provided cultural awareness training to one of these practices by end 2015, and the second in early 2016.**
- **As a general principle, GP practices are starting to use text messaging as a way of communicating with patients.**
- **The CCG is working with BHCC to develop the My Life website as a portal for health information, and information on local health and social care services and sources of support. The site will be user tested in late 2015, and Friends, Families and Travellers will be asked to review the site and make suggestions for changes. We will also work with Friends Families and Travellers to identify the types of information needed (for example, we know that a breastfeeding leaflet has been identified) and look at how best to ensure this information is available appropriately.**
- **The CCG continues to commission Friends, Families and Travellers to engage with the community, and to work with other Health Engagement Organisations. The consultation on Health Checks has been completed, as has a further consultation on Primary Care (Summer 2015). Further topics include “Cancer- signs and symptoms/information” in early 2016.**
- **An event is planned in early December 2015 to showcase and raise awareness of the engagement work carried out by the CCGs commissioned voluntary sector groups, who engage with some of the city’s most excluded groups and communities, including Gypsies and Travellers. The invitees**

will include clinicians and commissioners, with the aim of raising awareness of the needs of these groups and communities.

- The CCG has Participation and Equality and Diversity Champions in each team which will help embed approaches to and knowledge about the diverse communities in the city, and ensure that engaging with these communities remains high on the agenda.
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Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 12 | Service Lead(s) | ELT Lead |
|--|---------------------|--------------------|
| <p>The panel is pleased to see the statement that NHS Brighton & Hove is using and promoting the common framework for ethnic monitoring being developed by the City Inclusion Partnership. The panel is also pleased that the council is promoting the use of the common framework. However, the panel would like the Strategy to contain a statement on how the ethnic monitoring information will be used and an assurance that the council and NHS Brighton & Hove will integrate their information to plan and monitor services.</p> | <p>Ramona Booth</p> | <p>Tom Scanlon</p> |
| <p>Council Response March 2012</p> | | |
| <p>New paragraphs added to strategy:</p> <ul style="list-style-type: none"> • <i>10.2 To address this gap the Council and NHS Sussex (Brighton & Hove) will conduct specific needs assessment on the health and wellbeing of Travellers. The assessment will be used to develop an action plan to improve access to healthcare services for members of the Traveller community.</i> • <i>10.3 Developing NHS ethnic monitoring locally will help provide us with information on the services used and needed by Travellers to ensure we can plan provision more effectively</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • As a result of the Traveller Commissioning Strategy the former Primary Care Trust commissioned research into the health needs of local Travellers which has been used to inform the Clinical Commissioners Group. In addition the Brighton & Hove CCG Annual Operation Plan 2013/14 outlines the CCG’s commitment to work with partners to implement the following recommendations: <ul style="list-style-type: none"> <u>Outreach health services</u> <ul style="list-style-type: none"> • Improve outreach health services <u>GP services</u> <ul style="list-style-type: none"> • Identify 1-2 GP surgeries that can implement models of good practice for primary care service delivery • Provide Traveller-led cultural awareness training for clinical and other staff at these surgeries • Develop a wallet-sized card for Travellers to present to receptionists • Consider ways to improve access to GP services <u>Specialist health services</u> <ul style="list-style-type: none"> • Ensure Traveller specialist health services proactively succession plan • Consider how commissioners can improve monitoring of Traveller specialist health services • Promote collaboration between identified GP surgeries and specialist providers <u>Communication and record keeping</u> <ul style="list-style-type: none"> • Encourage GP surgeries and hospital trusts to make more use of mobile phone technology to communicate with patients • Make health information accessible for people with low literacy skills <u>Public and patient engagement</u> | | |

Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

- Create opportunities for dialogue between Travellers and health professionals by making it easier for ethnic minorities and socially excluded groups to engage with us

Improve ethnic monitoring

- Ensure robust, systematic ethnic monitoring in health records

January 2015 Update:

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- The CCG’s Governing Body took part in an event to meet with equalities based groups – including Gypsies and Travellers- and hear about their issues relating to local health services (November 2014)
- We will over the next year be working with our GP practices as part of the Transforming Primary Care programme, to ensure that ethnic monitoring data is collected consistently and systematically

September 2015 Update:

- **The CCG is continuing to work with GP practice to improve their systematic collection of ethnic monitoring data**
- **There have been some issues in arranging further cultural awareness for practices; the CCG is supporting FFT to access the two further practices identified as most likely to be used by the community and we aim to have provided cultural awareness training to one of these practices by end 2015, and the second in early 2016.**
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GREEN

**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 13 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>The panel would like to see a commitment in the Strategy to learning from successful education projects, which have offered mentoring to Minority Ethnic groups, and to drawing in members of the Traveller community to offer help and advice with Traveller education issues.</p> | <p>Jackie Whitford</p> | <p>Pinaki Ghoshal</p> |
| <p>Council Response March 2012</p> | | |
| <p>Additional text added to strategy:</p> <ul style="list-style-type: none"> <i>We also recognise the value in learning and adopting successful good practice from elsewhere and will seek to draw in members of the Travelling community wherever possible to support training and outreach.</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> This action was completed with approval of the final strategy. No further action is required. <p>January 2015 Update:</p> <ul style="list-style-type: none"> Members of the Travelling community have been engaged to give talks, presentations and displays on Traveller history and culture since 2012. An employee from Friends Families and Travellers of Gypsy heritage has participated in a jointly funded education and health outreach project (via the mobile education unit) at Horsdean in 2013 Children’s Services has employed a peripatetic teacher with a Gypsy heritage to work with Traveller children in 2014 as part of the new City’s Traveller Education Unit. N.B Children’s Services have ceased its contract with East Sussex (July 14) and is in the process of appointing the City’s new Traveller Education Unit who will work closely with the City’s Traveller Liaison Team, Health and all other partners. Traveller cultural awareness training is now a fixture on the Council’s Workforce and Development annual training programme’ Delivered by Jackie Whitford with input from members of the Travelling community. <p>September 2015 Update:</p> <ul style="list-style-type: none"> As above plus newly appointed Traveller Education and Support Unit in place. | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p> |  <p>GREEN</p> |


**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 14 | Service Lead(s) | ELT Lead |
|--|--|--------------------------------------|
| <p>The panel would like the Strategy to contain an action re: obtaining city based information on Traveller educational attainment, across all sectors of education from pre-school to Further Education. Once this data has been gathered it should be used as a baseline from which to identify the educational attainment of Traveller children. The panel would expect data and a statement on how this data will be used to be contained in the progress updates reported to Committee.</p> | <p>Jackie Whitford</p> | <p>Pinaki Ghoshal</p> |
| <p>Council Response March 2012</p> | | |
| <p>From 2012 we will gather and report on the EYFS profile scores of visiting children. These recommendations will be relevant when the permanent site is completed.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> This recommendation will be applicable when the permanent site is completed. <p>January 2015 Update:</p> <ul style="list-style-type: none"> Few pupils completed Year due to either short stay on transit or the turbulent nature of unauthorised encampments. EYFS profile scores re small number of longer stay pupils showed them to be the lowest attaining of any group - 25% lower scores than the average This recommendation will be applicable when the permanent site is completed. <p>September 2015 Update:</p> <ul style="list-style-type: none"> This year's longer stay pupils having completed Year R achieved good level of development across all goals. | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> <i>Green – On or above target</i></p> | <p>RAG NOT YET APPLICABLE</p> |


Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 15 | Service Lead(s) | ELT Lead |
|---|--|---------------------------|
| The panel is keen to ensure that the Strategy contains more detailed information and outcomes on how to improve the educational experience and attainment for transient Travellers who come to the city. | Jackie Whitford | Pinaki Ghoshal |
| Council Response March 2012 | | |
| As mentioned, average stay is 20 days and we are rarely informed of departures. Feedback from a variety of service providers, including visiting Travellers is used to inform and plan. No additional action required. | | |
| Current position – short commentary by service lead(s): | | |
| <p>January 2014 & January 2015 Update:</p> <ul style="list-style-type: none"> No further action required <p>September 2015 Update:</p> <ul style="list-style-type: none"> As above. But stay on unauthorised encampments reduced to an average of 8 days. | | |
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**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 16 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>The panel welcomes the commitment to include actions in the Strategy which build on successful 'out reach to in reach' work in encouraging take up of education and combining this with information from health outreach work. The panel would like to see the data gathered to be used to plan future services and measure progress achieved by these services.</p> | <p>Jackie Whitford</p> | <p>Pinaki Ghoshal</p> |
| Council Response March 2012 | | |
| <p>The data gathered will be used to plan future services and measure progress achieved by these services</p> | | |
| Current position – short commentary by service lead(s): | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • During 2012-13, 86 EYs highly mobile pre school children were supported via outreach. 15 supported into nursery. Ongoing needs assessment resulted in two nurseries holding 2yr old funded places for mobile Travellers • From Sept 13 outreach unit making additional weekly visits providing health education e.g. smoking cessation, first aid etc. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • 2013-14, 76 EYs highly mobile pre school children were supported via outreach. 2 children received 2 year old funding, 10 children attended nursery. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • 114 EYs highly mobile pre school supported via outreach. • Due to shorter stays on unauthorised encampments (average 8 day stay) parents were reluctant to commit to nursery. Numbers down on previous years. 1 child in receipt of 2 year old funding, 8 supported into nursery. | | |
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**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 17 | Service Lead(s) | ELT Lead |
|--|--|--|
| <p>The panel is concerned that the positive work which is being done to secure Traveller engagement from early years could go to waste if the Strategy does not include sufficient measures to retain Traveller children in education. This in turn will enable Travellers to improve their employment prospects. The Strategy should include new ways to engage with hard to reach Traveller groups such as teenagers, enabling access to adult and further education, and using ICT and other methods to engage with these groups.</p> | <p>Jackie Whitford</p> | <p>Pinaki Ghoshal</p> |
| <p>Council Response March 2012</p> | | |
| <p>We are contributing to Brighton & Hove “Vulnerable Learners Protocol” to engage KS5 pupils.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> This recommendation will be applicable when the permanent site is completed. <p>January 2015 Update:</p> <ul style="list-style-type: none"> Youth Outreach Bus available close to Horsdean offering sexual health advice to young Travellers Jackie Whitford (Adviser – Traveller Education) attending newly former Traveller Women’s group using range of materials, DVDs to promote update of secondary and further education. Interest expressed in women accessing adult literacy. To be followed up. <p>September 2015 Update:</p> <ul style="list-style-type: none"> Consultation with Traveller Women’s group ongoing as to adult and further education needs. Children’s Voice Survey undertaken by FFT. Travellers requested delaying provision until they have permanent residence on new site. Liaison with youth workers at FFT as to meeting needs and engagement with 14-19 year olds | | |
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**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 18 | Service Lead(s) | ELT Lead |
|---|------------------------|-----------------------|
| <p>The panel would like to see the Strategy contain a commitment from the council to lead a co-ordinated programme to improve awareness in schools about Traveller history and culture. This would include the council leading, and co-ordinating, the city’s participation in Gypsy Roma Traveller History Month and including Travellers in People’s Day.</p> | <p>Jackie Whitford</p> | <p>Pinaki Ghoshal</p> |
| <p>Council Response March 2012</p> | | |
| <p>Already a goal of the strategy:</p> <ul style="list-style-type: none"> • <i>Goal 13: Improve further the awareness in schools about Traveller History and Culture</i> <p>Action Plan already includes:</p> <ul style="list-style-type: none"> • <i>13.2 Promote national initiatives such as Gypsy Roma Traveller History Month and encourage schools to participate</i> • <i>14.3 Promotion of GRT History Month</i> <p>No additional action required</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • Held in June, the Gypsy Roma Traveller History month was a joint initiative between the East Sussex Traveller Education Team in consortium with Brighton & Hove City Council and Friends, Families and Travellers. • For the 5th consecutive year, Traveller pupils attending schools in the city were awarded prizes in the Gypsy Roma Traveller History month national schools competition. Seven local schools celebrated GRT History month and participated in the competition. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • 2013 – Hove Town Hall – Presentation of “Traveller Roots around the City” plus music and dance. • January 2014 Contribution to Holocaust Memorial Day re “Forgotten Victims • Plays performed in 2 schools illustrating historical persecution of Gypsies . • May 14 Brighton & Hove schools participated in GRT History Month national schools competition. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • Ongoing training and participation in schools. 1,950 pupils across the City benefited from cultural awareness training this year via lessons and assemblies. • GRT History Month, national competition. We submitted 25 entries. | | |


Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

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Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 19 | Service Lead(s) | ELT Lead |
|--|-----------------|--------------|
| <p>The panel would like the Strategy to contain information on the Joint Sussex-wide protocol on unauthorised encampments which is being developed for use by the Police and local authorities and to place this under goal 16 of the Strategy 'Effective Management of Unauthorised Encampments'.</p> | Paul Ransome | Nick Hibberd |
| <p>Council Response March 2012</p> | | |
| <p>Work on developing Protocol referenced in the Strategy.</p> <p>In addition, an action is included at 16.5:</p> <ul style="list-style-type: none"> • <i>Provide a consistent response to all unauthorised encampments by developing a joint Sussex Wide Unauthorised Encampment Protocol (Police & Local Authorities) and joint leaflets</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • Monza reviewed and expanded. Multi-agency group developed a tactical Prevention, Intelligence, Enforcement & Reassurance Plan (PIER) for 2013. Joint work ongoing. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Joint Sussex-wide protocol on unauthorised encampments is embedded within Sussex Police and forms part of the Force Policy for dealing with unauthorised encampments. • Joint working groups meet at regular intervals with local authority and with Gypsy and Traveller Groups. • Sussex Police have strategic leads for Traveller related matters at Superintendent level (Operational and Equalities). • Op Monza for Summer 2014 was scaled down. Within Brighton a small team with support from Neighbourhood Policing Teams have managed a number of encampments throughout the year supporting the council and fulfilling the responsibilities within the Community Reassurance Plan. Brighton & Hove retains a full time Gypsy and Traveller Liaison Officer due to the high numbers of Traveller families present within the City throughout the year. • The PIER plan referred to above is ongoing (Prevention, Intelligence, Enforcement and Reassurance.) <p>September 2015 Update:</p> <ul style="list-style-type: none"> • Joint Sussex-wide protocol on unauthorised encampments is embedded within Sussex Police and forms part of the Force Policy for dealing with unauthorised encampments. (No change from Jan 2015 update) • Joint working groups meet at regular intervals with local authority and with | | |

**Brighton & Hove Traveller Commissioning Strategy 2012
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| | | |
|---|--|--|
| <p>Gypsy and Traveller Groups. (No change from Jan 2015 update)</p> <ul style="list-style-type: none"> • Sussex Police have strategic leads for Traveller related matters at Superintendent level (Operational and Equalities). (No change from Jan 2015 update) • B&H Council and Sussex Police websites signpost the joint working protocol. • Within B&H the PIER plan has been reviewed in light of the expected closure of Horsdean site for refurbishment based on the increased risks and anticipated increase in encampments. The plan continues to ensure the community reassurance plan is at its heart. • A consistent approach is applied through supervision being aligned to the role to support the 3 x GTLOs (PCSOs) who work alternate shifts to improve cover. | | |
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**Brighton & Hove Traveller Commissioning Strategy 2012
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| Traveller Scrutiny Recommendation 20 | Service Lead(s) | ELT Lead |
|--|-------------------|---------------------|
| <p>The panel appreciates that work is ongoing in relation to sensitive sites. However they believe that the Strategy should contain a clear plan for sensitive sites. This could identify levels of sensitivity and a commitment to mapping the impact of site protection measures on unauthorised encampments elsewhere in the city.</p> | <p>Rob Walker</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>Our plan will not only need to determine how sensitive sites are defined, but the impact of measures on one site needs to be assessed in terms of the impact on other sites to ensure 'displacement' does not occur. In addition resources will need to be identified to secure sites otherwise there is a danger of raising expectations will not be matched by the ability to take the appropriate action.</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • Cityparks are maintaining and continuously reviewing existing protection measures around the city. Improvements are made where they are affordable within existing budgets. • Successful works carried out to Withdean Park, Greanleas Recreation Ground and the Ladies Mile Nature Reserve. • Improvements have also been made to Carden Park and Hollingbury Park. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Improvements to physical barriers are where bee banks are being positioned where they make it harder for travellers to enter a site. These are externally funded structures that's prime objective is to increase wildlife in particular insects • The Traveller Liaison Team will be piloting the use of mobile cameras at the entrance points to various sensitive sites in the city to deter trespass and evidence criminal damage where it occurs <p>September 2015 Update:</p> <ul style="list-style-type: none"> • Ongoing maintenance and review of physical defences responding to where there have been incursions. Budgetary constraints and physical topography places limitations on the work that can be done to effectively prevent incursions but that will also reduce UAEs overall for the city. • Defences have been improved on the car parks at Stanmer but this has largely just displaced the travellers onto the grass areas within the park but has kept the car parks clearer for the public to use. • A new type of width restrictor at Wild Park has recently been installed which will restrict access by larger vehicles when the café is not open. • Mobile cameras have not been installed but are still being considered. The difficulty has been that cameras that will provide evidential standard images can not be run from batteries. It would therefore require significant | | |

investment to install and maintain cameras and in a time of limited budgets the potential effectiveness needs to be considered carefully. We are looking at potential addition legal remedies to protect sensitive sites (PSPOs) and depending on the effectiveness will consider the use of CCTV again in the future.


- The Council in conjunction with the police are looking at the possibility of using PSPO [Public Service Protection Orders] to protect the most sensitive parks.
- We have been in liaison with the Environment Agency and Southern Water to enhance our sensitive site profiles and include environmental risks and risks to water supply so that this can be taken into account when assessing the potential impact of a UAE.

**Status
(Sept 2015)**


*Red – Off target and not likely to come back to on target without intervention.
 Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).
 Green – On or above target*




**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 21 | Service Lead(s) | ELT Lead |
|---|--|---|
| <p>The panel is pleased that the Action Plan is to be updated to show that the Protocol for Van Dwellers will be developed during 2012/2013. The panel would like the council to contact other local authorities who experience this issue, such as Bristol, to see what practices they have developed.</p> | <p>Rachel Chasseaud</p> | <p>Nick Hibberd</p> |
| <p>Council Response March 2012</p> | | |
| <p>This will be done as part of the development of the Protocol</p> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • Protocol overdue however the 1st draft is complete and we are now completing research and consultation with other local authorities. The findings from this exercise will be incorporated into the final draft which we aim to have completed by end of March 2014. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Work on the protocol has started and is in progress. • There has been multi-disciplinary action taken at various locations in the city where there are recurring issues with van dwellers and this model will form the basis for the protocol. • An unexpected outcome of the Gypsy Traveller Needs Assessment process has been the information gained from interviews undertaken with those who, although not ethnically defined Travellers, are resident in Brighton and Hove as van dwellers. This and other research will inform the final draft of the van dweller protocol. • A multiagency approach is being piloted which will develop into the protocol. Research and review of legal powers is ongoing. • Aiming to deliver by end of 2014/15. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • Van Dweller Protocol is operational with a multi-agency targeted approach. The Protocol is being reviewed in light of the ASB Crime and Policing Act 2014 with consideration being given to new powers that could be used to help address on street van dwelling. Consultation and EIA will be part of this review and due to be complete by March 2016 | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p> |  <p>GREEN</p> |

**Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015**

| Traveller Scrutiny Recommendation 22 | Service Lead(s) | ELT Lead |
|---|--|---|
| <p>Given the important role Councillors play in relation to Travellers, the panel believe that Councillors should be offered the opportunity to attend Traveller Awareness Training run by the council on an annual basis.</p> | <p>Mark Wall</p> | <p>Abraham Ghebre-Ghiorghis</p> |
| <p>Council Response March 2012</p> | | |
| <p>We will run this for the next two years and then review. We will always run this course for the two years after an election.</p> <p>This has been added to the action plan at 14.4:</p> <ul style="list-style-type: none"> • <i>Run regular Councillor Traveller awareness sessions</i> | | |
| <p>Current position – short commentary by service lead(s):</p> | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • Proposal for 2nd year of training due for approval in December 2013. 2 proposed dates identified <p>January 2015 Update:</p> <ul style="list-style-type: none"> • Traveller Awareness sessions were offered to each of the 3 political groups by officers in 2014 and provided at separate Group meetings before the summer recess. • The potential for including Traveller awareness into the new Member induction following the local elections is also being explored. <p>September 2015 Update:</p> <ul style="list-style-type: none"> • We are currently looking to identify dates for traveller sessions as part of the 2nd Phase of Member Induction during October/November 2015 | | |
| <p>Status (Sept 2015)</p> | <p><i>Red – Off target and not likely to come back to on target without intervention. Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary). Green – On or above target</i></p> | <p> GREEN</p> |

Brighton & Hove Traveller Commissioning Strategy 2012
Three Year Update to the Scrutiny Panel Recommendations: September 2015

| Traveller Scrutiny Recommendation 23 | Service Lead(s) | ELT Lead |
|--|--|---|
| <p>The panel recommends that the council works with the local media to ensure balanced reporting of issues relating the traveller community. This could include such things as:</p> <ul style="list-style-type: none"> • Reporting positive Traveller stories • Challenging the need for Traveller stories to be front-page, a practice which automatically sensationalises the issue • Moderating, and if necessary deleting, comments placed on websites | Ali Rigby | Paula Murray |
| Council Response March 2012 | | |
| <p>An action has been added in 'Outcome 4: Community Cohesion' at 14.1:</p> <ul style="list-style-type: none"> • <i>Develop a greater understanding amongst the media of Traveller issues.</i> <p>Work to implement this action will consider the points raised by the Panel.</p> | | |
| Current position – short commentary by service lead(s): | | |
| <p>January 2014 Update:</p> <ul style="list-style-type: none"> • Work is ongoing to support the Traveller team and provide a clear and consistent message. <p>January 2015 Update:</p> <ul style="list-style-type: none"> • A joint communications approach is being developed with the Police to ensure consistent messaging <p>September 2015 Update:</p> <ul style="list-style-type: none"> • Ongoing work with media on all issues however it should be noted that this cannot be controlled by the communications team • Communications with the police has improved and messaging is more consistent • Communications advice given to traveller team particularly on website content and social media | | |
| Status (Sept 2015) | <p><i>Red – Off target and not likely to come back to on target without intervention.</i> <i>Amber – Currently off target but officers are confident that performance should reach target with current improvements in place (detail these in the commentary).</i> Green – On or above target</p> |  GREEN |

| | | | |
|--------------------------|---|---|---------------------|
| Subject: | Local Transport Plan – Future Priorities | | |
| Date of Meeting: | 24 November 2015 | | |
| Report of: | Acting Executive Director - Environment, Development & Housing | | |
| Contact Officer: | Name: | Andrew Renaut | Tel: 29-2477 |
| | Email: | andrew.renaut@brighton-hove.gov.uk | |
| Ward(s) affected: | All | | |

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Local highway authorities have a statutory requirement to have a Local Transport Plan [LTP]. It includes a long-term Strategy and short-term Delivery Plan, which outline how the council plans to manage and deliver transport strategies and projects in the future, including use of the grant funding it receives from the government in the Local Transport Capital Settlement. The council's fourth LTP [LTP4] was considered and approved by Full Council in March 2015.
- 1.2 The main focus of the LTP4 is to maintain, manage and improve the City's transport network and assist in meeting much wider local and policy objectives to grow the economy, protect and enhance the environment, and improve the safety, equality and health of the city's residents, communities, businesses and visitors. The city also performs a key economic role in the emerging Greater Brighton City Region [GBCR] and the Coast to Capital [CtoC] Local Enterprise Partnership [LEP].
- 1.3 In addition to continuing investment in existing programmes of work such as maintenance and renewal, reducing collisions and casualties and improving air quality, the LTP4 also includes a number of new workstreams that will assist in the continuing development and delivery of transport projects and initiatives through the development of specific strategies and policies and the establishment of new projects and programmes. Work on these new areas needs to be prioritised in order to secure and allocate resources to develop them, and this report outlines and recommends workstreams and projects that should be progressed.

2. RECOMMENDATIONS:

- 2.1 That the Committee agrees that the following new Transport workstreams are prioritised to be developed and delivered as part of the council's Local Transport Plan capital programme between 2015/16 and 2018/19 in order to support the delivery of the city's and council's wider goals and objectives as set out in paragraphs 3.6 to 3.17 of the report:-

- 1) Policy development and strategies – a Transport Carbon Reduction Plan; and an Interchange Strategy (including provision for coaches, and their drivers and passengers);
 - 2) Projects – ‘Gateway to the Sea’ and Church Road, Hove; and Seafront Structures adjacent to the Waterfront Central development site; and
 - 3) Programmes of investment – Local Shopping Centre: Boundary/Station Road, Portslade.
- 2.2 That the Committee agrees that the issues set out at paragraphs 3.4 and 3.5 and Appendix 1 of the report associated with Technology & Travel Information; Freight & Deliveries; and a Route/Corridor Hierarchy should be considered as part of the development of the Citywide ‘Traffic’ Network Management Strategy.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The LTP4 includes a number of high level goals that reflect the broad range of outputs that the council wants transport investment to support, enable and deliver in a variety of ways, especially when investing capital grant funding. These are summarised as:-
- Grow the Economy
 - Reduce Carbon
 - Increase Safety & Security
 - Provide Equality, Mobility & Accessibility
 - Improve Health & Well-being
 - Enhance the Public Realm
 - Encourage Respect & Responsibility
- 3.2 These goals are supported by more detailed, strategic transport objectives which are consistent with or reflect the policies and aspirations of a significant number of local strategies that have been reviewed and/or approved by the council. The LTP4 outlines a range of projects and programmes that will help achieve these objectives and goals by focussing on renewing roads, pavements, highway structures and streetlights; increasing the choice and safety of transport choices for everybody (especially for vulnerable road users such as pedestrians, cyclists and motorcyclists); and using technology and information to reduce congestion and improve air quality (especially within the city’s designated Air Quality Management Areas [AQMAs]), and therefore residents’ health and well-being. The primary focuses of the planned investment are based on people, their local neighbourhoods, the places they want to travel to and from, and the different routes and forms of transport that they use to travel.
- 3.3 In line with the structure of the LTP4 document, the approach to the workstreams and projects is based on the development of strategy and policy, and the development and delivery of projects and programmes. The latter are also considered on a strategic and local level in terms of the contexts within which they have been developed.

Strategy Development

- 3.4 The strategy and policy development work that has been identified in the approved LTP4 is:-
- Transport Carbon Reduction Plan
 - Coach Strategy
 - Freight & Delivery Strategy
 - Technology & Travel Information Strategy
 - Interchange Strategy
 - Corridor/Route Hierarchy
- 3.5 Each of these strategic areas are summarised in more detail in Appendix 1 alongside an indication of their recommended priority. The views of the city's Transport Partnership have been taken fully into account in prioritising this work, and the recent committee decision to approve the development of a Citywide 'Traffic' Network Management Strategy will enable a strategic approach to be taken to a number of other issues that have been identified as priorities.

Projects and Programmes

- Strategic
- 3.6 LTP4 summarises a number of transport projects that were put forward for inclusion in the Coast to Capital [CtoC] Local Enterprise Partnership's [LEP] Strategic Economic Plan [SEP] in order to help unlock or improve access to housing, jobs and additional employment floorspace to support planned growth, and be funded via the Local Growth Fund [LGF] with some local financial contributions. The proposed projects will support some of the key aims of the SEP, based on the principles of Connectivity & Capacity, Sustainability and Resilience, and contribute to a pipeline of projects that will help deliver the priorities of the City Region. The LEP has secured a total of approximately £60 million to invest in Sustainability and Resilience projects up to 2020/21.
- 3.7 Appendix 2a outlines the projects that were put forward for inclusion in the SEP by the council, and identifies those which were included in the document submitted to the government. It is expected that they will progressed by securing funding for them from the current LGF budgets available for such measures. Funding applications will need to be made to the CtoC LTB and LEP as part of a competitive process in order to secure money. Additional funding may also become available from the government in the future via the Growth Deal/LGF process to enable more funding applications to be submitted.
- 3.8 The primary Sustainability proposal is to develop the 'Gateway to the Sea' project linking Brighton Station with the Seafront. The project will seek to draw on the results of behavioural research, highlighted by the Campaign for Better Transport, which demonstrates that people enjoying a positive arrival experience at their destination are likely to stay longer and spend more money. It is often referred to as 'fixing the link'.

- 3.9 It is also proposed to continue to seek funding from the LEP's Resilience budget for the renewal of the city's seafront structures (often referred to as the Arches) by prioritising the development of further schemes and funding applications for structures within the vicinity of the Waterfront Central site (Brighton Centre/Kingswest/Churchill Square).

Local

- 3.10 The LTP4 Delivery Plan places a primary focus on connecting people and communities with their neighbourhoods, and making the links and routes between places more accessible. Connecting people and neighbourhoods with key destinations within the city, such as the City Centre, the Seafront and the National Park, also enables the city to thrive and support its wider objectives. Enhancing neighbourhoods and destinations for people also creates a more cohesive and inclusive environment which can increase choice. Destinations can vary in their form, function and location and can include homes, workplaces and shops; schools and health, medical and care facilities; open spaces and natural environments; tourism, recreation, sport and leisure facilities; cultural attractions and places of worship; and multi-use facilities like city's stadiums and the Brighton Centre. Projects and programmes that are delivered locally are broadly summarised in Appendix 2b.
- 3.11 The LTP4 Delivery Plan framework is based on a number of themes and the ways in which these can be achieved. These are summarised below and also explained in more detail in Appendix 3 (sections a), b) and c)) and the LTP4 document. They are:-

Maintaining and improving connections within and between neighbourhoods

- Maintaining and renewing roads and pavements
- Improving street lighting
- Safer people, safer roads and safer neighbourhoods
- Improving accessibility and mobility

Connecting people with

- Local interchanges
- Workplace and job opportunities
- Shopping areas
- Learning, Education and Training
- Healthcare & Medical Facilities
- Care and support facilities and services
- Parks, Recreation Grounds & Open/Green Spaces
- Sports, Recreation and Leisure
- Culture & Heritage

Connecting people and neighbourhoods with, and improving

- the City Centre
- the Seafront
- the South Downs National Park

- 3.12 The final three destinations/areas above form the main components of the newly designated Brighton & Lewes Downs BioSphere, using the terms 'town, Downs and coast', within which sustainable transport is expected to help achieve sustainable socio-economic development.
- 3.13 When creating sustainable neighbourhoods, local shopping areas are significant focuses for local communities and in the council's City Plan (Part 1 Submission) there is a hierarchy of retail provision. These include the two 'Town Centres' of Hove and London Road; the three 'District Centres' of St James's Street, Lewes Road, and Boundary Road/Station Road in Portslade; and the seventeen 'Local Centres', which include Fiveways, The Grenadier in Hangleton, St George's Road in Kemp Town, and Warren Way in Woodingdean.
- 3.14 The city also has a number of 'out of centre' and 'edge of centre' shops and retailers such as the Goldstone Retail Park in Hove, Sainsbury's in West Hove and Asda at Hollingbury and Sainsbury as Benfield Valley, which can also provide access to goods and produce for some local people.
- 3.15 Access to healthy food is a particular focus of the council's work with the city's Food Partnership and within the city's Food Strategy and Action Plan, 'Spade to Spoon: Digging Deeper', one of the main aims is that 'all residents have better access to nutritious, affordable, sustainable food'. The City Plan shopping areas have therefore been identified as a new focus for localised investment within the LTP4 Delivery Plan for 2015/16-2018/19. In order to help prioritise these areas, a number of strategic and wider issues have been considered. These include issues such as population data, indices of multiple deprivation, designated areas where air quality and noise levels are excessive, and road safety casualties. Identifying locations where collisions have resulted in injuries to vulnerable road users has been a particular focus in this work, in order that appropriate measures to reduce such outcomes are explored and included in such projects.
- 3.16 Appendix 4 of this report outlines those local, well-used locations that are at the heart of communities and neighbourhoods where investment in improvements could be prioritised to help resolve or mitigate more than one problem. It highlights that Boundary Road/Station Road in Portslade is a priority when considering the results of this comprehensive assessment work. (Seven Dials and Lewes Road have not been included as they have recently been improved).
- 3.17 Equality, accessibility and mobility are also key objectives that underpin the LTP4 and which can be achieved in two key ways. By 'increasing the availability and accessibility of travel choices for everyone, especially the most vulnerable and those with the greatest need' and by 'identifying and overcoming physical and social barriers to travel that prevent people from reaching essential and important facilities and services, and the city's green and open spaces'.

- 3.18 Linked to retail and commercial activity, the LTP4 acknowledges that the council previously undertook a study of Central Hove which identified some clear deficiencies in accessible, convenient and safe routes and crossings for pedestrians, and identified opportunities to improve these and other parts of the transport network and public realm. These included the busy link between Central Hove and the city centre – Church Road, from Palmeira Square to Sackville Road. It is therefore proposed to develop a programme of works for this corridor to primarily identify where improvements can increase accessibility and enable greater mobility for people, and also address locations where more than one problem can be resolved or mitigated.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The priorities identified and recommended in this report are already included within the council's approved LTP4 and are therefore important in strengthening the council's Transport policy and strategy framework and enabling the council's LTP4 objectives to be met through the development and delivery of a number of key strategies, projects and programmes. Where appropriate, an objective assessment has been undertaken to help inform the recommended priorities.
- 4.2 Not proceeding with the recommended priorities during 2015/16 – 2018/19 will mean that information and evidence will not be available to plan workloads and/or support or justify decisions on the allocation of resources/expenditure to new projects from within the council's revenue budgets and capital programmes

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 External engagement and consultation was undertaken during the development of the LTP, and the document was approved by both Policy & Resources Committee and Full Council in March 2015. The Connected City Transport Partnership has been involved in the consideration and identification of its priorities for strategy and policy development during its meeting in September 2015. The results of this exercise are set out in Appendix 5 and clearly indicate that two areas of work are considered to be higher priorities than others - a Transport Carbon Reduction Plan and an Interchange Strategy.
- 5.2 Engagement and consultation, at an appropriate time(s), will be essential in the further development of the workstreams/projects/programmes which have been prioritised.

6. CONCLUSION

- 6.1 The report and appendices outline the basis on which the recommended priorities are being made, and include reasoned and justifiable bases on which to proceed with workstreams associated with further strategy, and project and programme, development and delivery.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the development of the new strategies and plans proposed within the LTP4 and recommended as priorities within this report will be funded from existing revenue budgets within the Transport service.
- 7.2 The strategies, plans and projects identified in the LTP4 will assist in the submission of funding applications for external resources and the development of joint funding bids to deliver identified schemes. Officers will continue to identify opportunities to maximise external funding sources. External funding is potentially an important source of income, but funding conditions need to be carefully considered to ensure that they are compatible with the aims and objectives of the council.
- 7.3 The development and delivery of the strategic projects that are prioritised will be funded from the council's capital programme and through successful funding applications to the Coast to Capital Local Transport Board for Local Growth Funding, supported by robust business cases. If approved, such projects will also require additional local financial contributions from a number of potential sources, which could include the council's revenue budgets and capital programme, or developers contributions secured through the planning process, for example. All capital expenditure will require Policy and Resources Committee approval to be included within the capital programme.
- 7.4 The 2015/16 LTP capital programme funding allocation was approved at Policy and Resources Committee in March 2015. The table below shows the agreed and indicative sums of Local Transport capital grant to be received from central government over the LTP4 period.

| Allocation | Confirmed allocation (£m) 2015/16 | Confirmed allocation (£m) 2016/17 | Confirmed allocation (£m) 2017/18 | Indicative allocation (£m) 2018/19 |
|----------------------------|--|--|--|---|
| Integrated Transport Block | 3.059 | 3.059 | 3.059 | 3.059 |
| Maintenance Block | 2.623 | 2.404 | 2.332 | 2.110 |
| Total Grant Funding | 5.682 | 5.463 | 5.391 | 5.169 |

Finance Officer Consulted: Steven Bedford

Date: 03/11/15

Legal Implications:

- 7.5 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to consult on and produce a Local Transport Plan [LTP], to keep the LTP under review and to alter the LTP if considered appropriate. The LTP may be replaced as the local transport authority thinks fit. The LTP is required to be adopted by Full Council, and the current LTP was approved by Full Council in March 2015.

Lawyer Consulted: Elizabeth Culbert

Date: 02/11/15

Equalities Implications:

- 7.6 In developing specific strategies/plans and projects and programmes, the needs and views of those people who are identified as having ‘protected characteristics’ (those against which discrimination is unlawful) as defined by the Equality Act 2010, will be taken into account. Where required, needs will be identified from the outset, and an appropriate level of Equalities Impact Assessment will be undertaken. Wherever possible, specific objectives will be incorporated into strategies/plans, and targeted measures will be incorporated into projects and scheme designs in order to overcome barriers to movement that may be experienced. In doing so, this will ensure that the transport network is made accessible to all, irrespective of any protected characteristic.

Sustainability Implications:

- 7.7 Achieving continued and increased levels of sustainability through transport policies and strategies and investment in transport and highway projects and programmes remain a principal aim of the council. The council’s Sustainability Action Plan outlines key measures that are currently in place and will continue to be delivered as part of the LTP4, as appropriate. Examples include a focus on active travel – walking and cycling – which are zero-carbon forms of transport, and measures to reduce the need to travel which reduce levels of traffic and congestion and therefore related emissions. The proposed prioritisation of a Transport Carbon Reduction Plan will help focus on and deliver the specific objectives within LTP4. Sustainable techniques and practises are also used during construction and engineering works for various projects and programmes, such as recycling materials and improving the city’s street lighting.

Any Other Significant Implications:

- 7.8 The LTP is a strategic document for the city, and transport and travel have a significant role in achieving the city’s and council’s wider objectives. There are two other significant implications that warrant reference.

Public Health Implications:

- 7.9 Transport and travel are critical to delivering the city’s public health objectives as they contribute significantly to some of today’s greatest challenges to public health, including road traffic injuries, physical inactivity, the adverse effect of traffic on social cohesiveness and the impact on outdoor air and noise pollution. The relationships between transport and health are multiple and complex and improving people’s and communities’ health and well-being, and safety, is a key objective of the council’s LTP4, Air Quality Action Plan and Road Safety Strategy.

Corporate/Citywide Implications

- 7.10 The LTP4 helps deliver the wider policies, objectives and strategies of the council and the city, such as those established in the Community Strategy, the Corporate Plan 2015-19 and the City Plan (Part 1 submission). The LTP will also reflect the current and emerging priorities and policies of the Greater Brighton City Region and the CtoC LEP, as established in their key strategy and policy documents, such as the Strategic Economic Plan and proposals for Devolution.

SUPPORTING DOCUMENTATION

Appendices:

1. Key citywide strategy and policy development themes
- 2a) Key projects & programmes – Strategic Economic Plan [SEP] and Local Growth Fund [LGF] projects
- 2b) Local Transport Projects & Programmes
- 3a) Main aims of LTP4 Delivery Plan – ‘Maintaining and improving connections within and between neighbourhoods’
- 3b) Main aims of LTP4 Delivery Plan – ‘Connecting people with’
- 3c) Main aims of LTP4 Delivery Plan – ‘Connecting people and neighbourhoods with, and improving’
4. Assessment of shopping areas in City Plan Policy CP4 – Retail Provision
5. Transport Partnership (22/9/15) - Responses to item on LTP4 priorities for feasibility & research

Documents in Members’ Rooms

1. None.

Background Documents

1. LTP4 document (March 2015)
2. City Plan - Part 1 Submission (2013)
3. Coast to Capital Local Enterprise Partnership Strategic Economic Plan
4. Reports to Policy & Resources Committee/Full Council : Local Transport Plan- (March 2015)
5. Report to ET&S Committee : Developing a ‘Traffic’ Network Management Strategy – Approval to Develop (October 2015)
6. Various strategies and plans – including the City Plan and Food Strategy
7. Various statistics and data – including 2011 Census, air quality, noise and road safety.

KEY CITYWIDE STRATEGY & POLICY DEVELOPMENT

| Theme/Strategy area | Summary |
|---|---|
| Transport Carbon Reduction Plan | To support the Sustainable Transport objectives of the council's Sustainability Action Plan, a plan will be developed which will include an indication of the overall emissions contribution transport is expected to make towards meeting targets, and the most effective means to deliver reductions and therefore help meet the carbon reduction objectives set out in this LTP. |
| Coach Strategy | There are recognised issues associated with the parking of excursion coaches and lack of driver facilities in the city, after their passengers have alighted. Consideration will be given to the options available to better manage these issues given the availability of existing facilities. The condition of the Pool Valley coach station has also been raised on a number of occasions and will also be considered, in discussion with the main operator, National Express. |
| Freight & Delivery Strategy | Deliveries of goods and produce can present problems in some areas of the city, in addition to large vehicles using unsuitable routes to reach or leave destinations. Consideration will be given to ways to reduce the need or impact of such journeys, especially those associate with food |
| Technology & Travel Information Strategy | Technology can play a bigger role in managing the city's transport network, either remotely, as part of the transport infrastructure, or on-vehicle. Identifying where improvements can be made and taking advantage of new developments to manage movement more efficiently will increase the benefits that can be achieved. Access to information at all points on a journey is invaluable in enabling people to make decisions about how, when and where they travel. Ensuring that the travel information sources and systems are available, accessible and advertised will help ensure that it can make door-to-door journeys to/from and within the city easier. Particular emphasis will be placed on exploring opportunities for using new technology to support shared and community use of vehicles (car clubs), bicycles and ride/lift sharing (such as the Liftsharing or Faxis journey sharing platform, for example). |

| Theme/Strategy area | Summary |
|---|--|
| Interchange Strategy | The ability to transfer between different forms of transport/travel on a journey needs to be convenient, safe and accessible. In order to ensure that the city's interchanges are fit for purpose and high quality, it is proposed to develop a strategy that identifies where provision accords with best practice and where there is a need for improvement. |
| Corridor/Route Hierarchy | There has been very little review or change to the designation and numbering given to roads in the city for many years. It is therefore considered appropriate to consider how the city's roads are actually used and how that compares to their designated status/numbering and determine if any changes are required to better reflect their role or manage the network differently. |
| Project and programme priorities | It is proposed to develop a more structured approach to identifying and prioritising the development and delivery of some projects and programmes in order to maximise the potential benefits that could be achieved, with the aim of implementing measures that will potentially address more than one issue or problem and therefore help meet a number of objectives. |

KEY PROJECTS & PROGRAMMES –
STRATEGIC ECONOMIC PLAN [SEP] AND LOCAL GROWTH FUND [LGF] PROJECTS

| Project | Summary |
|--|--|
| Valley Gardens Phases 1 & 2 | Significant improvements to the public realm and movement and flow of people and traffic along and across a complex section of the A23 which will regenerate the local area economically, socially and environmentally. |
| Valley Gardens Phase 3 | Continuation of improvements to public realm and people/vehicle movement along southern section of treatment of main A23 corridor between the Royal Pavilion and the A259, including the Old Steine. |
| A259 improvements | Improvement to movement and flow of people and traffic along and across the main coast road to reduce congestion, maintain and improve the attraction of the seafront environment and increase opportunities for economic and recreational activity. |
| A23 London Road/Preston Circus | Redesign of approaches and junction where A23 (north-south) intersects with A270 (east-west) to improve access to the New England Quarter and London Road and reduce severance to local movements. |
| Shoreham Harbour Transport Strategy (joint with WSCC) | Development and delivery of transport measures that will provide cross-boundary benefits and support the City Region priorities and facilitate the regeneration of the Shoreham Harbour area. |
| Toad's Hole Valley transport infrastructure | Could provide contribution to support the provision of necessary, safe and sustainable access and routes into and through a significant development site providing increased employment and housing opportunities for the city. |
| Cycling Ambition Network | Focused on improvements to identified gaps in the current cycle network on two east–west transport corridors - Old Shoreham Road and Marine Parade - and measures will reallocate roadspace using high quality design and materials. |

| Project | Summary |
|--|---|
| Bike Share/Hire | Comprises 430 bikes and 50 docking stations within the central area with bikes available for use across the scheme area, with the opportunity to provide further extensions to the system over time. |
| Sustainable Transport Package | Proposals to increase the availability of measures in line with the LTP capital programme, focussed primarily on locations where benefits will help to unlock or support development sites for housing and jobs. |
| Gateway to the Sea | Improvements to the Queen’s Road/West Street connection linking the improved Brighton Station Gateway southern entrance/exit with the seafront via the city centre and Clock Tower junction. |
| Old Town public realm improvements: | Measures to reduce the impact of traffic to create a more attractive environment and revitalise the accessibility and attraction of this key destination between the city centre and the seafront for residents and visitors. |
| Seafront structures strengthening (including the former West Street Shelter Hall) | Continued programme of assessment and renewal of structures supporting the A259 coast road to maintain strategic and local movement and create refurbished and additional commercial floorspace. |
| ‘Intelligent Transport Systems’ [ITS] package | Combination of measures using technology to deliver more dynamic and efficient movement on strategic corridors such as Bluetooth, cameras, Puffin crossings, MOVA traffic signal software and variable message signs. |
| Principal (A) road maintenance | Increased programme of investment in renewal of surfaces and/or structure of heavily trafficked corridors entering and leaving the city centre to increase long-term resilience and driver reliability. |

LOCAL TRANSPORT PROJECTS & PROGRAMMES

| Theme | Description |
|-----------------------------|--|
| <u>Renewal/Maintenance</u> | <ul style="list-style-type: none"> • Maintaining links and routes to improve road and pavement/footway surfaces; street lighting; bridges, retaining walls and structures; and finalise the Highway Asset Management Plan. |
| <u>Integrated Transport</u> | <ul style="list-style-type: none"> • Connecting people with education, learning & training; workplaces & job opportunities; shopping areas; parks, open spaces and the National Park; and cultural & visitor attractions. |
| | <ul style="list-style-type: none"> • Connecting people with interchanges – bus stops/train stations/coach station/car parks/taxi ranks/parking (car/car club/motorcycle/cycle). |
| | <ul style="list-style-type: none"> • Improving neighbourhoods with road safety; active travel and public realm improvements (walking & cycling). |
| | <ul style="list-style-type: none"> • Improving and connecting people with the city centre; Seafront; and National Park. |
| | <ul style="list-style-type: none"> • Managing links & routes with technology & travel information; strategic and local corridor improvements and minor works. |

MAIN AIMS OF LTP4 DELIVERY PLAN

MAINTAINING AND IMPROVING CONNECTIONS WITHIN AND BETWEEN NEIGHBOURHOODS

Maintaining and renewing roads and pavements

Improving street lighting

Safer people, safer roads and safer neighbourhoods

Improving accessibility and mobility

Maintaining and renewing roads and pavements

| Facts & Figures | Between 2015/16 and 2018/19 we aim to |
|---|---|
| <ul style="list-style-type: none"> • The Council's Highway Assets are valued at £1.646 million, including carriageways (£905m), footways and cycle ways (£166m), structures (£455m), street lighting (£76m), traffic management systems (£23m), street furniture (£21m). • The council maintains 1100km of public footways; 616km of public highway; 20km of designated cycle routes; and 980 highway structures (bridges, retaining walls, seafront arches). | <ul style="list-style-type: none"> • Maintain and improve the condition of the public highway and support public safety through continued and prioritised investment in roads and pavements. |
| | <ul style="list-style-type: none"> • Reinstate the structural integrity of roads and reduce the risk of winter damage. |
| | <ul style="list-style-type: none"> • Deliver efficiencies by moving from a reactive maintenance service towards a planned maintenance service carrying out maintenance work at the most appropriate time to avoid higher long-term cost. |
| | <ul style="list-style-type: none"> • Finalise the council's Highway Asset Management Plan [HAMP]. |

Improving street lighting

| Facts & Figures | Between 2015/16 and 2018/19 we aim to |
|--|--|
| <ul style="list-style-type: none"> • 5,000 of the city's street lights have cast iron columns and 140 are listed (protected) by English Heritage. • An estimated 40 miles of underground electrical cable network is owned and maintained by the council, much of which is in need of renewal. | <ul style="list-style-type: none"> • Continue to invest in street lighting assessment, maintenance and replacement |
| | <ul style="list-style-type: none"> • Develop an 'invest to save' citywide street lighting feasibility assessment with the Green Investment Bank or other potential investors. |
| | <ul style="list-style-type: none"> • Review 'best practice' approaches and solutions including joint investment options with SE7 authorities. |
| | <ul style="list-style-type: none"> • Prepare a detailed financial model to inform a full business case submission in 2015/16 |

Safer people, safer roads and safer neighbourhoods

| Facts & Figures | Between 2015/16 and 2018/19 we aim to |
|--|---|
| <ul style="list-style-type: none"> • In 2012, a total of 789 road traffic casualties were recorded on Brighton & Hove roads, including 5 deaths and 147 serious injuries. • The cost of these casualties to society is almost £24million for a single year and places Brighton & Hove in the lowest 15% of English authorities for death and serious injury per capita. • At 20mph there is a 2.5% chance of pedestrians being fatally injured, compared to a 20% chance at 30mph. • Since 2004, Safer Routes to School schemes have been introduced around nearly 30 schools and nurseries. | <ul style="list-style-type: none"> • Continue delivery and monitoring of 20mph speed limits in residential streets. |
| | <ul style="list-style-type: none"> • Analyse collision data and identify priorities for engineering and enforcement solutions to road safety problems. |
| | <ul style="list-style-type: none"> • Develop the ‘Share the Roads campaign and other publicity and educational material. |

Improving accessibility and mobility

| Facts & Figures | Between 2015/16 and 2018/19 we aim to |
|--|--|
| <ul style="list-style-type: none"> • One in six residents (44,569 people or 16.3 per cent) is disabled or has a long term health problem that limits their day-to-day activities to some degree. • 12% (14,500) of the city’s households in Brighton & Hove are occupied by people aged 65 years or more, who live alone. • Older people are more likely to feel unsafe after dark. | <ul style="list-style-type: none"> • Review the amount and quality of accessibility and information within local communities. |
| | <ul style="list-style-type: none"> • Identify where improvements are required and develop ideas, focussing on locations where more than one problem can be resolved or mitigated e.g Church Road in Hove. |
| | <ul style="list-style-type: none"> • Continue to invest in improved facilities for pedestrians and wheelchair users, such as dropped kerbs, ramps and handrails. |
| | <ul style="list-style-type: none"> • Continue to invest in accessible infrastructure for public transport users such as bus stops, shelters and information. |

MAIN AIMS OF LTP4 DELIVERY PLAN

CONNECTING PEOPLE WITH

Local interchanges

Workplace and job opportunities

Shopping areas

Learning, Education and Training

Healthcare & Medical Facilities

Care and support facilities and services

Parks, Recreation Grounds & Open/Green Spaces

Sports, Recreation and Leisure

Culture & Heritage

Local interchanges

125

| Facts & Figures | Between 2015/16 and 2018/19 we aim to |
|---|--|
| <ul style="list-style-type: none"> • The city’s 8 train stations were used by over 22 million passengers in 2012. • There are over 1,200 bus stops, of which almost 520 have passenger shelters; 320 have raised kerbs to make them more accessible for disabled or less mobile people; 175 have real-time information signs; and 25 have an audible bus timetable facility (known as a ‘talking bus stop’). • 60 taxi ranks, of which 41 are in Brighton and 19 are in Hove and Portslade. • National Express operate 47 daily services from the city’s only coach station in Pool Valley, and there are 45 coach parking spaces in Madeira Drive. • Since 2005 the council has installed no less than 100 new cycle stands (200 cycle parking spaces) each year in cycle parking; • There are 16 controlled parking zones covering over 750 streets and 11 off-street car parks, including bays for disabled users, car club vehicles and motorcycles. • The city has 8 on-street electric vehicle charging points in 4 locations, and 1 each in two public car parks. • The city generates over 120,000 tonnes of household waste per year and the Hollingdean waste facilities can manage a throughput of up to 160,000 tonnes. | <ul style="list-style-type: none"> • Work with companies to develop a routing, delivery and servicing strategy for goods and freight vehicles, including exploring possibilities for ‘cleaner’ last mile deliveries. |
| | <ul style="list-style-type: none"> • Develop a strategy for managing and improving coach movements in the city, including coach parking and the use and quality of Pool Valley coach station. |
| | <ul style="list-style-type: none"> • Complete the delivery of the approved Brighton Station Gateway scheme. |
| | <ul style="list-style-type: none"> • Continue the delivery of accessible bus stops & pedal cycle parking places. |
| | <ul style="list-style-type: none"> • Continue to design and deliver improvements to local parking, including public car parks and new controlled parking zones, secure motorcycle parking and electric vehicle charging points. |
| | <ul style="list-style-type: none"> • Ensure new developments provide or contribute towards appropriate interchange facilities. |

Workplace and job opportunities

| Facts and figures | Between 2015/16 and 2018/19 we aim to: |
|---|---|
| <ul style="list-style-type: none"> • Only 37% of the city’s residents use the car for their journey to work (2011) compared to 61% in the South East. Since 2001, 6% fewer residents now drive to work. • 21% of residents walk to work, almost double the national and regional averages 5% cycle. • Nearly 15% of residents catch the bus to work, compared to 4.5% in the South East and 7.5% in England. • The proportion of people who work mainly from home (8%) is above the regional and national averages. • 70% of people live and work in the city. • There are 14 Industrial Estates in the city. | <ul style="list-style-type: none"> • Research and identify barriers within the city and its transport system that affect people’s ability to access job opportunities, especially in areas of disadvantage or deprivation. |
| | <ul style="list-style-type: none"> • Identify where improvements are required and develop ideas, focussing on locations where more than one problem can be resolved or mitigated, such as business and Industrial concentrations within the declared main Air Quality Management Area. |
| | <ul style="list-style-type: none"> • Explore the opportunity to extend the Wheels to Work scheme operating in East Sussex to parts of the city (which can also support journeys to access education and Learning opportunities). |
| | <ul style="list-style-type: none"> • Continue to work with businesses to develop, maintain and update Workplace Travel Plans. |
| | <ul style="list-style-type: none"> • Review the amount and quality of access, transport facilities and services, and travel information for workplaces and centres of business. |

Shopping areas

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|---|--|
| <ul style="list-style-type: none"> • The Brighton Regional and Hove Town Centre shopping areas contain approximately 210,000sqm of gross retail floorspace and over 1,500 shop units. • Churchill Square has a floor space of 470,000 sq ft (43,663 m²) with over 80 shops and restaurants, and there are plans to expand it to strengthen the city’s regional shopping role, as part of the Waterfront project. • There are 17 local shopping areas in the city. | <ul style="list-style-type: none"> • Review the amount and quality of access, transport facilities and services, and travel information for shopping areas. |
| | <ul style="list-style-type: none"> • Identify where improvements are required and develop ideas, focussing on locations where more than one problem can be resolved or mitigated e.g Church Road in Hove, Station & Boundary Roads in Portslade, and Rottingdean High Street. |
| | <ul style="list-style-type: none"> • Create healthier environments that encourage walking and cycling to be used for food shopping journeys. |

Learning, Education and Training

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|---|--|
| <ul style="list-style-type: none"> • The council has a statutory duty under the Education and Inspections Act 2006 to promote sustainable travel to school, in particular the promotion of sustainable travel and transport on the journey to, from, and between schools and other institutions. • There are over 90 schools in the city (including 10 secondary and nearly 50 LEA infant and primary schools), and 4 colleges. • In 2013, nearly 55% of children walked or scooted to school, and just over 30% were driven. • The city’s 2 nationally recognised Universities, formed of a number of campuses within the city, have 35,000 students registered as studying full or part time. | <ul style="list-style-type: none"> • Continue working with schools and local communities to develop, maintain and update School Travel Plans. |
| | <ul style="list-style-type: none"> • Continue working with schools and local communities to develop and deliver Safer Routes to School. |
| | <ul style="list-style-type: none"> • Review access, transport facilities and services, and travel information for learning, education and training sites within the city. |
| | <ul style="list-style-type: none"> • Explore the opportunity to extend the Wheels to Work scheme operating in East Sussex to parts of the city to support access to education, learning and training opportunities. |

Healthcare & Medical Facilities

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|---|---|
| <ul style="list-style-type: none"> • The Clinical Commissioning Group's [CCG's] Patient Transport Service provides approximately 25,000 journeys per month for people who are unable to use public or other transport owing to medical conditions. • The CCG operates a Healthcare Travel Costs Scheme which may be available to some people if they are not eligible for the Patient Transport Service. • There are 46 GP (doctor's) surgeries in the city. • The construction of the £480 million 3Ts development will take place over 10 years and include a number of transport, travel and highway improvements around the site. | <ul style="list-style-type: none"> • Work with the BSUH NHS Trust on the further development and delivery of transport and highway measures associated with the planning permission for the Royal Sussex County Hospital (3Ts) redevelopment. • Review access, transport facilities and services, and travel information for healthcare and medical facilities within the city. • Support the CCG with any advice it requires on the review of its Patient Transport Service in 2014/15. |

Care and support facilities and services

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|--|--|
| <ul style="list-style-type: none"> • There are over 50 children's nurseries in the city • There are many Children's Centres in the city, which include 4 hub centres in Brighton (linked with 7 smaller centres), 2 in Hove (linked with 2 smaller centres and 1 in Portslade (linked to 1 smaller centre). • There are over 100 care and nursing homes for elderly people. | <ul style="list-style-type: none"> • Review access, transport facilities and services, and travel information for care and support sites and facilities within the city. • Continue to work with children's nurseries to develop Travel Plans. |

Parks, Recreation Grounds & Open/Green Spaces

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|---|--|
| <ul style="list-style-type: none"> • The city has 7 green flag parks and approximately 50 play grounds. • There are over 36 allotment sites and 3,000 tenants. • There are over 200 sports pitches, greens and courts • Stanmer Park is used by up to 500,000 people per year. • Satisfaction with the city’s parks and open spaces, including access to the South Downs, is very high – 91% (2013). | <ul style="list-style-type: none"> • Support the work of the transitional Biosphere Board and the Biosphere Partnership. |
| | <ul style="list-style-type: none"> • Support and contribute to the work to develop a new Open Spaces Strategy for the city. |
| | <ul style="list-style-type: none"> • Contribute to the development and delivery of the long-term Master Plan for Stanmer Park and Estate to ensure that it becomes accessible to all. |
| | <ul style="list-style-type: none"> • Support work on planned improvements to parks and opens spaces where transport or access improvements are a key element. |
| | <ul style="list-style-type: none"> • Review access, transport facilities and services, and travel information for parks and opens spaces within the city. |

Sports, Recreation and Leisure

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|--|---|
| <ul style="list-style-type: none"> • The Amex Community Stadium now has a capacity of 30,000 for Championship football matches and a high proportion of supporters use sustainable transport. • The city will host the Rugby World Cup in 2015 at the AmEx Community Stadium. • Sussex County Cricket Club is the world's oldest county cricket club and the County Cricket Ground also hosts large scale music concerts annually. • The city is home of the one of the oldest working cinemas | <ul style="list-style-type: none"> • Work with England 2015 and other agencies to ensure that travel and transport to and from the Rugby World Cup matches and FanZone being hosted by the city are safe, efficient and sustainable. |
| | <ul style="list-style-type: none"> • Support and advise on proposals to improve the city’s sport, recreation and leisure facilities, such as the King Alfred Leisure Centre and new proposals for the seafront, such as Madeira Drive. |
| | <ul style="list-style-type: none"> • Review access, transport facilities and services, and travel |

| | |
|---|---|
| <p>in the country, the Duke Of York's Picturehouse at Preston Circus.</p> | <p>information for sports, recreation and leisure facilities within the city.</p> |
|---|---|

Culture & Heritage

| <p>Facts and figures</p> | <p>Between 2015/16 and 2018/19 we aim to</p> |
|--|--|
| <p>The city is home to:-</p> <ul style="list-style-type: none"> • nearly 3,400 other listed buildings; • 15 scheduled ancient monuments; • 6 registered parks or gardens of special historic interest; • 34 conservation areas; • numerous locally listed buildings; and • over 80 archaeologically sensitive areas. | <ul style="list-style-type: none"> • Contribute to the Royal Pavilion Estate capital project to ensure that transport and access is supported and prioritised, where appropriate. • Support other cultural and heritage projects where transport or access improvements are a key element. • Help enhance and protect historic environments within the city. • Review access, transport facilities and services, and travel information for cultural and heritage sites within the city. |

MAIN AIMS OF LTP4 DELIVERY PLAN

CONNECTING PEOPLE AND NEIGHBOURHOODS WITH, AND IMPROVING

The City Centre

The Seafront

The South Downs National Park

The City Centre

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|--|--|
| <ul style="list-style-type: none"> • Approximately 3,000 buses per day travel up and down North Street. • The ‘prime retail pitch’ of Western Road, fronting Churchill Square, has been estimated to have had a footfall count of over 15 million people per year. • The city centre has almost 4,000 car parking spaces. | <ul style="list-style-type: none"> • Monitor the success of the Low Emission Zone in the North Street/Western Road corridor and seek further opportunities to reduce emissions in the city centre. |
| | <ul style="list-style-type: none"> • Ensure the Valley Gardens maximises the connections and benefits to the central area. |
| | <ul style="list-style-type: none"> • Develop bids for funding for the Local Growth Fund including the ‘Gateway To the Sea’ (Brighton Station to the seafront including the Clock Tower) and Old Town Public Realm Improvement projects. |
| | <ul style="list-style-type: none"> • Contribute towards the development of the Waterfront project. |

The Seafront

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|---|--|
| <ul style="list-style-type: none"> • The seafront includes a total of 375 highway structures (often referred to as Arches) covering an area equivalent to 21,000m², 2.5kms of retaining wall, and 4.4kms of listed railings. • The total value of that infrastructure (asset) is estimated to be over £300 million. • The majority of the structures are over 120 years old and the estimated cost of replacing the arches, retaining walls and railings is at least £80 million. • On average, the seafront is used daily by approximately 30,000 pedestrians, 2,500 cyclists, and 36,000 vehicles. | <ul style="list-style-type: none"> • Improve the accessibility along/to & from the Seafront to enable greater access to a wide range of goods, services, and places. |
| | <ul style="list-style-type: none"> • Encourage and enable greater levels of active and healthy travel along/to & from the seafront, such as cycling and walking, especially for shorter journeys. |
| | <ul style="list-style-type: none"> • To improve access to job opportunities, shopping areas and cultural and visitor attractions. |
| | <ul style="list-style-type: none"> • Improve the “pinch-points” on the Seafront where pedestrians, cycles and cars interact. |
| | <ul style="list-style-type: none"> • Improve signage and routes in relation to the Seafront to improve its connectivity. |
| | <ul style="list-style-type: none"> • Respond positively to the outcomes of the Seafront Infrastructure Scrutiny Panel, especially in relation to the Highway Structures. |
| | <ul style="list-style-type: none"> • Continue the ongoing programme on assessment, renewal and rebuilding of the arch structures, retaining walls and railings. |
| | <ul style="list-style-type: none"> • Actively participate, and lead where required, on developing and implementing coastal protection and flood defence strategies for the city’s coastline. |
| | <ul style="list-style-type: none"> • Develop ideas to improve movement and access along the A259 corridor in preparation for bids for funding from the LGF. |
| | <ul style="list-style-type: none"> • Deliver measures consistent with the Shoreham Harbour Transport Strategy. |

The South Downs National Park

| Facts and figures | Between 2015/16 and 2018/19 we aim to |
|---|---|
| <ul style="list-style-type: none"> • The National Park is heavily populated compared to other National Parks, and 112,000 residents live within it. • Nearly 2 million people live within 5 kilometres of its boundary and are able to enjoy its extensive network of paths and trails. • The South Downs National Park covers over 1600 square kilometres of England’s most valued lowland landscapes, and over 40% of Brighton & Hove, including the ancient woodland at Stanmer Park, is included within its boundary. • The National Park brings many tangible benefits, including contributing an estimated £2.23 billion to the regional economy. • Over 80 per cent of the visitor days to the National Park are made by private car. | <ul style="list-style-type: none"> • Continue to seek funding opportunities to deliver improvements in connections and access to and from the Park |
| | <ul style="list-style-type: none"> • Support the SDNPA in developing its Local Plan. |
| | <ul style="list-style-type: none"> • Assist the SDNPA and its stakeholders to deliver priority actions within the priority outcomes of its Partnership Management Plan. |
| | <ul style="list-style-type: none"> • Work in partnership with key partners, business and organisations to promote and provide sustainable travel options and initiatives, improve Rights of Way, and assist in the development of user codes of conduct for cycling. |
| | <ul style="list-style-type: none"> • Seek to reduce car travel across the National Park to minimise the impacts of its protected environment. |

ASSESSMENT OF SHOPPING AREAS IN CITY PLAN POLICY CP4 – RETAIL PROVISION

| Shopping Centres | Ward(s) | No. of retail units | Estimated local pop. catchment | No. of vacant units | Index of Multiple Deprivation (Higher band = greater deprivn.) | Older pop. (70+) in local catchment area | Younger pop. (0-14) in local catchment area | Within Air Quality Management Area (No. of resid. dwellings in corridor likely to be >36µg/m ³ NO ₂) | Within/ adjacent to Noise Action Plan - Important Area | Collisions/ Casualties |
|---------------------------------|-------------------|---------------------|--------------------------------|---------------------|--|--|---|---|--|------------------------|
| Mill Lane, Portslade | S. Portslade | 8 | 3500 | 0 | 21.35-34.17 | 16.5% | 19% | No | No | 0/0 (0 serious) |
| Portland Road, Hove | Westbourne | 99 | 6500 | 6 | 13.79-34.17 | 17% | 21% | No | No | 17/22 (3 serious) |
| 'The Grenadier', Hangleton Road | Hangleton & Knoll | 32 | 3200 | 0 | 21.35-34.17 | 22% | 21% | No | Yes-A2038 | 7/9 (4 serious) |
| Richardson Road, Hove | Westbourne | 15 | 4000 | 0 | 8.49-13.79 | 17.5% | 19% | No | No | 4/7 (1 serious) |
| Eldred Avenue, Withdean | Withdean | 8 | 2200 | 0 | 13.79-21.35 | 22.5% | 18.5% | No | No | 1/1 (0 serious) |
| Old London Road, Patcham | Patcham | 9 | 2100 | 0 | 8.49-13.79 | 23.5% | 21.5% | No | Yes-A23 | 1/1 (0 serious) |
| Ladies Mile Road, | Patcham | 18 | 3200 | 1 | 8.49-21.35 | 21.5% | 20.5% | No | No | 8/8 (1 serious) |

| Shopping Centres | Ward(s) | No. of retail units | Estimated local pop. catchment | No. of vacant units | Index of Multiple Deprivation (Higher band = greater deprivn.) | Older pop. (70+) in local catchment area | Younger pop. (0-14) in local catchment area | Within Air Quality Management Area (No. of resid. dwellings in corridor likely to be >36µg/m ³ NO ₂) | Within/ adjacent to Noise Action Plan - Important Area | Collisions/ Casualties |
|-----------------------------------|--|---------------------|--------------------------------|---------------------|--|--|---|---|--|------------------------|
| Patcham | | | | | | | | | | |
| Fiveways | Preston Park Hollingdean & Stanmer | 36 | 4700 | 0 | 0.53- 21.35 | 8% | 22% | No | No | 10/10 (3 serious) |
| Hollingbury Place, Hollingdean | Hollingdean & Stanmer | 14 | 3000 | 1 | 13.79- 21.35 | 7.5% | 10.5% | No | No | 3/6 (1 serious) |
| Beaconsfield Road, Preston Park | Preston Park | 11 | 3100 | 0 | 21.35- 34.17 | 9% | 16.5% | Yes (1017) | Yes-A23 | 9/12 (0 serious) |
| St George's Road, Kemp Town | Queen's Park East Brighton | 85 | 4000 | 3 | 13.79- 21.35 | 18.5% | 10% | No | No | 8/8 (1 serious) |
| Warren Way, Woodingdean | Woodingdean | 19 | 8400 | 2 | 21.35- 34.17 | 18.5% | 19.5% | No | No | 12/13 (2 serious) |
| Whitehawk Road, Whitehawk | East Brighton | 26 | 7800 | 4 | 21.35- 34.17 | 22.5% | 20.5% | No | No | 8/11 (2 serious) |
| High Street, Rottingdean | Rottingdean Coastal | 51 | 2400 | 4 | 13.79- 21.35 | 29.5% | 20.5% | Yes (45) | Yes-A259 | 4/5 (0 serious) |
| Longridge Avenue, | Rottingdean Coastal | 21 | 4900 | 1 | 8.49- 13.79 | 29.5% | 15.5% | No | Yes-A259 | 1/1 (1 serious) |

| Shopping Centres | Ward(s) | No. of retail units | Estimated local pop. catchment | No. of vacant units | Index of Multiple Deprivation (Higher band = greater deprivn.) | Older pop. (70+) in local catchment area | Younger pop. (0-14) in local catchment area | Within Air Quality Management Area (No. of resid. dwellings in corridor likely to be >36µg/m ³ NO ₂) | Within/ adjacent to Noise Action Plan - Important Area | Collisions/ Casualties |
|------------------------------|---------------------|---------------------|--------------------------------|---------------------|--|--|---|---|--|------------------------|
| Saltdean | | | | | | | | | | |
| Lustrells Vale, Saltdean | Rottingdean Coastal | 17 | 2200 | 1 | 8.49-13.79 | 28% | 14% | No | No | 2/2 (1 serious) |
| St James's Street, Kemp Town | Queen's Park | 113 | 5900 | 3 | 34.17-87.80 | 11.5% | 5% | Yes (181) | Yes-A23 | 17/22 (2 serious) |
| Boundary Road/Station Road | Wish S. Portslade | 164 | 9200 | 15 | 21.35-34.17 | 10.5% | 19.5% | Yes (245) | Yes-A259 | 24/29 (6 serious) |

**TRANSPORT PARTNERSHIP (22/9/15) –
RESPONSES TO ITEM ON LTP4 PRIORITIES FOR FEASIBILITY & RESEARCH**

TRANSPORT CARBON REDUCTION PLAN

| Comments |
|--|
| Need greater focus on : - Cleaner buses (also helps air quality) - Freight distribution-last mile or so by 'clean vehicles' |
| Still much to do around walking and cycling |
| Diesel low emission? |
| Top priority-driver of all other policy choices |
| Focus on supporting local journeys by sustainable/active travel |
| Cycle strategy needed |
| Focus on calming residential areas – limited access for through traffic |
| Global issue. NO2 local priority. |
| Travel plans to include assessment of journeys i.e use bus, foot, car etc |
| Please explore e-powered two-wheeler opportunities in addition to e-bikes and e-cars |
| Need to manage improvements to ensure vehicles delivering to private houses e.g time zones for different areas |
| Attractive bus shelters would increase bus usage and decrease car reliance |
| Smaller measures to speed up buses – reduce carbon, air pollution, improve journey times, reduce costs etc |
| i360 as an exemplar - major components brought in by barge. Precedent for other major projects? |
| Focus on small improvements across the city |
| Explore small extra stretches of bus lane - Rock Gardens to Sea Life (westbound) - Roedean to Greenways (eastbound) |
| More bike security – cycle and powered two-wheeler. Some people use less green options if they are worried about leaving their bike for any length of time |
| Re-design Clock Tower junction to improve traffic flow, will improve air quality in North Street, will be better for bus passengers and pedestrians. Follows on from Brighton Station work |
| Re-design Downs Hotel junction in Woodingdean to provide bus priority |
| Investment/support (via LEP) of low carbon clusters in City Region (supporting job creation and carbon aspirations) |

Ranking

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 11 |
| 2 | 3 |
| 3 | 1 |
| 4 | 1 |
| 5 | 3 |
| 6 = lowest | 0 |
| Total | 19 |

COACH STRATEGY

| Comments |
|--|
| Make more use of Pool Valley for visiting coaches to drop-off and pick-up |
| Remodel Pool Valley to make more attractive with better waiting facilities and café etc |
| Establish new coach parking area |
| Steer the discussion away from a focus on specific sites e.g strategy first |
| Consider alongside parking permit review |
| Need to address local access by foot/bike/bus (and taxi) |
| National Express seem to be an afterthought. Isn't it a crucial long distance transport offering? |
| Coach parking-location will aid university as we have many visitors' groups to the campus that we cannot accommodate by coach |
| How does this relate to talk of new Brighton Centre/venue at Black Rock? Need to address links to Black Rock as a priority |
| Coach parking/Pool Valley – important for visitor economy take forward with neighbouring authorities via Greater Brighton? Site identification may be problematic? |
| Coach parking – desirable but will be hard and costly to transform, therefore not top priority as doubt will achieve big carbon saving-which is the priority and focus |
| Pool Valley – facilities not just for driver but also passengers, particularly toilets |
| Pool valley could be much better used, as it was in the past |
| Revisit Park + Ride – potentially several small ones around the city boundary |
| Coach parks with Park + Ride needed, allowing people to reach central points on a shuttle-type service with minibuses |
| Need to ensure good links between city and new developments i.e Black Rock |
| Imperative to futureproof i360 and Black Rock development and feed into plan for seafront |

Ranking

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 0 |
| 2 | 3 |
| 3 | 6 |
| 4 | 4 |
| 5 | 4 |
| 6 = lowest | 2 |
| Total | 19 |

FREIGHT & DELIVERY STRATEGY

| Comments |
|--|
| Link to low carbon and 'last mile' delivery consolidation and delivery |
| Engage with large retailers to seek quick wins |
| Slightly different loading places, times, road layout (e.g Sainsbury's lorry in North Street loading in side street instead of North Street, and Tesco Rottingdean – slightly revised layout by changing while lining only) |
| Important to develop last-mile, eco-friendly e.g electric cargo bikes |
| Interchange to include freight by train and then smaller local deliveries |
| Essential to keep things moving. Needs to be done |
| Seek out a major delivery partner to lead setting up a partnership allowing the council to facilitate only |
| Co-ordinated work with city centre businesses |
| Is it going to be possible to achieve very much for a great deal of effort? Would be better focus on supporting maxing out active travel . Carbon 'bang for buck'! |
| Is a freight consolidation process possible, possibly using LEZ? |
| Shoreham Harbour ingress/egress through residential areas still an issue locally |
| Drones! |

Ranking

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 3 |
| 2 | 3 |
| 3 | 3 |
| 4 | 2 |
| 5 | 6 |
| 6 = lowest | 4 |
| Total | 21 |

TECHNOLOGY & TRAVEL INFORMATION STRATEGY

| Comments |
|--|
| What about Uber? (It's the present, maybe the future) |
| The use of electronic signs on access routes can be good. If used to advise of congested areas alongside preferred alternative routes |
| Very keen we explore taxi-bus share 'Dolmus' type service to operate as link to rapid bus network. Door-to-door public transport |
| Very important. Have to maximise use of existing network and more safe and convenient for <u>all</u> users |
| Bus company could manage NOx emissions using existing tele-remote control |
| More use of satnav to give up to date information in real-time when travelling by car through congested towns : roadworks, diversions, accidents |
| Development of app (Austen Hunter has mentioned this) – person can find a parking space, can see walking route to nearest bus stop on Googlemaps, live bus times for that bus stop to destination, bus fare shown-and 'buy now' button |
| Review all traffic signal junctions to eliminate wasted time (all red for traffic and pedestrians) to maximise traffic flow, give priority for buses and give good crossing facilities for pedestrians |
| Significant increase in real-time bus information signs |
| Route/journey diagram of buses and trains 'a la Tube' at shelters |
| e.g NIMBER – crowd-sourced delivery sharing economy model. Council could signpost and promote such options? |
| |
| <i>Suggested should be linked/part of with Route/Corridor Hierarchy</i> |

Ranking

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 3 |
| 2 | 3 |
| 3 | 3 |
| 4 | 5 |
| 5 | 0 |
| 6 = lowest | 4 |
| Total | 18 |

INTERCHANGE STRATEGY

| Comments |
|---|
| Establish Park + Ride, if necessary, outside BHCC city boundary on A23 |
| Encourage more people to come to city by train , especially at weekends |
| Need to improve bus interchanges at <ul style="list-style-type: none"> - Churchill Square - London Road - St James’s Street? |
| Major/novel changes |
| Seek lead from key partner i.e GOVIA at Brighton Station |
| Hove Station – an interchange in name only (taxis in middle of road) |
| Has to be part of overall city transport management plan. Should be undertaken |
| Cycle parking at bus stops (all bus stops!!) |
| Cycle parking sponsorship scheme for business leads to more retail cycle parking |
| Major on foot/bike access and facilities at train stations ‘signed and safe routes to stations’ |
| Bus shelters at all ‘getting on’ stops |
| Churchill Square – RTAs, unpleasant <u>etc</u> |
| Need to build a regional strategy to fit with Gatwick/BML2 etc |
| Encourage greater modal shift for the 33,000 in-commuters every day (and 27,000 out-commuters) |
| Bike share at all interchanges |
| More effective use of Section 106 funding – make it less restrictive |
| Avoid Section 278 works as these often don’t provide best value for bus passengers |

Ranking

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 7 |
| 2 | 6 |
| 3 | 1 |
| 4 | 4 |
| 5 | 0 |
| 6 = lowest | 0 |
| Total | 18 |

ROUTE/CORRIDOR HIERARCHY

| |
|---|
| Comments |
| Expand LEZ to Rottingdean High Street |
| Improvements to : <ul style="list-style-type: none"> - Public transport - More bus lanes |
| The Breeze buses are great for Access to the Countryside |
| Good – if traffic less in city centre |
| Make terminus Road one-way (southbound) and incorporate taxi rank. |
| Improvement to : <ul style="list-style-type: none"> - Walking and cycling routes - Public Rights of Way are ‘Highways’ - Particularly community links e.g Woodingdean to falmer |
| Route numbering – probably help GPSs but is it going to achieve enough topwarsd CO2 reductuion? |
| Google does focus on road hierarchy but easier route so [road] number not relevant |
| Route priorities – If some roads are A roads (e.g Queen’s Road) – how much control does BHCC have to designate e.g pedestrianise |
| Its just a number – does it really matter? |
| Aware of Nitrogen Dioxide at roadside residential |
| |
| <i>Suggested should be linked/part of with Technology & Travel information Strategy</i> |

Ranking

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 2 |
| 2 | 3 |
| 3 | 4 |
| 4 | 1 |
| 5 | 3 |
| 6 = lowest | 7 |
| Total | 20 |

OTHER

Although not initially proposed as a workstream within LTP4 or as part of this agenda item, some members of the TP also suggested that Air Quality should be prioritised.

| |
|---|
| Comments |
| Need to seek greater funds or cleaner buses |
| Improve Clock Tower to reduce air pollution |
| Nitrogen Dioxide |

Ranking

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 3 |
| 2 | 0 |
| 3 | 0 |
| 4 | 0 |
| 5 | 0 |
| 6 = lowest | 0 |
| Total | 3 |

SUMMARY RANKINGS – Highest to Lowest

Transport Carbon Reduction Plan - HIGH

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 11 |
| 2 | 3 |
| 3 | 1 |
| 4 | 1 |
| 5 | 3 |
| 6 = lowest | 0 |
| Total | 19 |

Interchange Strategy - HIGH

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 7 |
| 2 | 6 |
| 3 | 1 |
| 4 | 4 |
| 5 | 0 |
| 6 = lowest | 0 |
| Total | 18 |

Technology & Travel Information - MEDIUM

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 3 |
| 2 | 3 |
| 3 | 3 |
| 4 | 5 |
| 5 | 0 |
| 6 = lowest | 4 |
| Total | 18 |

Freight & Delivery Strategy – MEDIUM

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 3 |
| 2 | 3 |
| 3 | 3 |
| 4 | 2 |
| 5 | 6 |
| 6 = lowest | 4 |
| Total | 21 |

Coach Strategy – MEDIUM/LOW

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 0 |
| 2 | 3 |
| 3 | 6 |
| 4 | 4 |
| 5 | 4 |
| 6 = lowest | 2 |
| Total | 19 |

Route/Corridor Hierarchy - LOW

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 2 |
| 2 | 3 |
| 3 | 4 |
| 4 | 1 |
| 5 | 3 |
| 6 = lowest | 7 |
| Total | 20 |

Air Quality - LOW

| Rank | Number of votes |
|--------------|-----------------|
| 1 = highest | 3 |
| 2 | 0 |
| 3 | 0 |
| 4 | 0 |
| 5 | 0 |
| 6 = lowest | 0 |
| Total | 3 |

| | | | |
|--------------------------|---|---|---------------------|
| Subject: | Parking Permit Review | | |
| Date of Meeting: | 24th November 2015 | | |
| Report of: | Acting Executive Director Environment, Development & Housing | | |
| Contact Officer: | Name: | Charles Field | Tel: 29-3329 |
| | Email: | Charles.field@brighton-hove.gov.uk | |
| Ward(s) affected: | All | | |

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 This report outlines the recommendations for changes to the operation of various parking permits throughout the city.
- 1.2 Following staff working groups, discussions with The NSL Services Group who enforce restrictions on behalf of the Council and a resident & business survey a number of short term recommendations are outlined alongside further investigation for other proposals.

2. RECOMMENDATIONS:

- 2.1 That the Committee agrees the proposals outlined in Appendix A.
- 2.2 That the Committee agrees to a further investigation including a more detailed survey for the issues outlined in Appendix B. A report will be presented to a further Environment, Transport & Sustainability Committee to outline the results of further investigation and agree a way forward.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Over the last few months there have been a number of issues discussed at Committee in relation to various permits. Therefore, it was proposed that an operational review of parking permits takes place and a report comes forward to the Environment, Transport & Sustainability Committee.
- 3.2 As part of the Parking Permit Review the following items have been taken forward.
 - A survey took place in the summer to allow residents and businesses to make comments to possible changes.
 - Discussions have taken place with key staff on current issues in the Parking Information Centre as well as the council's enforcement contractor.

- Issues that have arisen from Council staff, businesses and services have been taken into consideration.
 - Issues raised at Environment, Transport & Sustainability Committee by residents and Councillors have been included in the review process.
- 3.3 The intention of the parking permit review is to consider the needs of users as well as looking to simplify permits for users where possible. Alongside this we needed to consider the current issues within the service and where changes would improve efficiency and customer satisfaction.
- 3.4 To achieve this a number of short term recommendations are proposed for changes to permits and if applicable to their respective traffic orders. We also suggest further recommendations to take forward for investigation including a more detailed survey to staff and users.
- 4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**
- 4.1 The main alternative option is doing nothing which would mean that no proposals would be taken forward.
- 4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.
- 5. COMMUNITY ENGAGEMENT & CONSULTATION**
- 5.1 A survey took place in the summer to allow residents and businesses to make comments to possible changes. The survey collected information on the types of permits currently in use and how they are working for those that use them. We also wanted to gather views about how the current system can be changed and improved.
- 5.2 Regarding existing permits, residents were asked whether they would like the option of three or six monthly permits in some zones, which would give more flexibility. Traders and businesses were also asked if they would be interested in multi-zone permits.
- 5.3 The survey was put online on the Council website from 22nd June and the closing date was 31st July. Paper copies were also available from Parking Services at the Hove Customer Service Centre. The results of the survey are outlined in Appendix C and all the views gathered were considered when we looked at how to improve the parking permit system for residents, visitors, businesses and other services such as schools. 275 people responded to the online survey while 238 people returned paper copies giving a total of 513 responses.
- 5.4 As part of the Parking Permit Review discussions have taken place with key staff on current issues. A working group within Parking Services was set up earlier in the year so that the issues and potential ways forward could be discussed.
- 5.5 A meeting also took place with senior staff at the council's enforcement contractor to discuss the current enforcement issues on street to see if they could be improved through the review.

- 5.6 Issues that have arisen from residents, Councillors, Council staff, businesses and services have also been taken into consideration. One of the key considerations when making changes is to consult residents, businesses and services so some of the recommendations which require further investigation would involve a detailed survey to allow feedback.

6. CONCLUSION

- 6.1 These are the issues and proposals identified as part of the Parking Permit Review. The short term recommendations to be implemented by 1st April 2016 are outlined in Appendix A while the issues requiring further investigation and a further more detailed survey are outlined in Appendix B.

Resident Permits.

- 6.2 We will be investigating the possibility of direct debit payments (which may potentially be cheaper pro rata for residents). These IT changes will bring improvements to the customer experience for residents and businesses.
- 6.3 There is currently an informal arrangement that only vehicles less than 6 metres are allowed to purchase resident permits. However, it is felt this should be restricted slightly and formalised in a traffic order. This will continue to prevent long vehicles parking in resident permit only spaces in controlled parking zones where parking demand is at a premium.

Visitor Permits.

- 6.4 Currently residents can apply for up to 50 visitor permits per year (£2.80 each). The majority of residents buy this in bulk but there are a lot of issues with residents applying for just one or two at a time which creates resource issues and complaints from the public about the amount of time they have to wait at the Parking Information Centre. Therefore, it is recommended that a minimum of ten visitor permits have to be purchased at any one time.
- 6.5 As part of future investigation we will look into online options and the possibility of weekly visitor permits as 61% of respondents to the survey would like the Council to consider this option. A transferable visitor permit will also be considered but we need to investigate the online option first as this may be dependent on a vehicle registration number (VRM). After discussions with NSL and staff it was felt a half day permit would cause a number of enforcement difficulties plus visitors do have the option to use the numerous pay & display which allows up to 4 hours parking in most roads. It was also pleasing to see from the survey that 75% of respondents find the visitor permits easy to use and a half day option may complicate this. As part of the further investigation we will also look into the amount of permits that can be bought (currently 25 in Central Brighton and 50 in other schemes), however, in the interim it is proposed to allow 30 permits in central areas to bring it in line with the recommendation to have a minimum purchase of ten permits.

Business Permits.

- 6.6 The current system is very complicated with various business and traders permits with different rules and regulations on where you can park and for how long. Therefore, it is proposed to investigate the table outlined in Appendix B in more detail and consult businesses on this proposal so we can expand on the information from the recent survey (which had a low turnout from businesses).
- 6.7 A particular issue we need to consider is whether there are different rules for All Zones / Zone specific business permits, e.g allow parking in exclusive pay & display. The payment for business permits will also be reviewed with consideration of offering direct debits.

Professional Carers Permits (PCB's).

- 6.8 It has been highlighted that there are a lot of difficulties for professional carers as they can only park for one hour and appointments can take longer. However, it has also been identified that a lot of parking takes place near the workplace which can cause difficulties for local residents. There are also concerns about misuse so this will form part of the review into fraud investigation. It was also felt that lifeguards should be able to apply for PCB's due to the Health & Safety implications and the need to park in various locations on the seafront.
- 6.9 In addition to the proposals identified we do need to consider whether a transferable permit is still required. If so we may need to consider limits on the amount we can offer to each company. This will form part of a wider review on how the proposals (if agreed) are working.
- 6.10 Informal Carers permits are also available for free for non-professionals who don't live in the same zone as the person they care for. The requirement is a letter signed by the doctor of the person being cared for to outline their need for the permit.

Dispensations.

- 6.11 There are currently two dispensations that can be applied for. The first is to companies such as pharmacies which allow parking for up to 20 minutes while certain Council employees can park for up to one hour in certain bays.
- 6.12 Due to requirements and difficulties outlined by staff it is proposed to consult on proposals to change the dispensations offered and create a two tier system. (List of users in Appendix D) This would allow a £30 dispensation to park for one hour in resident bays / shared bays. There could also be the opportunity to purchase a £100 dispensation but this would allow vehicles to park on double yellow lines as long as they are not causing an obstruction or in exclusive Pay & Display bays for 30 mins as long as they It is also proposed that each company / manager must apply for dispensations for their staff in one letter outlining duties. The

agreed dispensation would include a disclaimer that any misuse could lead to a dispensation being removed.

Hotel Permits.

- 6.13 Currently hotel permits are offered in two parking schemes. Firstly in Zone N (Central Hove) where 1 day visitor permits are offered (9am-8pm) and secondly in Zone C (Queens Park) which is a 24 hour permit.
- 6.14 The latter is a legacy of Zone C previously being Monday to Saturday (It changed to a seven day scheme a few years ago). So it is proposed to consult the hotel businesses as part of the survey on a new one day permit so that it has the same rules as Zone N.

School Permits.

- 6.15 There have been complaints about the amount of school permits being offered to schools particularly by local residents in Area C (Queens Park) and Area H (RSCH). Therefore, in the short term it is proposed to limit the amount of school permits offered to each school (on a 1 permit per 6 teaching staff ratio) to 25. The name of the school would also be outlined on the school permit.
- 6.16 We will then undertake a further review as part of the detailed survey. One proposal could be to allow schools with up to 50 teaching staff a limit on permits e.g 10 school permits while schools with more than 50 teaching staff would be limited to a higher amount of permits, e.g 20-25. Appendix E shows the current amount of school permits by school. We would also need to consider whether a school permit should be zone specific to avoid its use for other means.

Doctors Permits.

- 6.17 There are difficulties issuing Doctors permits due to the requirement for a particular permit number / code and they start and expire at different times. The main issue is that the doctors only pay for their bays and can have as many permits as they like. However, due to the fact that they could have a lot of locums etc they are issued from the next monthly start date and the Council have no idea if they are the permits that need to be paid for or not.
- 6.18 Therefore, it is proposed to revise the system so they all start and expire on the same day. To make things easier for surgeries it is also proposed to make the permits transferable. However, the rules will remain the same in that Doctors permits can only be used in certain doctor's bays. This will allow the surgeries to determine the priorities within the bays.

Other Permits.

- 6.19 At the moment there is a formal agreement that if a vehicle is being used in connection with the posting or removing of advertising material in the form of posters on or from, or the cleaning of windows or chimneys in, premises adjacent to that road and cannot reasonably be used for such purposes in any other road then the vehicle can park on double yellow lines. It is proposed to remove this exemption as they should apply for a business permit like any other company.

- 6.20 Volunteer Permits have been discussed at a number of previous Committees. This included a petition from Cllr Geoffrey Theobald on behalf of the Sea Cadets needing to park within the Lewes Road Triangle parking scheme and on the wider issues of community organisations parking in relation to controlled Parking Zones. This was presented to the Environment, Transport & Sustainability Committee on 20th January 2015 and a further report was agreed.
- 6.21 A report was then presented to the Environment Transport and Sustainability Committee on 17th March 2015. It was agreed at the meeting that any decision is deferred until the full parking permit policy review report.
- 6.22 The main issue is the amount of potential volunteers and how to prioritise any particular group. The Brighton & Hove Community Works executive summary third sector audit report 2014 (Appendix F) outlines that there are potentially 27,600 volunteer positions in the third sector in Brighton & Hove. As stated in last year's Parking Annual Report there are 29,143 bays within controlled parking zones so this clearly outlines the difficulties of considering a particular permit to solve the demand from volunteers compared to the supply of bays available. Therefore, it is felt that this is something that would be difficult to pursue as otherwise it would cause a large number of issues within parking schemes particularly for residents paying for annual permits.
- 6.23 It is proposed that a report is presented to a further Environment, Transport & Sustainability Committee to outline the results of further investigation for all the different types of permits outlined in Appendix B and agree a way forward.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to the operational review of parking permits has been funded from existing revenue budget within the Parking service.
- 7.2 It is anticipated that the financial impact of implementing the recommended proposals outlined in Appendix A would have a net annual impact of approximately £0.050m additional income from parking permits. There is also expected to be a cost neutral impact of on-street pay and display income. The estimated change in the level of income receivable will be incorporated in to the revenue budget as part of the budget setting process and reviewed regularly in line with the councils budget monitoring process. The cost of implementing the recommended changes, such as officer time and Traffic Regulation Orders, will be funded from existing revenue budget within the Parking service.
- 7.3 Any surplus arising from on street parking is used to defray qualifying expenditure as governed by Section 55 of the Road Traffic Regulation Act 1984, as amended from October 2004 by section 95 of the Traffic Management Act 2004. The surplus generated from charges after direct costs contributes towards the part funding of bus subsidies, concessionary bus fares and Local Transport Plan costs.

- 7.4 The costs of further investigation into the issues outlined in Appendix B will be funded from the existing revenue budget within the Parking service. The financial implications of the recommendations following the investigation will be reported to a future Environment, Transport and Sustainability Committee meeting.

Finance Officer Consulted: Steven Bedford

Date: 02/11/15

Legal Implications:

Local authorities are empowered to designate parking places on the public highway and to issue parking permits for their use under the provisions of s45 of the Road Traffic Regulation Act 1984. This includes the ability to designate parking places for use only by certain classes of vehicle. Designation must be by way of a traffic order which will include public consultation on the proposals. It is not unlawful to restrict the number of permits available to any given category of vehicle provided that such a policy is operated in a fair and rational way and that the authority is prepared to consider exceptions where appropriate.

The legislation governing the use of any surplus income arising from designated parking places is referenced in paragraph 7.1 above.

It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: Hilary Woodward

Date: 2/11/15

Equalities Implications:

- 7.5 No Equalities implications identified.

Sustainability Implications:

- 7.6 No Sustainability implications identified.

Any Other Significant Implications

- 7.7 No other significant implications identified.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Short term proposals
2. Appendix B – Future investigation proposals
3. Appendix C – Results of the survey
4. Appendix D – School Permits list
5. Appendix E – Dispensations – list of users
6. Appendix F - The B&H Community Works executive summary audit report 2014

Documents in Members' Rooms

1. None

Background Documents

1. None

Appendix A – Parking Permit proposals

Resident Permits

- 1) Maximum Length of vehicle when applying for resident permit (and other relevant permits) – change to 5.5m

Visitor Permits

- 1) Create a minimum purchase of 10 visitor permits (£28) for residents.
- 2) Increase visitor permits allowed in Central Brighton (Zones Y & Z) to 30 (currently 25).

Professional Carers Badges (PCB)

- 1) Extend period from one hour to two hours (although annual permit would need to be increased from £25 to £50)
- 2) Managers must apply for badges for their staff in one letter outlining duties – include disclaimer that any misuse including extended periods near workplace could lead to badge being removed.
- 3) Put company name on PCB.
- 4) Lifeguards allowed to use PCBs for volunteer lifeguard on duty

School Permits

- 1) Limit school permits to 25 per school under current 1 permit per 6 teaching staff ratio.
- 2) Name of school to be outlined on permit.

Doctors Permit

- 1) Start all on same date / expiry date
- 2) Make Doctors Permits transferable with no vehicle registration number (VRM)

Other

- 1) Remove exemption for certain parking on double yellow lines (advertising material, window cleaners, chimney sweeping)

Appendix B – Further Investigation

This would involve more detailed survey and specific projects / investigation.

Resident Permits

- 1) Investigate direct debit options - discussion with Banking (and other permits)
- 2) Look into fraud investigation for all permits particularly for change of vehicles / people leaving the area.

Visitor Permits

- 1) Project to Investigate online option which may increase flexibility (but needs VRM)
- 2) Investigate direct debit options - discussion with Banking.
- 3) Consider option of weekly visitor permits and consult as part of detailed survey.

Business Permit

- 1) Further investigation into New Business Permit (table below).

| | Daily | Quarterly | Annually | |
|------------------------------|-----------|-----------|----------|---------------------------|
| Zone Specific (Except Y & Z) | N/A | 88.40 | 312.00 | (limit of 2 per business) |
| Zone Specific (Low Emission) | N/A | 44.20 | 156.00 | |
| All Zones | 10.0 0 | 166.40 | 624.00 | |
| All Zones (Low Emission) | 5.00 | 83.20 | 312.00 | |

Professional Carers Badges (PCB)

- 1) Review of how the new system works – include in survey.
- 2) Review whether a transferable badge is still required.

School Permits

- 1) Further Review / consultation of School Permits (as outlined above)

Dispensations

- 1) Further investigation on dispensations – consult with list of users
- 2) Also need to consider payment options and period offered (e.g one year?)

Hotel Permits

- 1) As part of further survey consult on one day permit for Area C (Queens Park) to replace current 24 hour permit.

PARKING PERMIT REVIEW

General overview

| Total Number of participants | |
|------------------------------|------------|
| online | 275 |
| paper | 238 |
| Total | 513 |

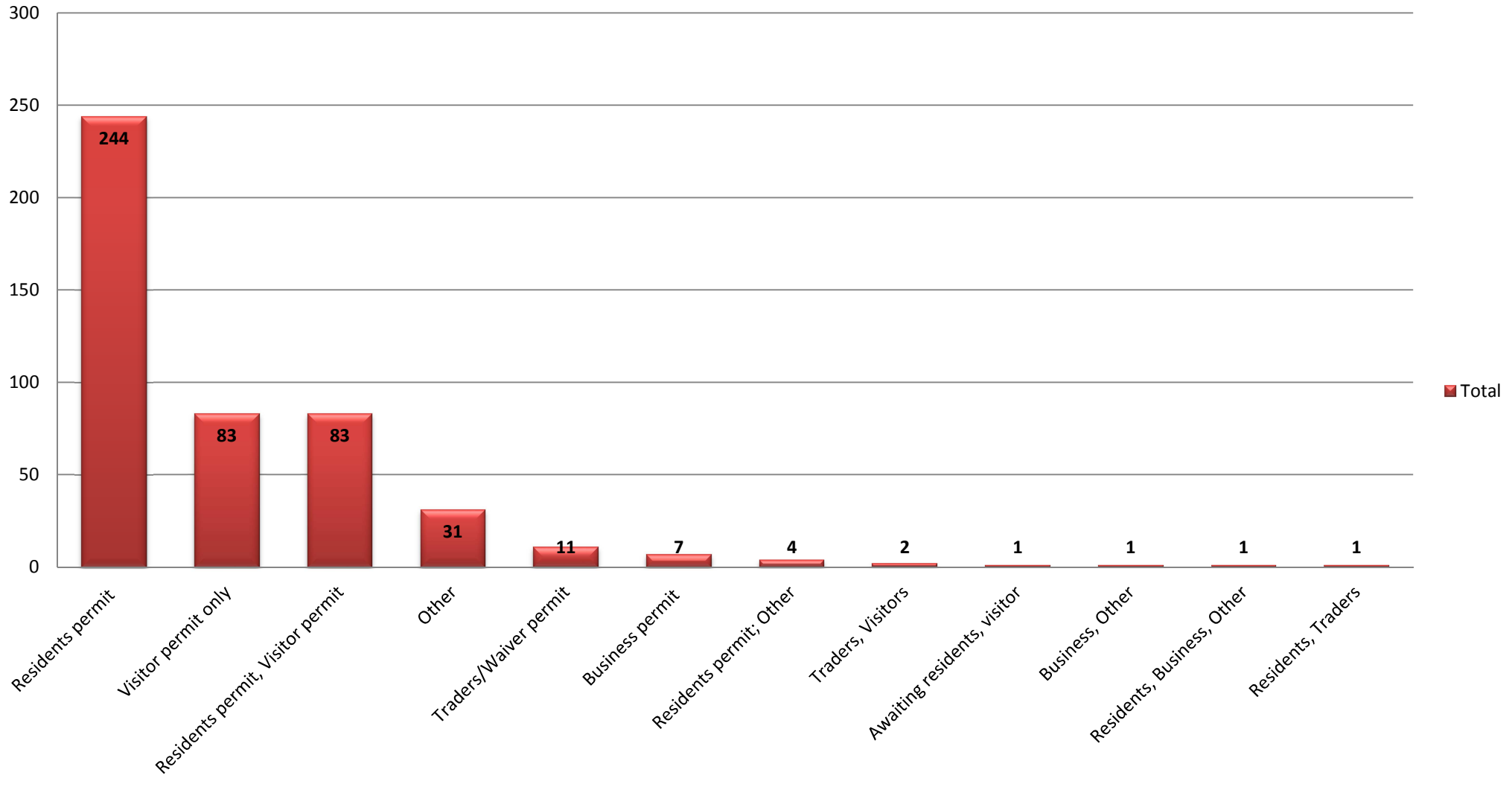
| Total number of permit holders | |
|---|---------------|
| Excluding Visitor permits account holders | 37307 |
| Visitor Permit account holders | 95000 |
| Total | 132307 |

| | |
|-------------------------------------|-------|
| out of permit holders including vps | 0.39% |
| out of permit holders excluding vps | 1% |

| Type of permits | Total |
|----------------------------------|------------|
| Residents permit | 244 |
| Visitor permit only | 83 |
| Residents permit, Visitor permit | 83 |
| Other | 31 |
| Traders/Waiver permit | 11 |
| Business permit | 7 |
| Residents permit; Other | 4 |
| Traders, Visitors | 2 |
| Awaiting residents, visitor | 1 |
| Business, Other | 1 |
| Residents, Business, Other | 1 |
| Residents, Traders | 1 |
| Total | 469 |

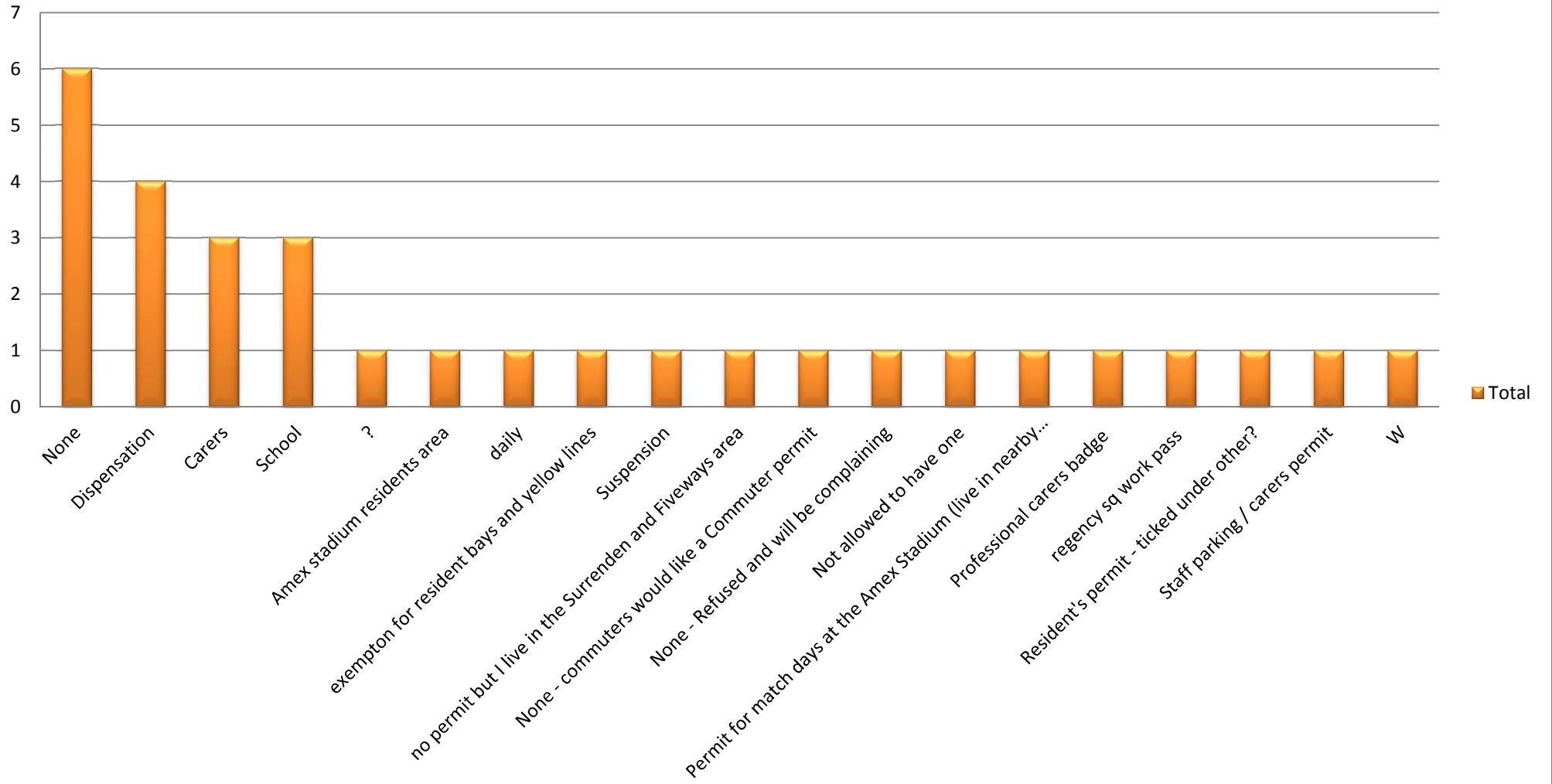
- 44 did not select type of permit

Total permits by type



| Other type of permit | Total |
|--|-----------|
| None | 6 |
| Dispensation | 4 |
| Carers | 3 |
| School | 3 |
| ? | 1 |
| Amex stadium residents area | 1 |
| daily | 1 |
| exemption for resident bays and yellow lines | 1 |
| Suspension | 1 |
| no permit but I live in the Surrenden and Fiveways area | 1 |
| None - commuters would like a Commuter permit | 1 |
| None - Refused and will be complaining | 1 |
| Not allowed to have one | 1 |
| Permit for match days at the Amex Stadium (live in nearby residential area). | 1 |
| Professional carers badge | 1 |
| regency sq work pass | 1 |
| Resident's permit - ticked under other? | 1 |
| Staff parking / carers permit | 1 |
| W | 1 |
| Total | 31 |

Other - type of permit



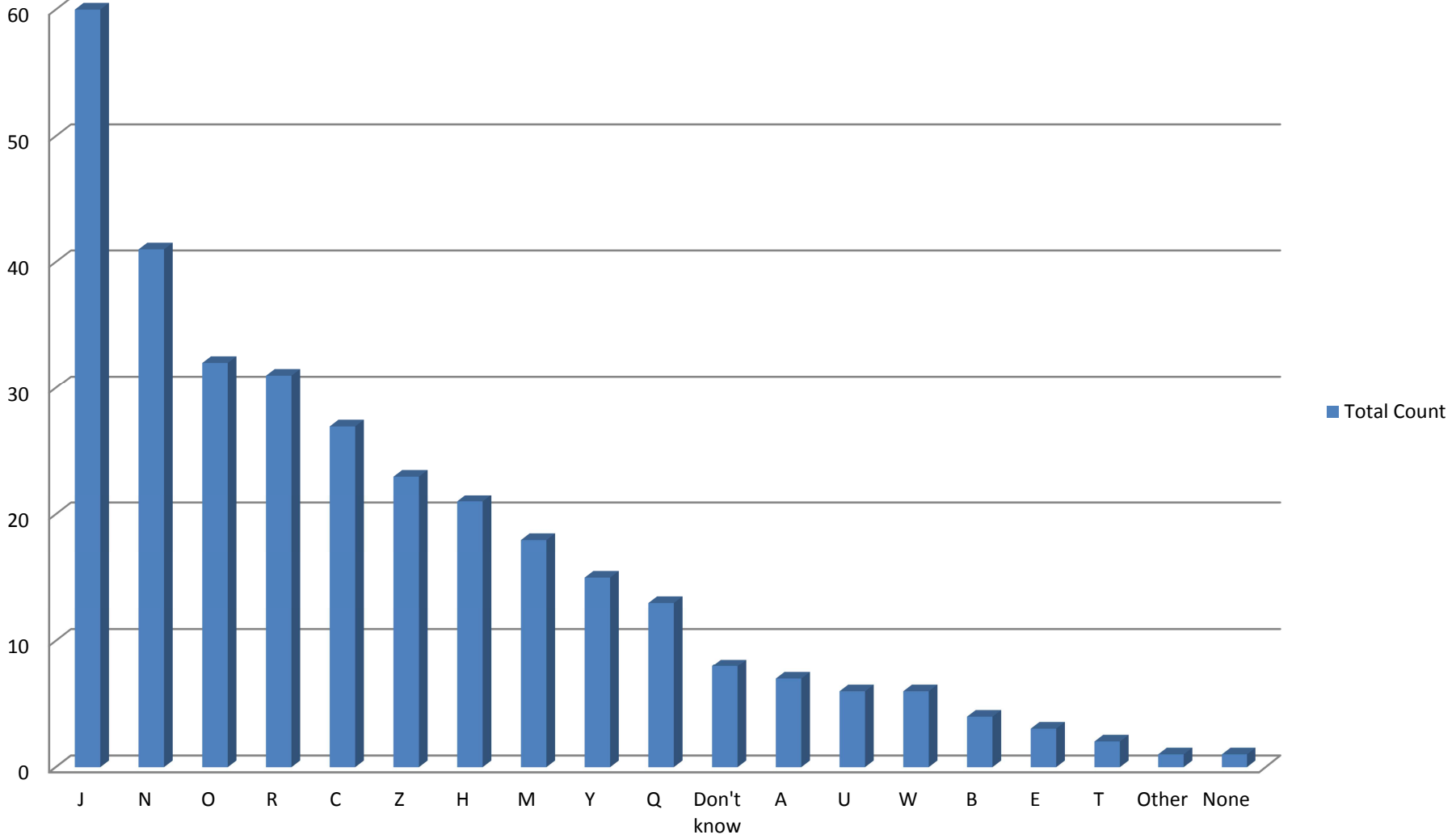
Total

Residents

| Zone | Total Count |
|--------------------|-------------|
| J | 60 |
| N | 41 |
| O | 32 |
| R | 31 |
| C | 27 |
| Z | 23 |
| H | 21 |
| M | 18 |
| Y | 15 |
| Q | 13 |
| Don't know | 8 |
| A | 7 |
| U | 6 |
| W | 6 |
| B | 4 |
| E | 3 |
| T | 2 |
| Other | 1 |
| None | 1 |
| Grand Total | 319 |

Total Resident permit by Zone

166

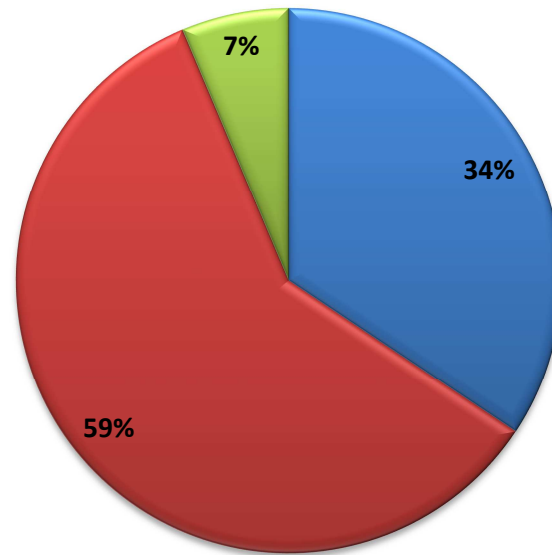


Interested in a 6 month permit – NOT U OR W

| Would you be interested in a 6 month permit? (NOT Zones U or W) | |
|---|------------|
| Yes | 124 |
| No | 214 |
| Don't know / not sure | 23 |
| Total | 237 |

Would you be interested in a 6 months permit?

■ Yes ■ No ■ Don't know / not sure

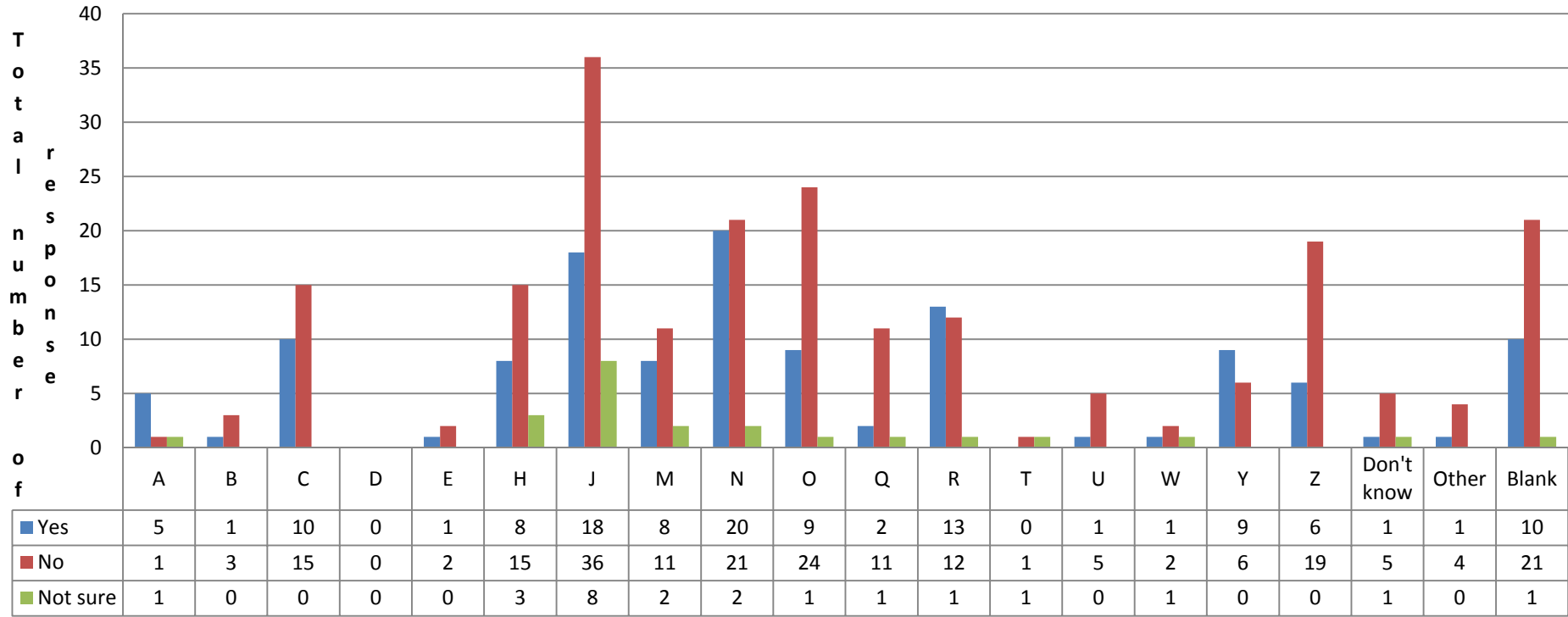


| Would you be interested in a 6 month permit? (NOT Zones U or W) by permit type | Yes | No | Don't know / not sure | Total |
|--|------------|------------|-----------------------|------------|
| Resident | 101 | 179 | 23 | 303 |
| Business | 0 | 2 | 0 | 2 |
| Traders | 1 | 7 | 0 | 8 |
| Other | 8 | 14 | 0 | 22 |
| Blank - Did not select permit type | 14 | 16 | 0 | 30 |
| Total | 124 | 218 | 23 | 365 |

- Total is higher - 1 person selecting more than 1 permit

| Would you be interested in a 6 month permit? (NOT Zones U or W) by Zone | Yes | No | Not sure | Total |
|---|------------|------------|-----------|------------|
| A | 5 | 1 | 1 | 7 |
| B | 1 | 3 | 0 | 4 |
| C | 10 | 15 | 0 | 25 |
| D | 0 | 0 | 0 | 0 |
| E | 1 | 2 | 0 | 3 |
| H | 8 | 15 | 3 | 26 |
| J | 18 | 36 | 8 | 62 |
| M | 8 | 11 | 2 | 21 |
| N | 20 | 21 | 2 | 43 |
| O | 9 | 24 | 1 | 34 |
| Q | 2 | 11 | 1 | 14 |
| R | 13 | 12 | 1 | 26 |
| T | 0 | 1 | 1 | 2 |
| U | 1 | 5 | 0 | 6 |
| W | 1 | 2 | 1 | 4 |
| Y | 9 | 6 | 0 | 15 |
| Z | 6 | 19 | 0 | 25 |
| Don't know | 1 | 5 | 1 | 7 |
| Other | 1 | 4 | 0 | 5 |
| Blank | 10 | 21 | 1 | 32 |
| Total | 124 | 214 | 23 | 361 |

Interested in 6 month permit by zone (excluding U&W)



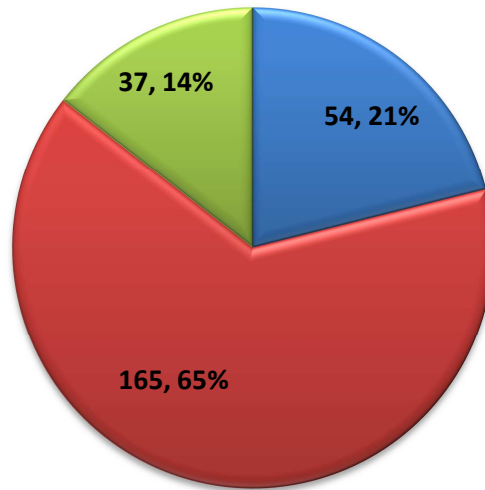
- Interesting that Zones U & W have ticked No but the question is not relevant to their zones
- Majority indicated that they didn't want to have a 6 month permit but this could be due to the question not being understood

Interested in a 3 months permit? U&W ONLY

| Row Labels | Would you be interested in a 3 month permit? (Zones U and W ONLY) |
|------------------------|---|
| Yes | 54 |
| No | 165 |
| Don't know / not sure/ | 37 |
| Total | 202 |

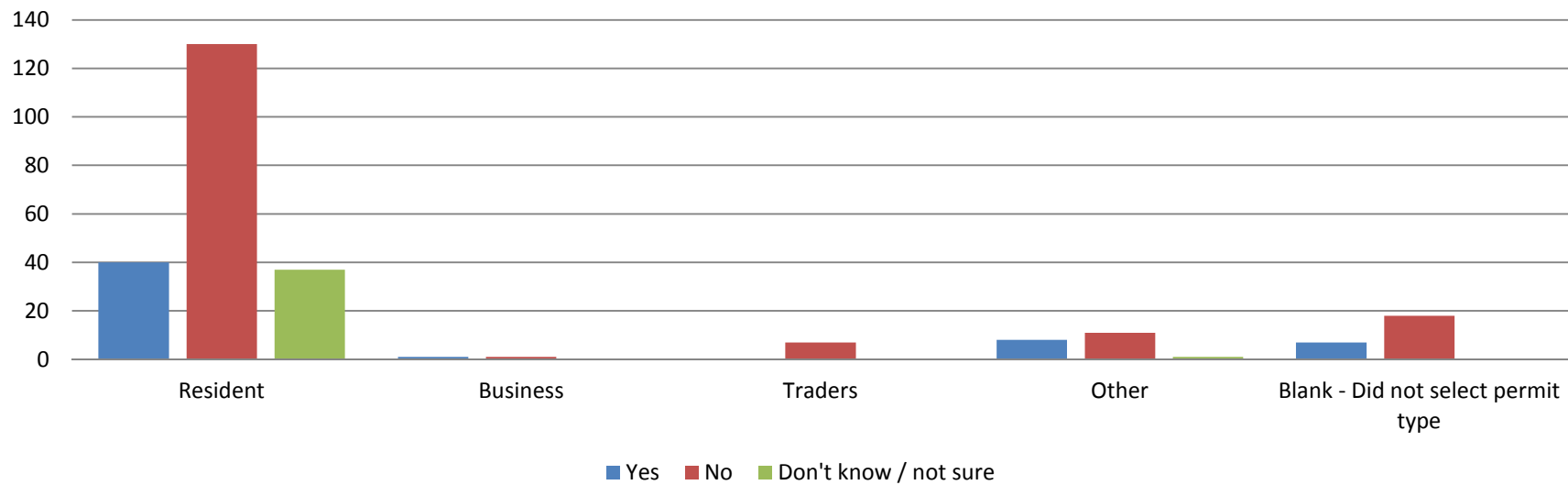
Would you be interested in a 3 month permit? (Zones U and W ONLY)

■ Yes ■ No ■ Don't know / not sure/



| Would you be interested in a 3 month permit? (Zones U and W ONLY) by permit type | Yes | No | Don't know / not sure | Total |
|--|-----------|------------|-----------------------|------------|
| Resident | 40 | 130 | 37 | 207 |
| Business | 1 | 1 | 0 | 2 |
| Traders | 0 | 7 | 0 | 7 |
| Other | 8 | 11 | 1 | 20 |
| Blank - Did not select permit type | 7 | 18 | 0 | 25 |
| total | 56 | 167 | 38 | 261 |

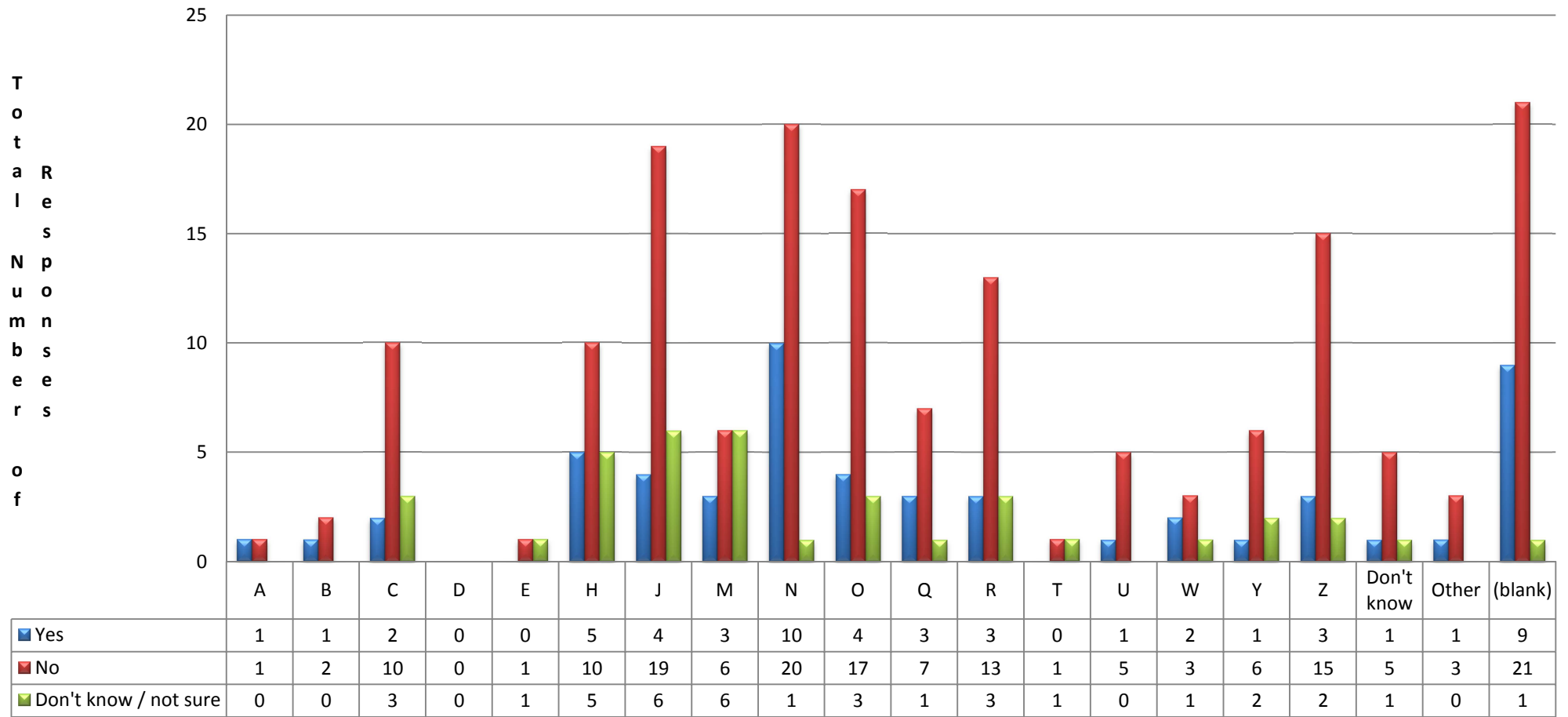
Would you be interested in a 3 month permit by permit type



| Would you be interested in a 3 month permit? (Zones U and W ONLY) by ZONE | Yes | No | Don't know / not sure | Total |
|---|-----------|------------|-----------------------|------------|
| A | 1 | 1 | 0 | 2 |
| B | 1 | 2 | 0 | 3 |
| C | 2 | 10 | 3 | 15 |
| D | 0 | 0 | 0 | 0 |
| E | 0 | 1 | 1 | 2 |
| H | 5 | 10 | 5 | 20 |
| J | 4 | 19 | 6 | 29 |
| M | 3 | 6 | 6 | 15 |
| N | 10 | 20 | 1 | 31 |
| O | 4 | 17 | 3 | 24 |
| Q | 3 | 7 | 1 | 11 |
| R | 3 | 13 | 3 | 19 |
| T | 0 | 1 | 1 | 2 |
| U | 1 | 5 | 0 | 6 |
| W | 2 | 3 | 1 | 6 |
| Y | 1 | 6 | 2 | 9 |
| Z | 3 | 15 | 2 | 20 |
| Don't know | 1 | 5 | 1 | 7 |
| Other | 1 | 3 | 0 | 4 |
| (blank) | 9 | 21 | 1 | 31 |
| Total | 54 | 165 | 37 | 256 |

- Most of the applicant in the other zones (excluding U&W) completed this question and ticked NO. Therefore, it is not clear whether they didn't want any 3 months permit or as well as the 6 month permit.
- Those in U&W said No they did not want to have a 3 month permit

Would you be interested in a 3 months permit (U&W ONLY) by zone

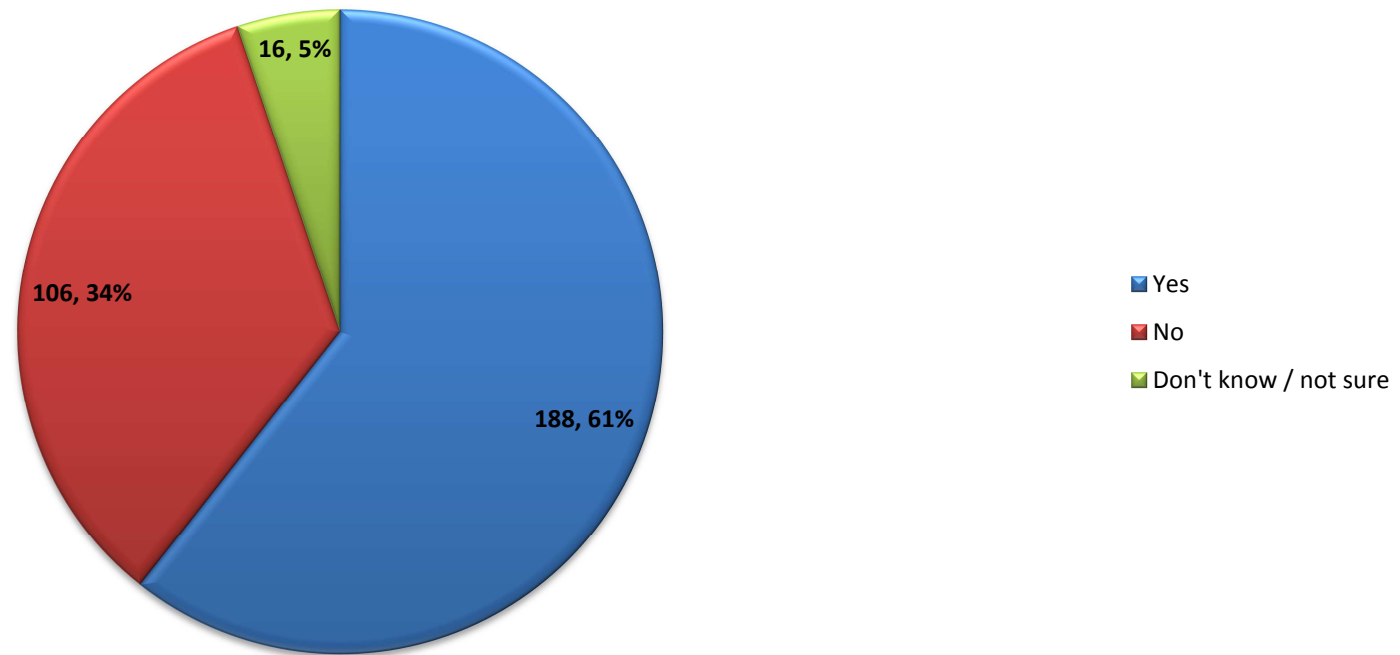


Visitor permits

| Row Labels | Would a weekly visitor permit be helpful? |
|-----------------------|---|
| Yes | 188 |
| No | 106 |
| Don't know / not sure | 16 |
| Total | 310 |

- 1 person ticked yes if it is discounted
- 1 person ticked yes but with a question mark

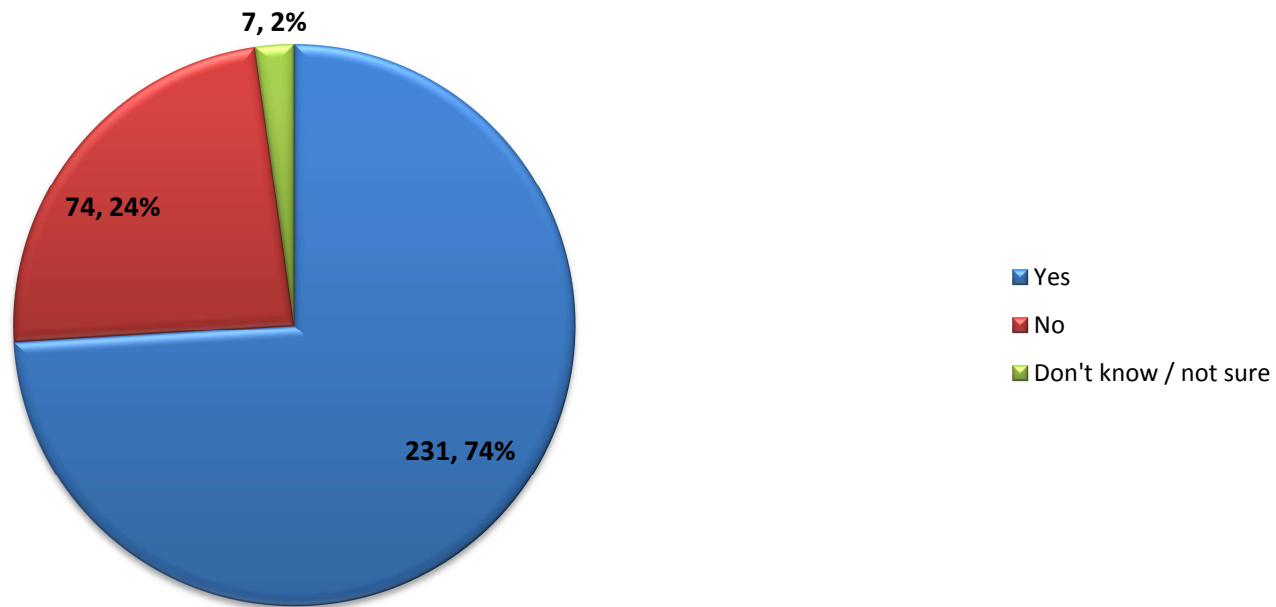
Would a weekly visitor permit be helpful?



| Row Labels | Would you like to be able to transfer visitor permits between vehicles? |
|-----------------------|---|
| Yes | 231 |
| No | 74 |
| Don't know / not sure | 7 |
| Total | 312 |

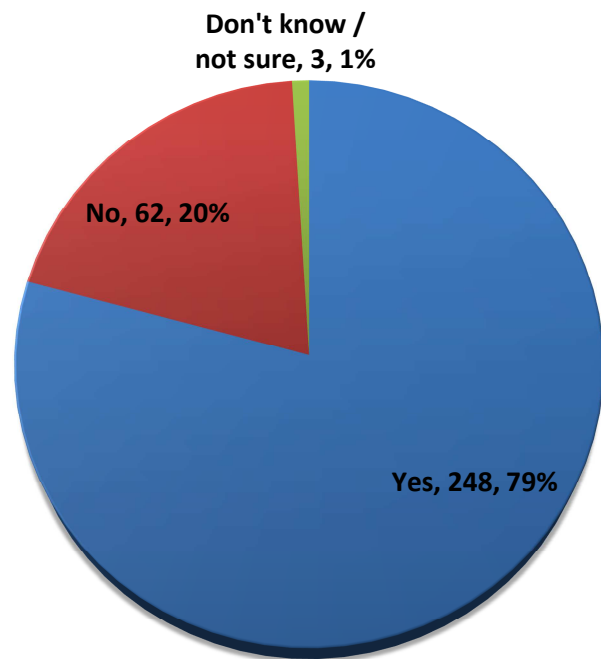
- 1 person wrote a question mark

Would you like to be able to transfer visitor permits between vehicles?



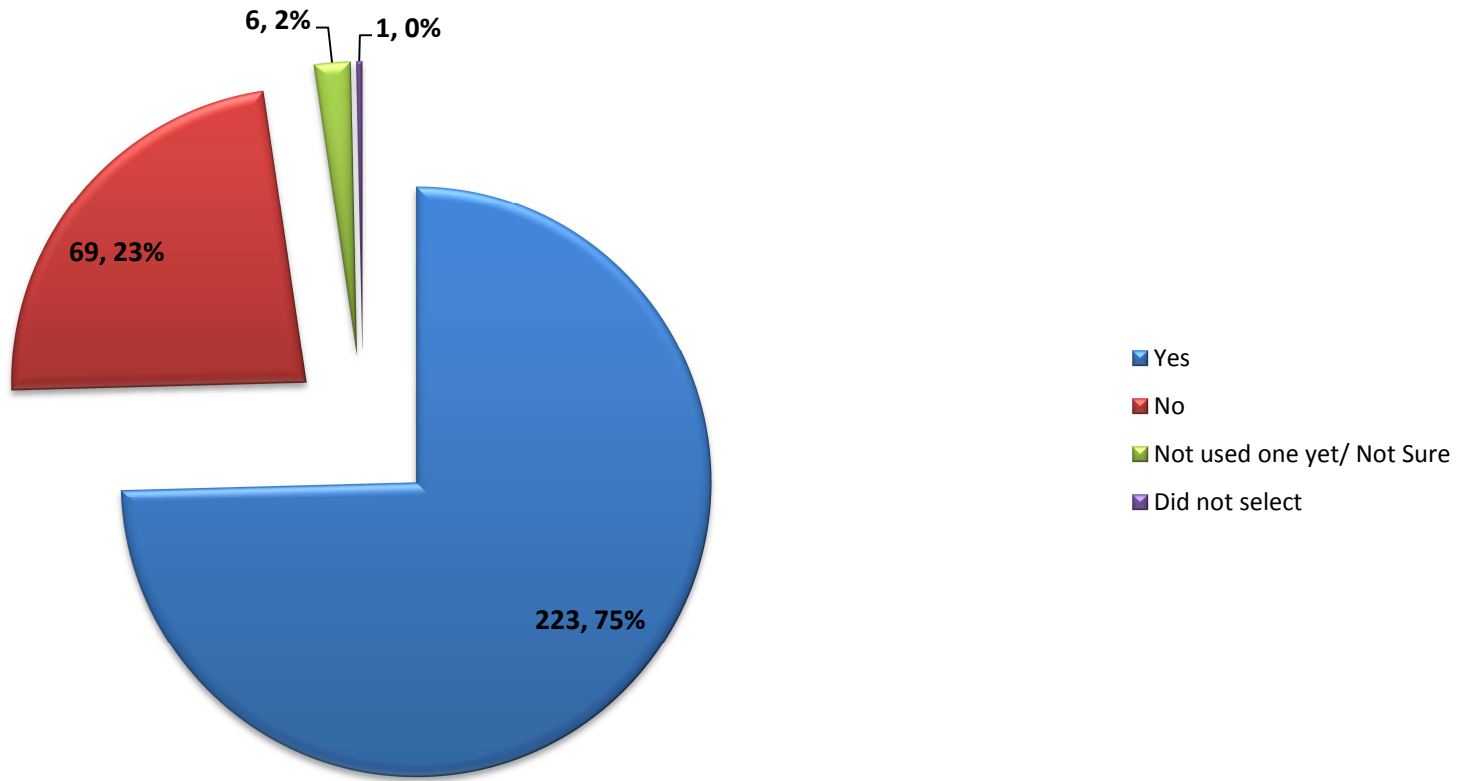
| Row Labels | Would part-day, or half day, visitor permits be useful? |
|-----------------------|---|
| Yes | 248 |
| No | 62 |
| Don't know / not sure | 3 |
| Total | 313 |

Would part-day, or half day, visitor permits be useful?



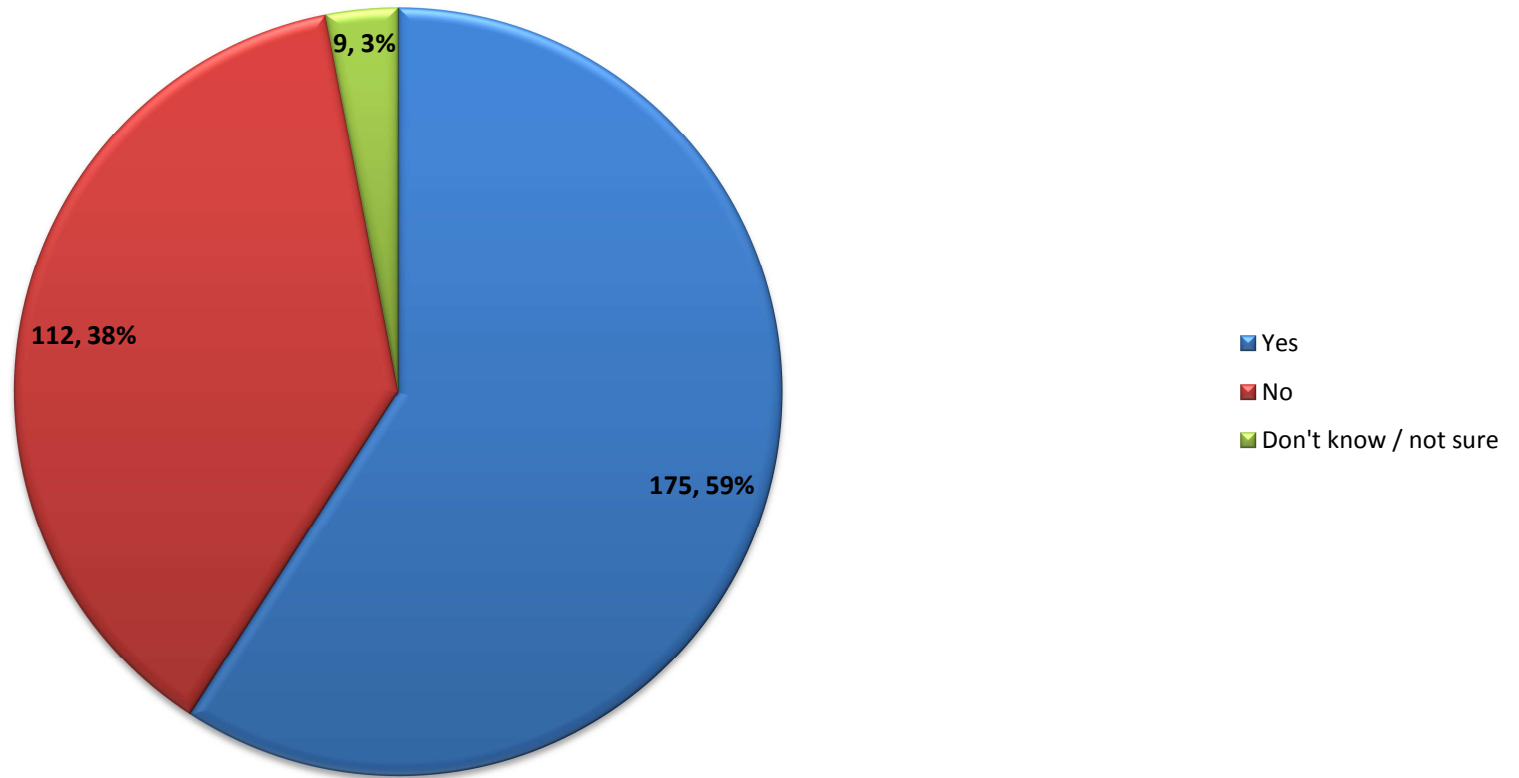
| Row Labels | Do your visitors find the visitor permits easy to use? |
|----------------------------|--|
| Yes | 223 |
| No | 69 |
| Not used one yet/ Not Sure | 6 |
| Did not select | 1 |
| Total | 299 |

Do your visitors find the visitor permits easy to use?



| Row Labels | Are you happy with the amount of visitor permits you can buy per year? |
|-----------------------|--|
| Yes | 175 |
| No | 112 |
| Don't know / not sure | 9 |
| Total | 296 |

Are you happy with the amount of visitor permits you can buy per year?

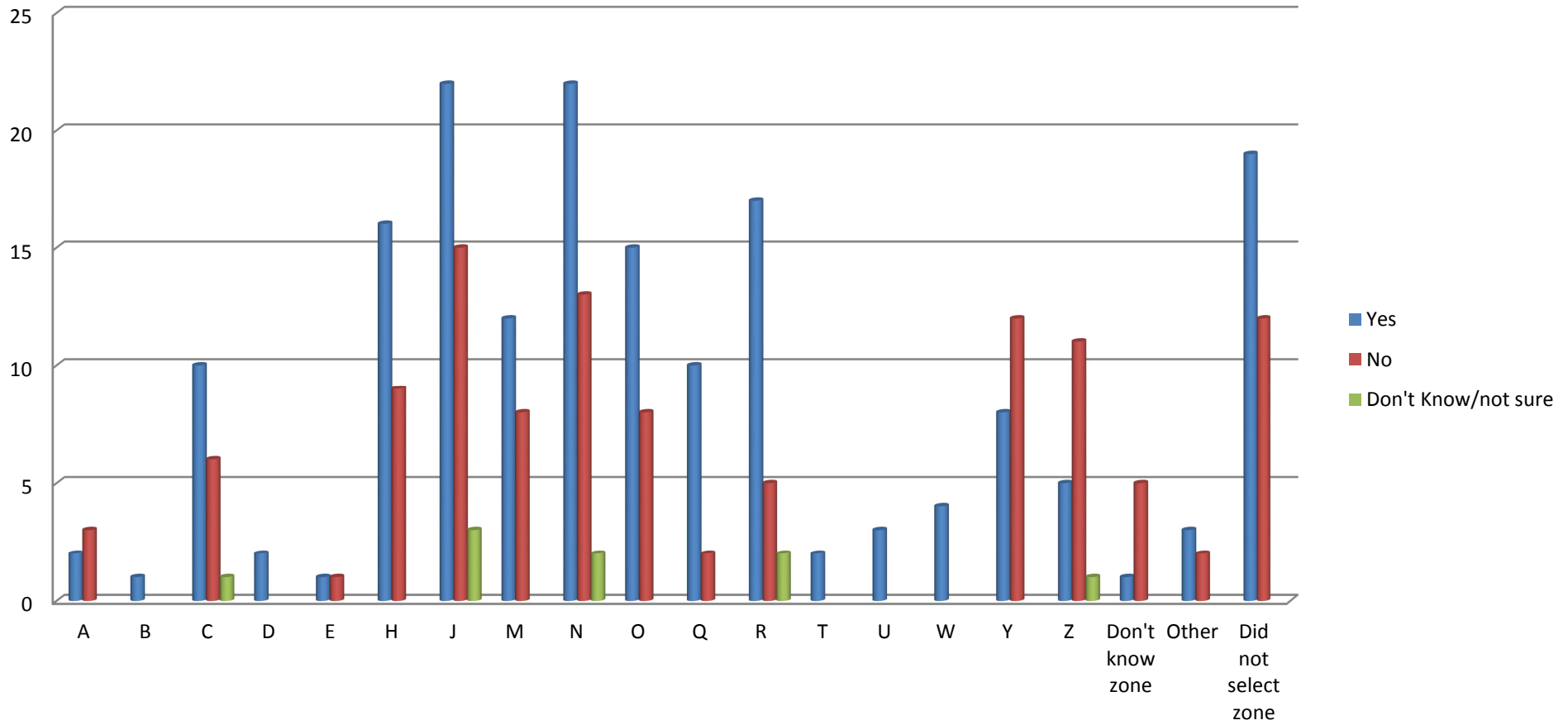


Are you happy with the amount of visitor permits you can buy per year?

| Zone | Yes | No | Don't Know/not sure | Grand Total |
|---------------------|------------|------------|----------------------------|--------------------|
| A | 2 | 3 | | 5 |
| B | 1 | | | 1 |
| C | 10 | 6 | 1 | 17 |
| D | 2 | | | 2 |
| E | 1 | 1 | | 2 |
| H | 16 | 9 | | 25 |
| J | 22 | 15 | 3 | 40 |
| M | 12 | 8 | | 20 |
| N | 22 | 13 | 2 | 37 |
| O | 15 | 8 | | 23 |
| Q | 10 | 2 | | 12 |
| R | 17 | 5 | 2 | 24 |
| T | 2 | | | 2 |
| U | 3 | | | 3 |
| W | 4 | | | 4 |
| Y | 8 | 12 | | 20 |
| Z | 5 | 11 | 1 | 17 |
| Don't know zone | 1 | 5 | | 6 |
| Other | 3 | 2 | | 5 |
| Did not select zone | 19 | 12 | | 31 |
| Grand Total | 175 | 112 | 9 | 296 |

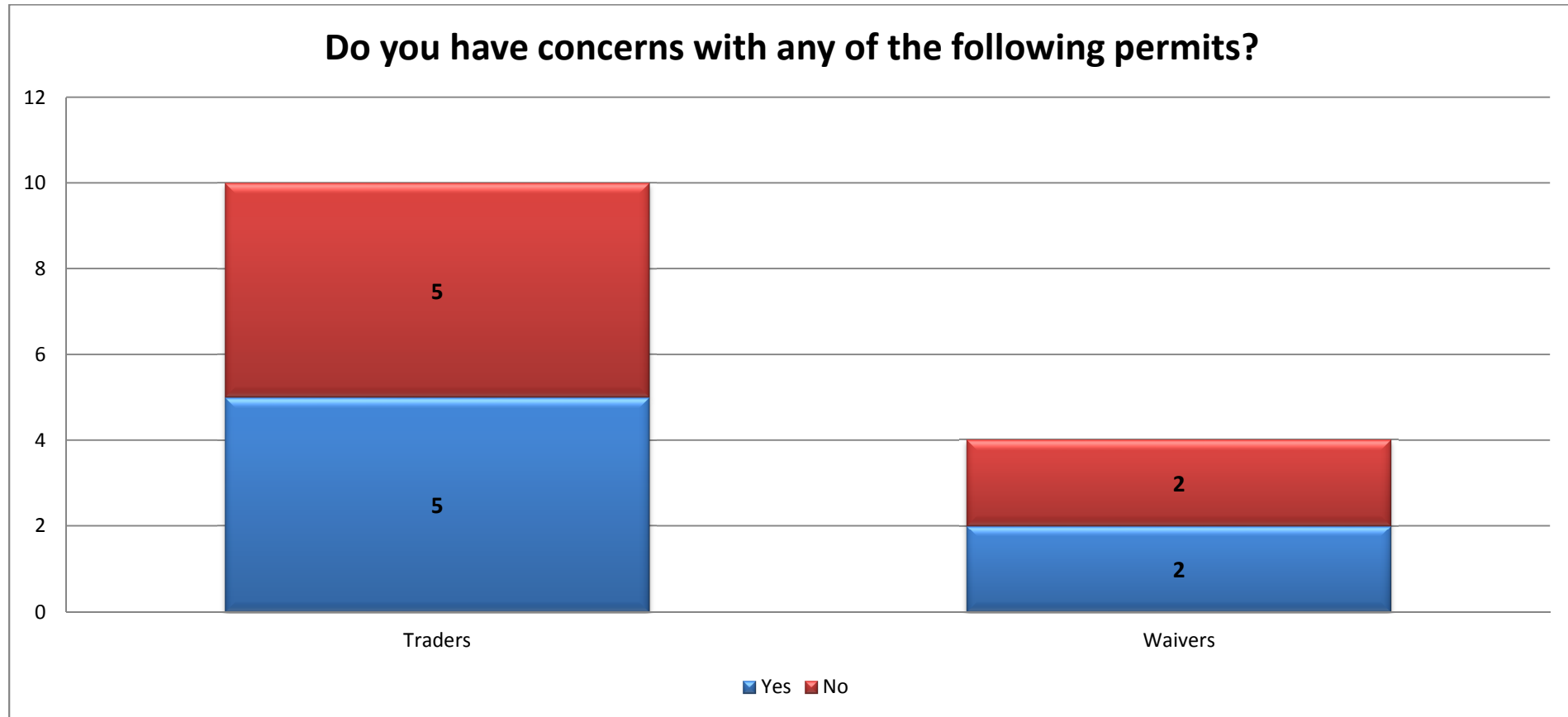
Q5. Are you happy with the amount of visitor permits you ban buy per year? (by zone)

180



Traders Permits/ Waivers

| Q.11 Do you have concerns with any of the following permits? | Traders | Waivers |
|--|-----------|----------|
| Yes | 5 | 2 |
| No | 5 | 2 |
| Total | 10 | 4 |

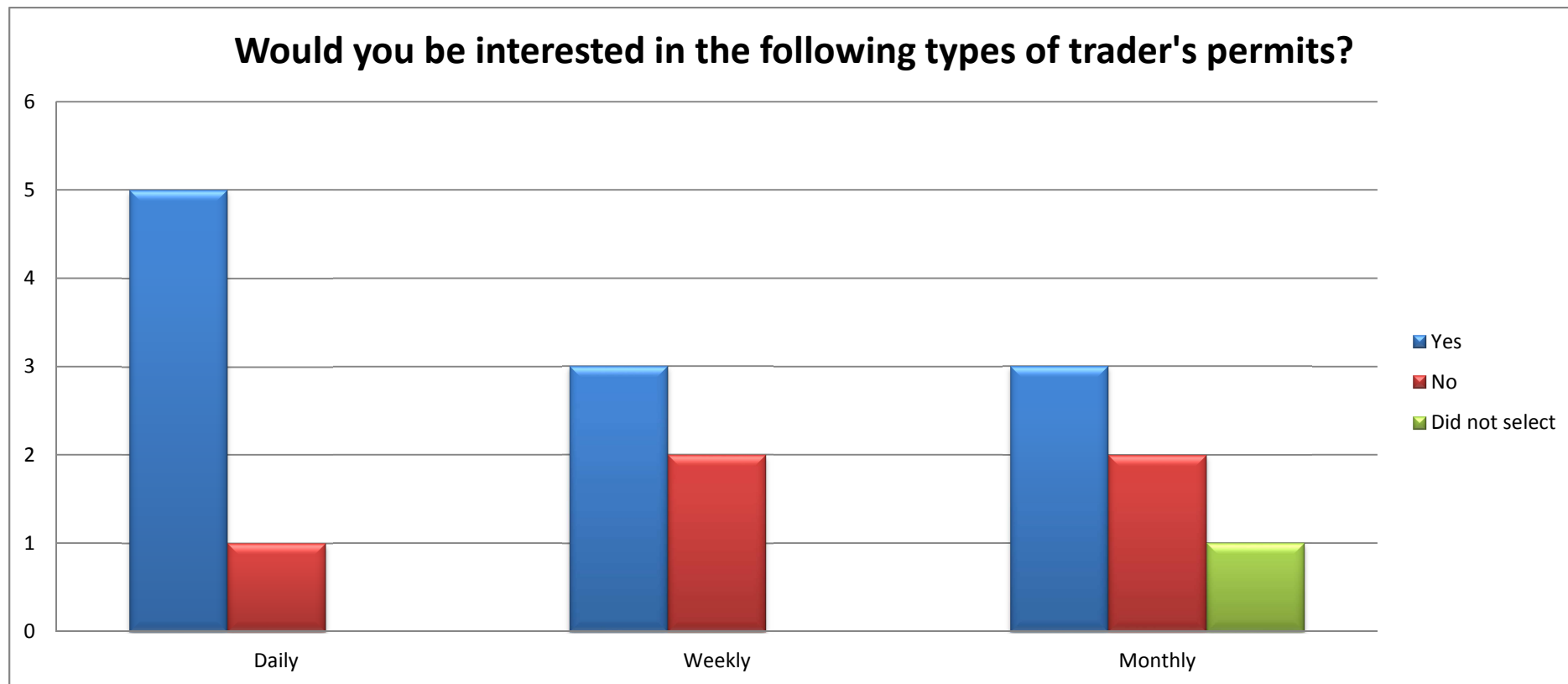


If you answered yes, please tell us why

- Cant always park after waiver has been purchased due to disabled or deliveries
- I try to park where I work, but these spaces are used by commercial vehicles or delivery drives, with no ticket and they park there for longer than 10 mins - this clogs up the already limited spaces.

- I'd like to see more parking spaces, instead of converting them into loading only zones, especially in the centre. I don't understand why it's not allowed to park in off street car parks with traders permit. Please make some changes in that respect.
- Traders are being forced out of the areas. Clients in central town do NOT like us having to pass on massive parking charges.

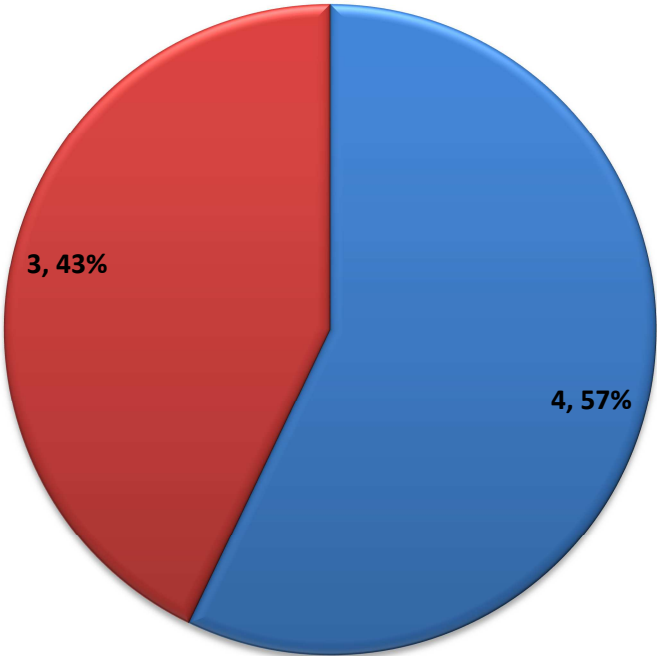
| Q12. Would you be interested in the following types of trader's permits? | Daily | Weekly | Monthly |
|--|----------|----------|----------|
| Yes | 5 | 3 | 3 |
| No | 1 | 2 | 2 |
| Did not select | | | 1 |
| Total | 6 | 5 | 6 |



| Q13. - Would you be interested in buying a booklet of trader's permits that you can use when you need them? | Count |
|---|----------|
| Yes | 4 |
| No | 3 |
| Grand Total | 7 |

Would you be interested in buying a booklet of trader's permits that you can use when you need them?

■ Yes ■ No

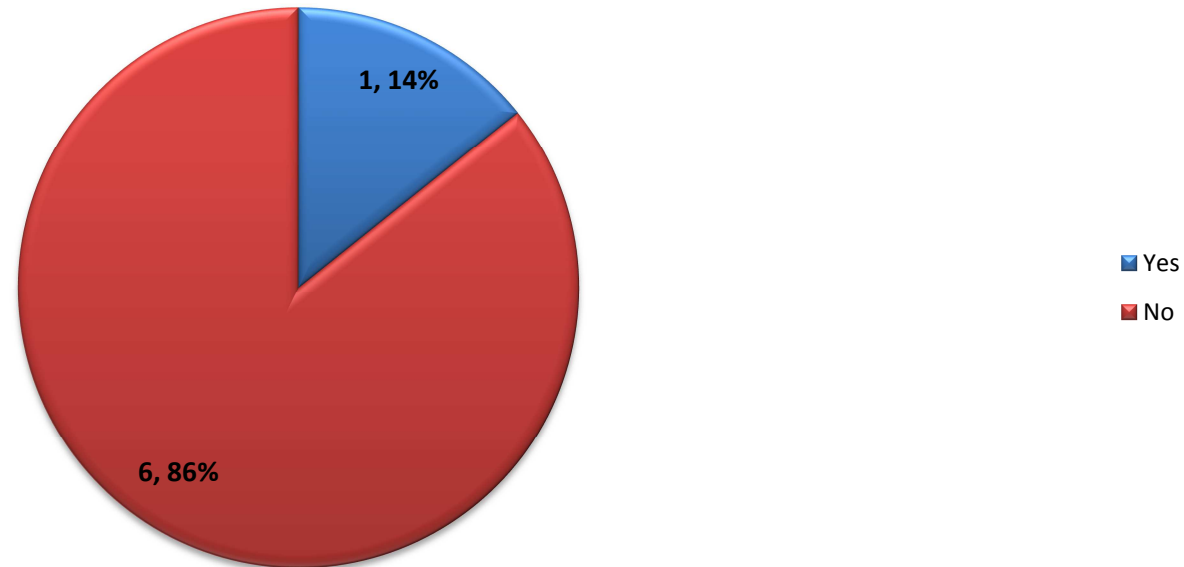


Business

| Q11. Do you have concerns with any of the following permits - Business Permit | Count |
|---|----------|
| Yes | 1 |
| No | 6 |
| Total | 7 |

- Criteria to apply for these, has it changed? Estate agents are NOT traders! - person has also ticked that they have a Traders permit
- Low count - majority of participants are resident permit holder

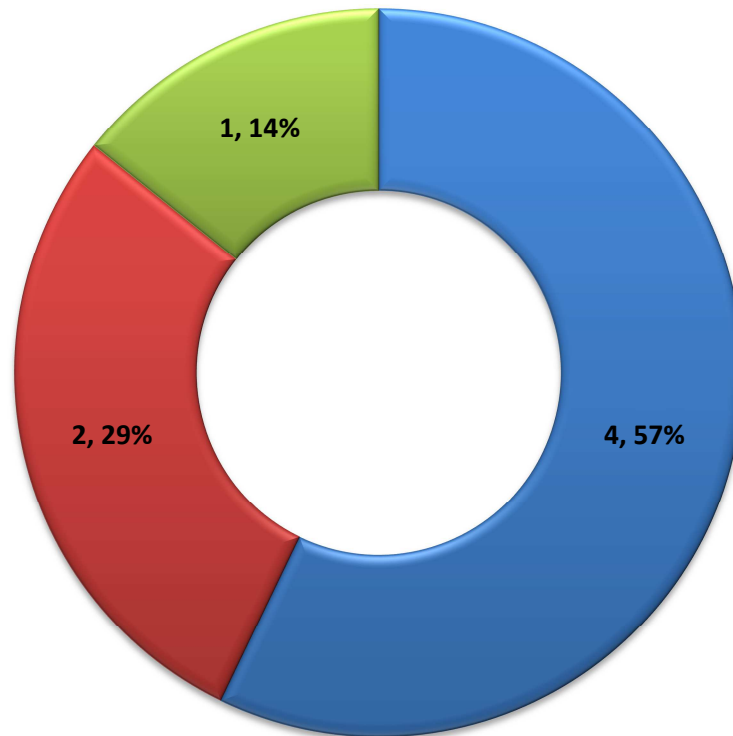
Do you have concerns with any of the following permits - Business Permit



| Q12. Would you be interested in a multi-zone permit? | Count |
|--|----------|
| Yes | 4 |
| No | 2 |
| Other | 1 |
| Grand Total | 6 |

Would you be interested in a multi-zone permit?

■ Yes ■ No ■ Other



Not a permit holder

| Row Labels | Are you currently a parking permit holder? |
|------------|--|
| Yes | 430 |
| No | 52 |

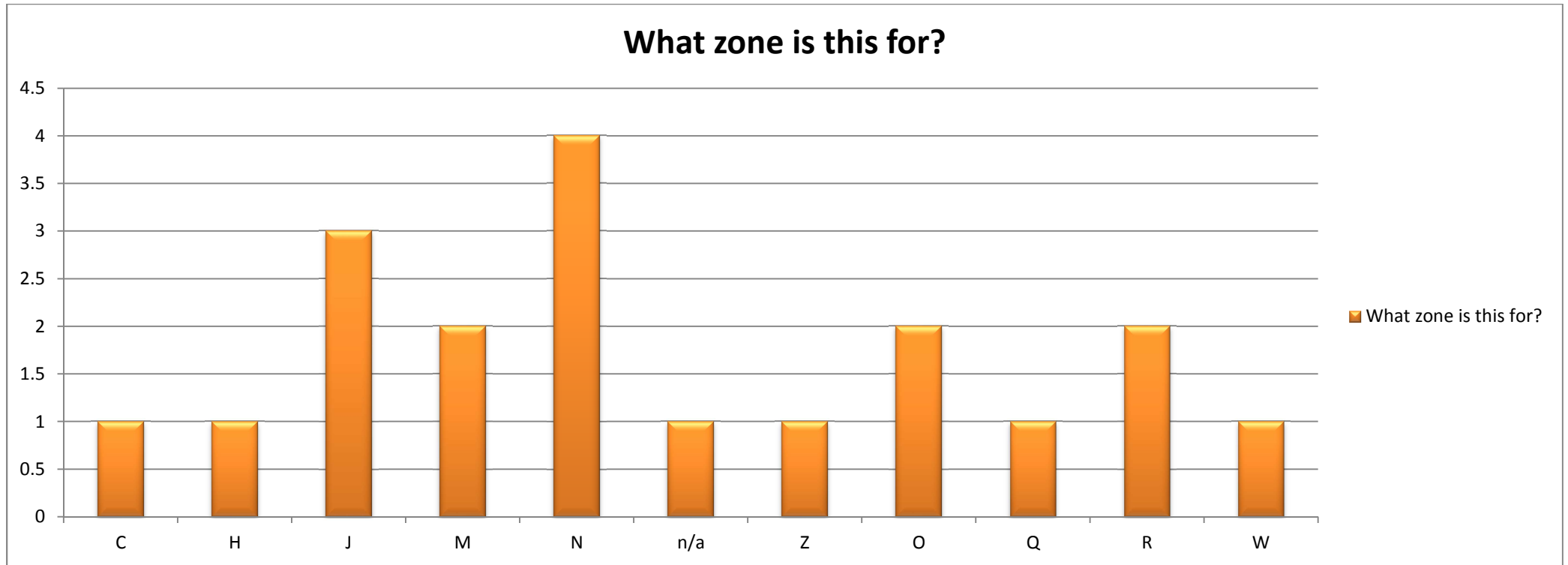
- 1x N (recently ran out)

Out of the 79 who were not permit holders - There **were only 52** who actually didn't have a permit but completed the survey, the rest ticked No but had a permit.

7 did not answer the questions but gave feedback: -

- I live in 44 Surrenden Road. Parking has become progressively more and more difficult over the last couple of years. I have elderly parents, and if I am bringing them my house I have to leave them standing on the kerb while I find somewhere to park, which can take some time. It is essential that residents can find somewhere to park near their house, which is not the case at the moment. If I am coming back late at night I don't want to have park in another street a hundred yards away. I very much hope we will get a CPZ as soon as possible. Mary Allen
- Too many vehicles are parked where there is no controlled parking, such as my street, on corners of roads, on double yellow lines and in disabled parking bays without a blue badge.
- They should be banded, so large cars that take up more space and are more polluting should be charged more. this you only give a 50% discount or cars < 100g/km/ there should be a lot more banding with the biggest and most pollution cars paying Â£500/year we need to encourage people to have more eco cars and reduce the pollution in B&H
- I work in education and I travel between different schools throughout my working day as do my colleagues. On top of this I visit families in their homes. I am informed that I cannot get any type of parking permit for use during my working hours even though other workers who visit people at home seem to qualify. The area I cover includes the whole of Brighton and Hove.
- I believe that they have created a domino effect through out Brighton and Hove in terms of as they are introduced the adjoining area becomes affected. I feel they are not a useful way of spending taxpayers money and have made owning and using a car a trial which is a shame as sometimes it is essential to use a car.
- Outside the City Centre controlled parking 7 days a week until 8pm is heavy handed and unnecessary. It disadvantages residents' friends and family wishing to visit. The argument that the extension till 8pm protects commuters returning home may be valid for the City Centre where non-residents will occupy spaces in order to visit theatres, pubs, restaurants, etc etc,, but does not apply in residential areas where there is no such reason for non-residents to be parking in the evening. Monday to Friday 9 to 5.30 works perfectly well in many parts of London.
- far too many empty parking spaces with permit only zones whereby other parts of the City are like the M25 on a bank holiday!

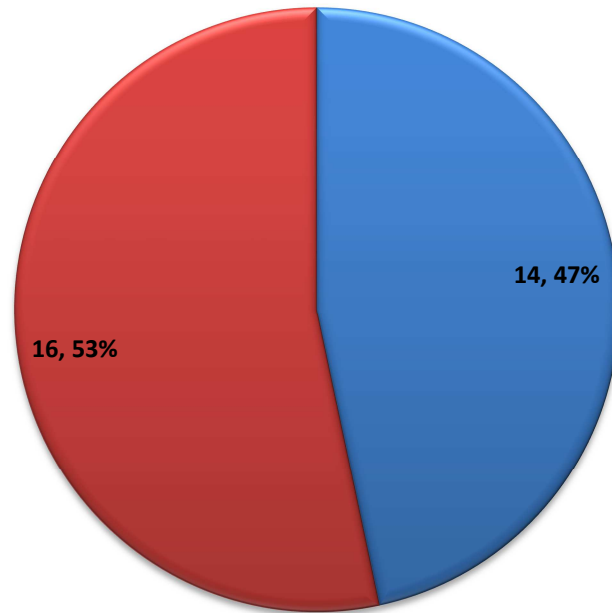
| Row Labels | What zone is this for? |
|--------------------|------------------------|
| C | 1 |
| H | 1 |
| J | 3 |
| M | 2 |
| N | 4 |
| n/a | 1 |
| Z | 1 |
| O | 2 |
| Q | 1 |
| R | 2 |
| W | 1 |
| (blank) | 33 |
| Grand Total | 52 |



| Row Labels | Would you be interested in a 6 month permit? (NOT Zones U or W) |
|--------------------|---|
| Y | 14 |
| N | 16 |
| Grand Total | 30 |

Would you be interested in a 6 month permit? (NOT Zones U or W)

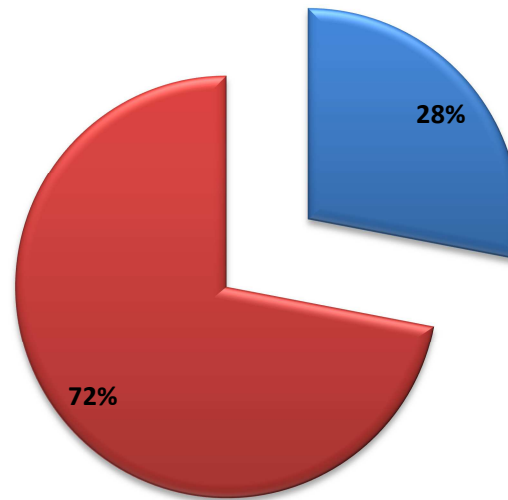
■ Y ■ N



| Row Labels | Count of Q5 - Would you be interested in a 3 month permit? (Zones U and W ONLY) |
|--------------------|---|
| Yes | 7 |
| No | 18 |
| Grand Total | 25 |

Would you be interested in a 3 month permit? (Zones U and W ONLY)

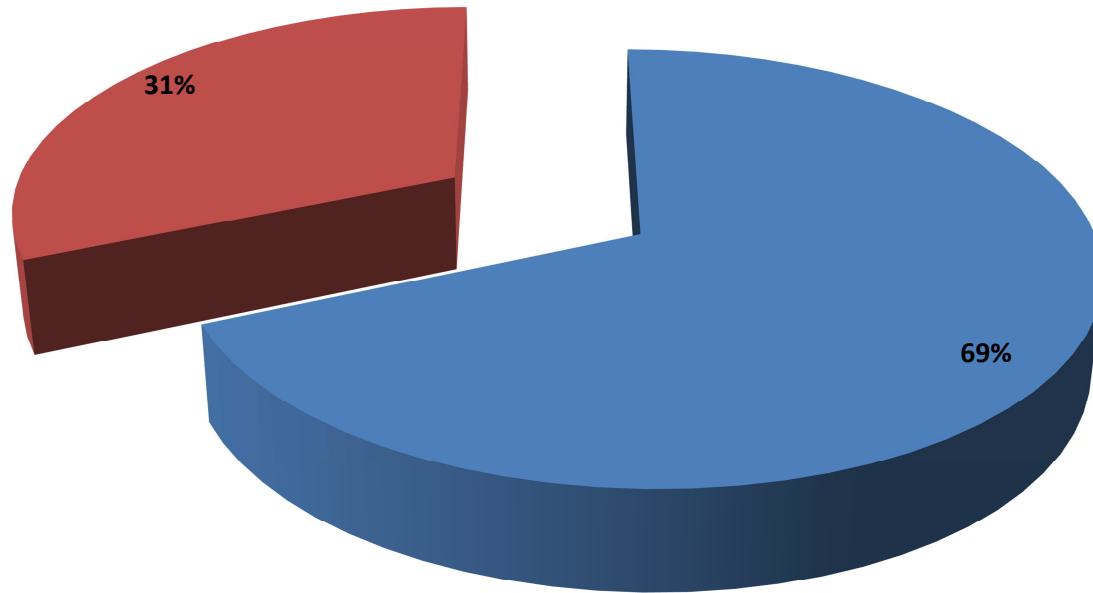
■ Yes ■ No



| Row Labels | Would a weekly visitor permit be helpful? |
|--------------------|---|
| Y | 24 |
| N | 11 |
| Grand Total | 35 |

Would a weekly visitor permit be helpful?

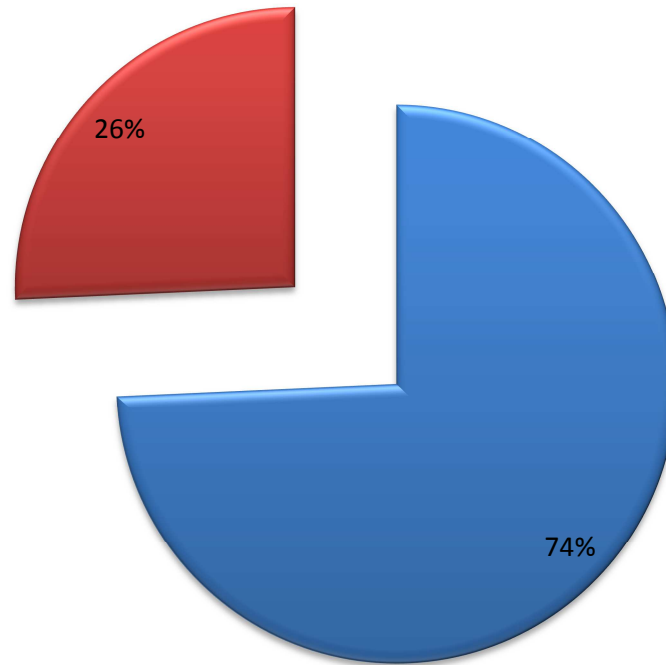
■ Y ■ N



| Row Labels | Would you like to be able to transfer visitor permits between vehicles? |
|--------------------|---|
| Yes | 26 |
| No | 9 |
| Grand Total | 35 |

Would you like to be able to transfer visitor permits between vehicles?

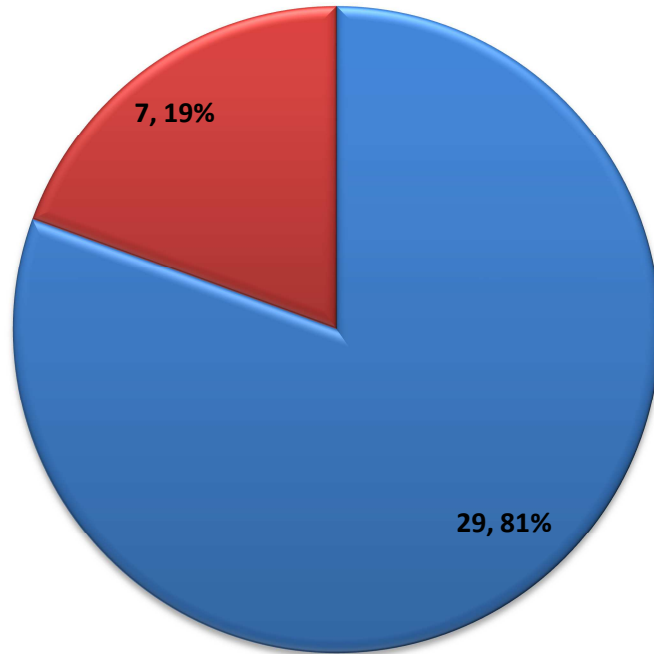
■ Yes ■ No



| Row Labels | Would part-day, or half day, visitor permits be useful? |
|--------------------|---|
| Yes | 29 |
| No | 7 |
| Grand Total | 36 |

Would part-day, or half day, visitor permits be useful?

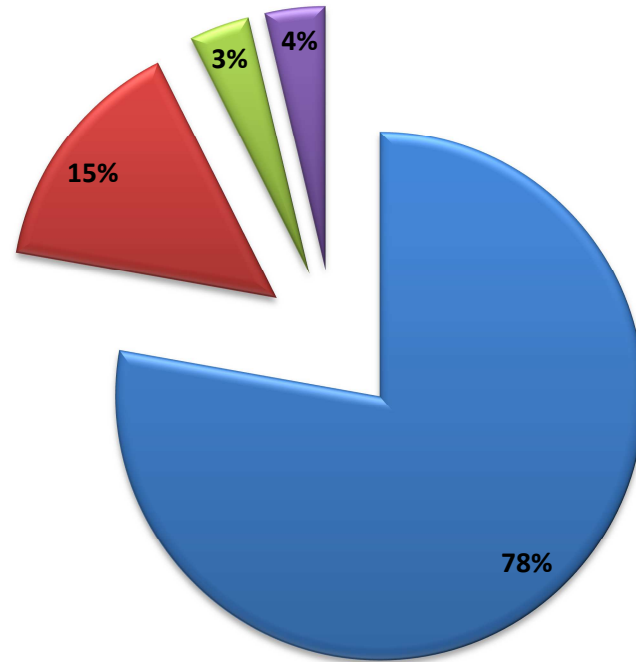
■ Yes ■ No



| Row Labels | Do your visitors find the visitor permits easy to use? |
|--------------------|--|
| Yes | 21 |
| No | 4 |
| Haven't tried yet | 1 |
| N/A | 1 |
| Grand Total | 27 |

Do your visitors find the visitor permits easy to use?

■ Yes ■ No ■ Haven't tried yet ■ N/A

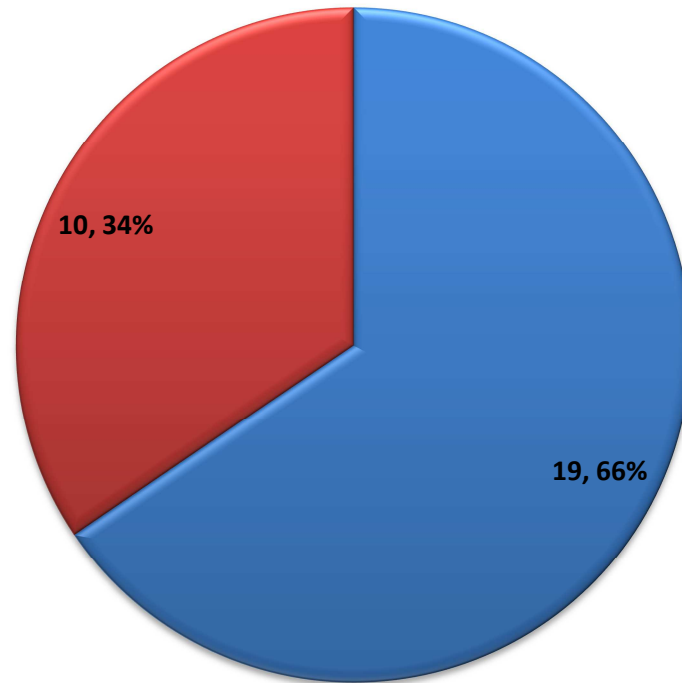


| Row Labels | Are you happy with the amount of visitor permits you can buy per year? |
|--------------------|--|
| Yes | 19 |
| No | 10 |
| Grand Total | 29 |

- 1x N - Would prefer up to 100 (because I will be getting a lodger who will want some too)

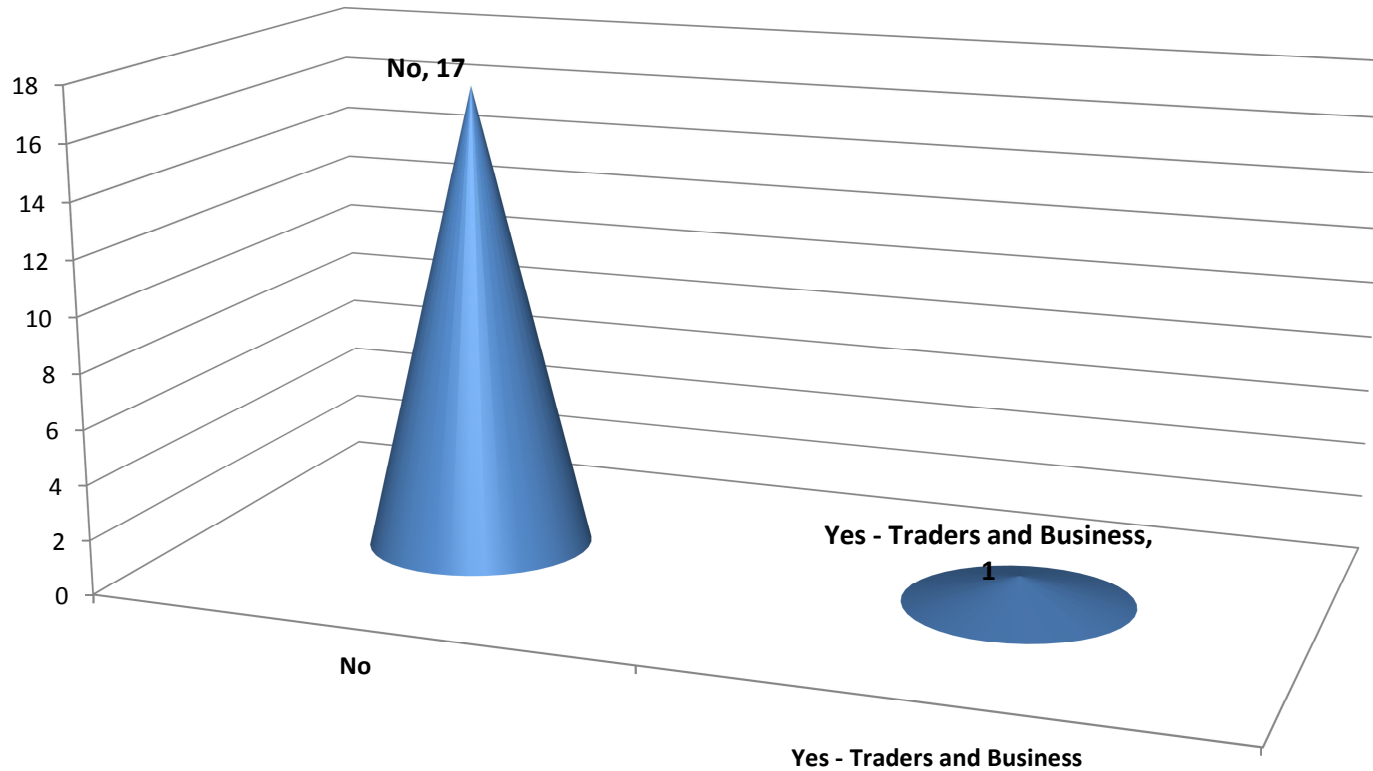
Are you happy with the amount of visitor permits you can buy per year?

■ Yes ■ No



| Row Labels | Do you have concerns with any of the following permits? Traders, Waivers, Business |
|----------------------------|--|
| No | 17 |
| Yes - Traders and Business | 1 |
| Grand Total | 18 |

Do you have concerns with any of the following permits? Traders, Waivers, Business

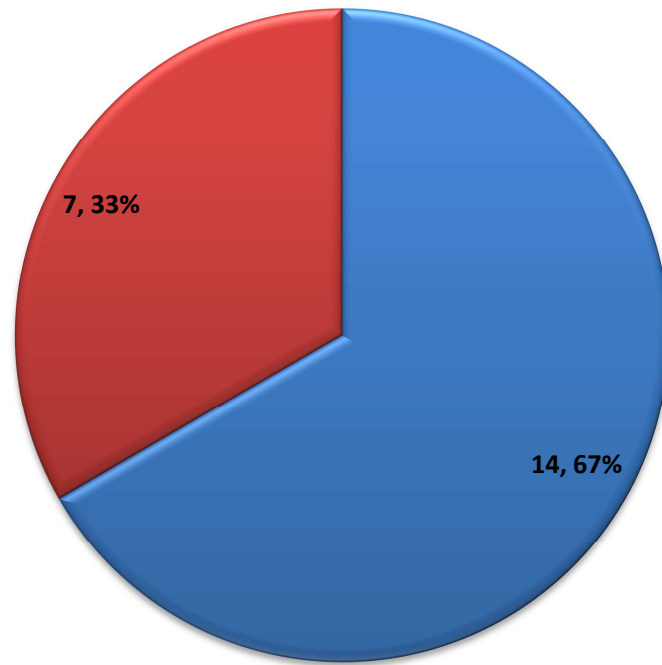


| Row Labels | If you have answered yes to any of the above, please tell us why? |
|------------|---|
| Cost | 1 |

| Row Labels | Would you be interested in a multi-zone permit? |
|--------------------|---|
| Yes | 14 |
| No | 7 |
| Grand Total | 21 |

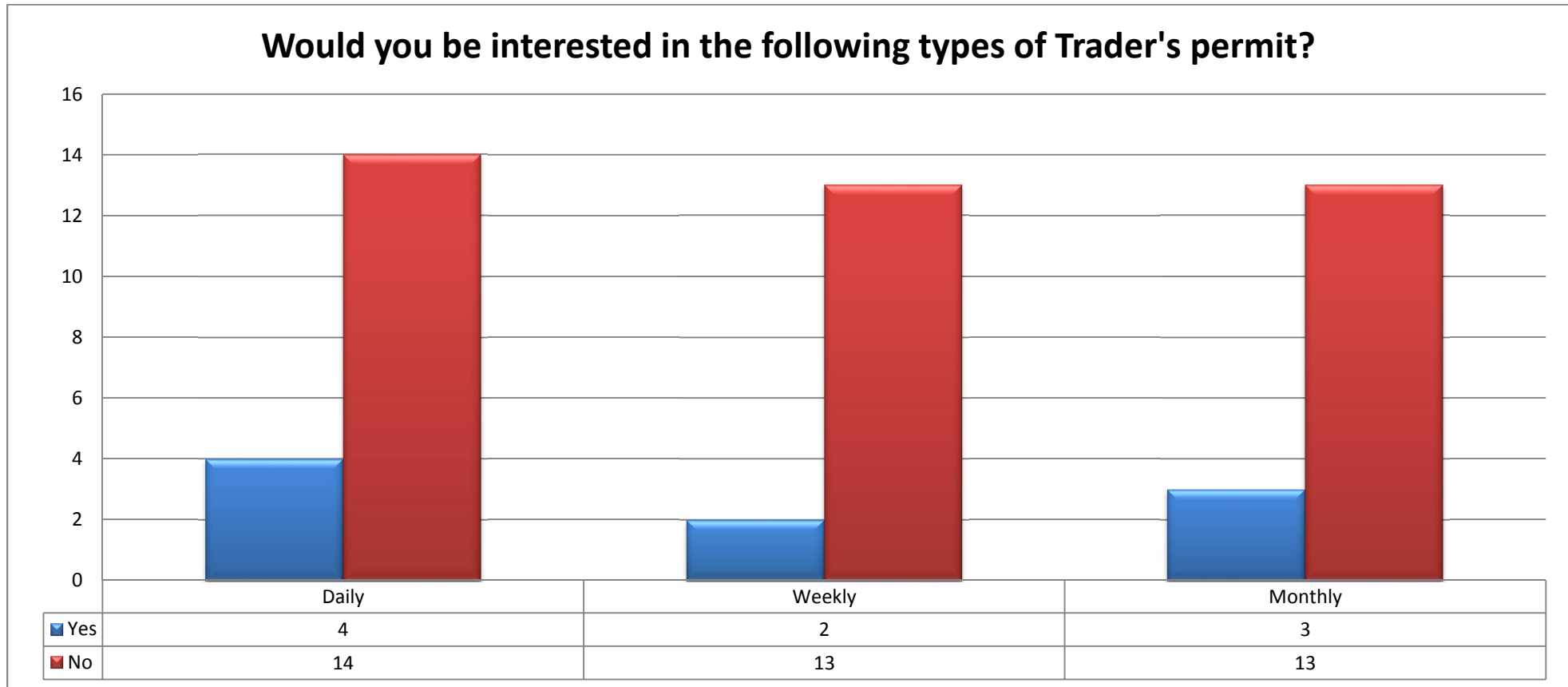
Would you be interested in a multi-zone permit?

■ Y ■ N



| Q12. Would you be interested in the following types of trader's permits? | Daily | Weekly | Monthly |
|--|-----------|-----------|-----------|
| Yes | 4 | 2 | 3 |
| No | 14 | 13 | 13 |
| Total | 18 | 15 | 16 |

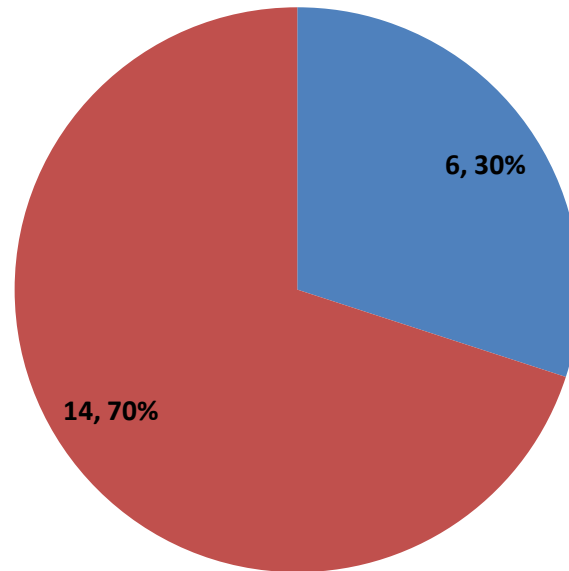
- 19 completed this question



| Row Labels | Would you be interested in buying a booklet of trader's permits that you can use when you need them? |
|--------------------|--|
| Yes | 6 |
| No | 14 |
| Grand Total | 20 |

Would you be interested in buying a booklet of trader's permits that you can use when you need them?

■ Yes ■ No



Appendix D - School Permits

| Ranking by most permit issued | School | Total |
|--------------------------------------|--------------------------------------|--------------|
| 1 | Brighton College | 38 |
| 2 | Brighton, Hove and Sussex Sixth Form | 28 |
| 3 | West Hove Infant School | 25 |
| 4 | Downs Infant School | 22 |
| 5 | Stanford Junior School | 13 |
| 6 | Hamilton Lodge School | 12 |
| 7 | Hove Junior School | 11 |
| 8 | Queens Park Primary School | 9 |
| 9 | Windlesham School | 9 |
| 10 | St Christophers School | 7 |
| 11 | Tarnerland Nursery School | 7 |
| 12 | Brighton Steiner School | 6 |
| 13 | Fiveways Playcentre | 6 |
| 14 | Somerhill Junior School | 5 |
| 15 | Intensive School of English | 4 |
| 16 | Orchard Day Nursery Queens Park Road | 4 |
| 17 | Blueberry Nursery | 3 |
| 18 | Sunshine Day Nursery | 3 |
| 19 | Olivet English Language School | 2 |
| 20 | St Luke's Primary School | 2 |
| 21 | The Royal Spa Nursery School | 2 |
| 22 | Cornerstones | 1 |
| 23 | Davigdor Infants School | 1 |
| 24 | ED International Language School | 1 |
| 25 | Happitots Pre-School | 1 |
| 26 | Joyland Nursery | 1 |
| 27 | Playtime Under 5 | 1 |
| 28 | See-Saw Pre School | 1 |
| 29 | Sprachcaffe Language Plus | 1 |
| 30 | Stanford Infant School | 1 |
| 31 | Strawberry Hill Nursery | 1 |
| 32 | The Connected Hub | 1 |
| Grand Total | | 229 |

Appendix E - List of users of Dispensations.

A J Mobility
A P security APS Ltd
Advice Contact & Assessment Service
Advice Contact & Assessment Services
Advice Contact & Assessment Service
advice Contact and assessment Service
Advice, Contact & Assessment Service
Advice, Contact and Assessment Service
AJ Mobility
Ap security (APS) Ltd
APSecurity
Arboricultural Team, City Parks
Banyard Maintenance
BHCC
Bhcc Childrens Disability service
BHCC City Planning and Development
Bhcc Highway and traffic
BHCC Highway Asset and Maintenance
BHCC Housing (P&I)
BHCC Housing Centre
BHCC Housing Department
BHcc post room
BHCC Property & Investment Housing Centre
BHCC regulatory services
BHCC transport and parking
BHCC Youth Service
Brighton & Hove City Council
Brighton & Hove C C
Brighton & Hove City Council
Brighton & Hove City Council
Brighton & Hove City Council, Policy and Communiti
Brighton & Hove Community First Responders
Brighton & Hove Council
Brighton & Hove District Council
Brighton & Hove Youth Offending Service
Brighton and Hove City Coucil
BRIGHTON AND HOVE CITY COUNCIL
Brighton and Hove City Council city clean
Brighton and hove city council highway maintenance
Brighton and Hove City Council- Post Room
Brighton and Hove Council
Brighton and Hove Housing
Brighton and Hove housing Centre
Brighton County Court
Brighton Hove City Council
Brightoon & Hove City Council
BT
Mears Home Improvments Ltd
Mears Limited
Building control
Capita Symonds Ltd.
City Clean
City Clean Council Depot
City Clean Council Dept
City Neighbourhood Coordinator
Cityclean
Colas Electrical Ltd
Colas Limited
Colas Ltd
Community First Responder
Contracts Compliance Team
County Court
Development Control
East Sussex County Council
East Sussex Fire & Recue
East Sussex Fire & Rescue
East Sussex Fire & Rescue Service
East Sussex Fire and Rescue
East Sussex Fire And Rescue Service
Edburton
Edburton Contractors Ltd
Emprise Services PLC
Estate Services
Fairway Trading
Fire & Rescue Service
fire safety office
Food Safety Team Regulatory Services
GM Doney
Highway Engineering and Projects BHCC
Highway Operations
Highways Operations
HM REVENUE CUSTOMS
HMCTS
Housing Centre
Housing Management
Hove Fire Station
hove fire*
ICT Support Analyst
Kamsons
MACS Money Advice & Community Support
MASH & Assessment Service
MASH & Assessment Services
Mear Bhcc Housing centre
Mears
Mears Group
Sports & Physical Activity
srl environmental maintenance

Mears Ltd
Money Advice and Community Support
Mr Tony Pells
NCP SERVICES
Neighbourhood Team
Network Coordination
network co-ordination
NHS
NSL
NSL SERVICES
NSL Services Ltd
Nviro LTD
Patrol Safe Security Limited
Pest Control Officer
Planning & Public Protection
Planning and Public protection BHCC
Planning investergation office
Private Sector Housing
R J Dance
R J Dance Contractors LTD
Regulatory Services
Seahaven Wildlife Rescue ltd
siemans
Siemens Traffic Control
Siemens Traffic Controls

srl maintenace
Stanmer Park Offices
Surrey & Sussex Probation Trust
Sussex and surrey probation service
Sussex Community NHS Trust
Sussex Interpreting Services
The Connected Hub
The Quality and Performace Contrats Team
Transport Planning
transport unit hollingdean depot
Trapeze Group
Trapeze ITS
Trapezew ITS
Unite Security
United Security
Vets2home
VIRGIN MEDIA
Wetton Cleaning Services
Wetton Cleaning Services Ltd
Wettons
Wettons cleaning services
Whitehawk Community Hub & Library
Whitehawk*
Windowflowers Ltd.
Youth Offending Service



TAKING ACCOUNT 3

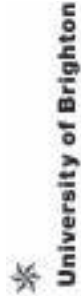
Third Sector Audit
Report 2014

Capturing the social and economic impact
of community and voluntary organisations
in Brighton and Hove

INVEST TO SAVE VOLUNTEERING COLLABORATION
SOCIAL VALUE CHARITIES RESPONSIVE USER LED
ENVIRONMENT COMMUNITY RESILIENCE NETWORK PREVENTION
RESIDENTS/TENANTS IMPROVING LIVES SOCIAL ENTERPRISE
JOBS HOUSING ASSOCIATION SKILLED WORKFORCE
CONNECTIONS LEARNING COMMUNITY INTEREST COMPANY
COMMUNITY BUILDING INFORMATION, ADVICE AND GUIDANCE

Welcome

Welcome to the executive summary of Taking Account 3, the economic and social audit of the third sector in Brighton and Hove. This year long research project wouldn't have been possible without the partnership formed by Community Works, Brighton and Hove City Council, Brighton and Hove Clinical Commissioning Group and the University of Brighton.



Community Works

Much has changed since Taking Account 2 (2008) and this updated study assesses the contribution and health of the third sector in the city. The financial challenges facing funders and policy makers are significant so it is more important than ever that the reasons for investing in the sector to achieve citywide outcomes are understood.

Taking Account 3 will inform our approach to supporting the sector and the recommendations made within this report identify the steps that policy makers, funders, third sector organisations and support organisations should take to ensure that the sector continues to make a positive contribution to the lives of local residents and to the local economy.

Laura Williams
Community Works

Brighton and Hove City Council

Brighton and Hove City Council employs 9,400 staff and provides around 800 services to the city's 273,400 residents, 12,650 businesses and 8.5 million annual visitors. With a growing and changing population, it is likely that more people in the city will be considered vulnerable and so we will seek, with partners, to make the collective impact of our services greater. The third sector is a key partner in the delivery of our vision for stronger, more resilient communities, so in 2012/13 we funded the third sector by more than £24 million in service commissions, grants and infrastructure support.

The council's Communities and Third Sector Policy 2014 establishes a framework for coordinated third sector commissioning that enables the authority and its partners to work more collaboratively. Our emphasis on community development, community engagement and third sector development requires the third sector to play a key role in involving communities in designing and delivering public and community services that meet locally identified need.

Andy Staniford
Brighton and Hove City Council

Brighton and Hove Clinical Commissioning Group

The Brighton and Hove Clinical Commissioning Group (CCG) recognises the value of the third sector in its many differing roles; supporting individuals, providing services, ensuring service user and carer voices are heard, and supporting the statutory sector in making sure local services are effective.

This research also enables us to see how the third sector contributes to a number of the CCG's priorities. Through the case studies included in this report we want to demonstrate the value of the sector and explore how we can all learn from these great examples.

Geraldine Hoban
Brighton and Hove Clinical Commissioning Group

About This Report

Taking Account 3 is the economic and social audit of the third sector in Brighton and Hove. It is conducted every five years. The research updates the core data held on the third sector, collates evidence of its impact and promotes a greater understanding of its work and development needs.

Data has been gathered through a survey of third sector organisations operating within Brighton and Hove. 224 respondents completed the survey which when scaled, presents an estimate for the city's sector as a whole. Case studies have been used to supplement this data.

We would like to thank all 224 groups and organisations who completed the audit survey, and the ten organisations who took part in the case studies.

See the full report at:
www.bhcommunityworks.org.uk/research

The case studies

The third sector in Brighton and Hove is both innovative and preventative in its approach to tackling the problems people in the city are facing.

We've highlighted ten case studies that show the importance of this work, alongside the value and social impact realised by these third sector groups and organisations. The case studies do not include a full social return on investment for each organisation, instead they capture and highlight the impact these organisations realise by working with and empowering citizens, and how this provides value for money and return on investment for the public sector and other funders.

Our research has identified a need for the third sector to look holistically at demonstrating value through their monitoring and evaluation processes. Creating a more structured and consistent approach to analysing costs and the return on investment achieved will create a streamlined and robust evidence base.

Table 1

The primary beneficiaries of third sector organisations in Brighton and Hove

| PRIMARY BENEFICIARIES (%) | |
|--|----|
| All people | 53 |
| Children and young people | 10 |
| Older people | 5 |
| Learning difficulties or disabilities | 4 |
| Women | 4 |
| Disabled people | 3 |
| Homeless | 3 |
| Black and minority ethnic people | 2 |
| Mental health | 2 |
| Community and voluntary organisations | 2 |
| Lesbian, gay and bisexual people | 1 |
| Parents, carers and families | 1 |
| Residents and tenants | 1 |
| Substance misuse | 1 |
| Religion or belief based | 1 |
| Gypsies and travellers | 1 |
| Carers | 1 |
| Dementia | 1 |
| HIV / AIDS | 1 |
| Students | 1 |
| Trans | <1 |
| Bereaved | <1 |
| Offenders/ex-offenders and families | <1 |
| Survivors of crime and abuse | <1 |
| Long term conditions | <1 |
| Specific occupational/professional group | <1 |

Taking Account 2003, 2008 and 2014

| | |
|--|----|
| Contents | |
| Taking Account 2003, 2008 and 2014 | 5 |
| How the landscape has changed since 2003 | 6 |
| Key findings and case studies | 8 |
| The Third Sector Landscape | 20 |
| Taking Account 3: | |
| Recommendations for action | 22 |

What's happened since 2008?

Taking Account 2 (2008) made a series of recommendations intended to strengthen the sector. We have looked at these recommendations and provide a summary of what has happened since the last audit.

1: Be a proactive sector

A number of high profile local third sector partnerships have been created in response to changes in public sector funding, for example; Financial Inclusion; Transforming Local Infrastructure; Complex Needs and Mental Health commissions. Resourcing continues to be a challenge.

2: Promote the sector

Taking Account 2 captured the potential of the local third sector. The subsequent public sector prospectus model of commissioning is welcomed, particularly in its attempt to support social value. Capacity for promotion and marketing still remains an issue for many third sector organisations.

3: Provide robust impact measures

Impact measurement is often good on a project basis, but it is still a challenge for third sector organisations to demonstrate the broader impact of their operations. Impact measurement processes have improved but funding and capacity to implement them remains scarce.

4: Act as equal partners

There has been a decrease in national policy initiatives that champion and help orchestrate this approach, which has been further undermined by public sector cuts. The growing profile of social value measurement provides an opportunity for organisations to demonstrate their worth and value.

5: Speak out for the sector

The recent joint public sector prospectus for the third sector recognised the importance of third sector infrastructure and engagement. Engagement often works well within a needs assessment process but there continues to be concern that the sector's independent campaigning role may lead to an organisation losing funding.

6: Avoid splits in the sector and 7: Identify barriers to service delivery

Competitive tension continues to be managed within the third sector, while partnership work practices are developing and becoming stronger. The role of the third sector in public service delivery is becoming more accepted. Areas for improvement include accessibility to funding opportunities, the relationship between large and small third sector organisations, and the need for commissioning processes to recognise new organisations and small groups.

8: Resist over-regulation

The move towards outcome-focused commissioning through the prospectus model and keeping third sector grants is welcomed.

9: Support changes in status

A diversification of funding sources has been seen since 2008. The third sector continues to move towards independence through trading and fundraising from individuals. As many third sector organisations provide services in areas of high deprivation there will continue to be a reliance on the public sector to ensure that work can continue or be developed.

10: Provide training in procurement

Community Works and Brighton and Hove City Council delivered a procurement and bidding training to the third sector. Community Works would like to be able to offer this again if resources can be found.

11: Work towards full cost recovery

Many third sector organisations still believe that the public sector is not willing to fund their operations on a full cost recovery basis. This is an area that needs addressing as organisations continue to make up the shortfall through fundraising activities.

12: Efficient monitoring

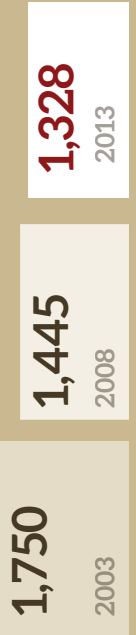
The Taking Account audits enable monitoring of the third sector. Encouragingly, the top five large organisations identified in the 2008 audit continue to operate in the city.

“The city council regards the third sector as having a major role in the city’s success: economically, environmentally, culturally and socially. We need a thriving and diverse Third Sector that helps the city to achieve its priorities as set out in city plans, such as the Brighton and Hove Sustainable Community Strategy and the city council’s Corporate Plan.”

Emma McDermott

Head of Communities, Equality and Third Sector
Brighton and Hove City Council

NUMBER OF MANAGEMENT COMMITTEE MEMBERS IN RESPONDING ORGANISATIONS



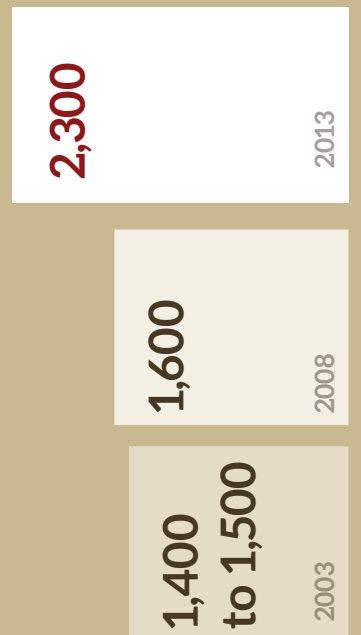
NUMBER OF PAID STAFF IN RESPONDING ORGANISATIONS



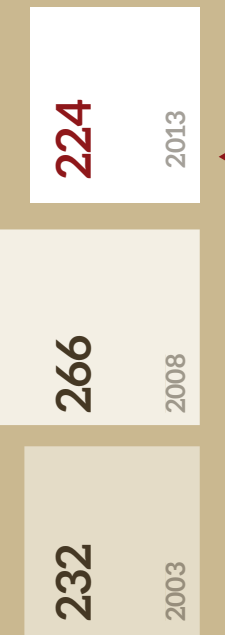
TURNOVER OF RESPONDING ORGANISATIONS



ESTIMATED TOTAL NUMBER OF ORGANISATIONS



NUMBER OF RESPONDING ORGANISATIONS



HOW THE LANDSCAPE HAS CHANGED SINCE 2003

- Give something back to a group or organisation that has impacted on a person's life, either directly or indirectly
- Make a difference to the lives of others
- Help the environment
- Help others less fortunate or without a voice
- Feel valued and part of a team
- Spend quality time away from work or a busy lifestyle
- Gain confidence and self-esteem

WHY DO PEOPLE VOLUNTEER?



ESTIMATED TOTAL YEARLY VOLUNTEER HOURS

ESTIMATED TOTAL WEEKLY VOLUNTEER HOURS



NUMBER OF VOLUNTEERS IN RESPONDING ORGANISATIONS



17%
of income comes from grants

GRANTS

There has been a decrease in the number of grants coming from inside the city - down 9% from 2008



71%
of which came from outside the city



47%
of income comes from service contracts

CONTRACTS

There has been a decrease in the number of service contracts coming from inside the city - down 14% from 2008



62%
of which came from outside the city

Age UK Brighton and Hove (AUKBH)



Empowering older people to stay independent, active and connected.

AUKBH formed in 1965. Its services are driven by the people who use them. Over 20% of the work undertaken by the organisation is funded by legacy donations and other income generation.

AUKBH's crisis service provides short term care on an emergency basis and forms part of the Clinical Commissioning Group's (CCG) Community Rapid Response service, enabling older people to access emergency care 12 hours a day 365 days a year. AUKBH's Help at Home service operates as a social enterprise matching clients with self-employed gardeners, shoppers and cleaners.

AUKBH is guided by its experience of working with older people across the city over the last 50 years. They understand what is important to older people and the importance to safeguard these things for the future.

AUKBH relies on 80 community volunteers. It encourages older people to volunteer their skills and expertise, and they have over 35 volunteers over 50, including a Tai Chi instructor who recently celebrated her 90th birthday. The support offered by the 80 volunteers totals 7,680 hours. At the £7.65 living wage rate this amounts to £58,752 of added value offered through its volunteer programmes.

“My home help not only helps me with domestic chores but has pointed me to other services. It's changed my life.”

Service User

2012/13 key facts

370 clients accessed Help at Home (42% of these were over 85, and 38% between 75 and 84)

53 service users received 482 hours of counselling support

4,230 information and advice enquiries

1,886 passengers used the minibus service

550 people accessed the nail cutting service

110 people attended talks on community engagement

3,808 people visited the IT drop in centre

489 people used the crisis service

Last year AUKBH's trading activities generated a total of £39,091, the net profits of which are used to fund local charitable activities. Coupled with the value of volunteer's time this equates to an added value of £97,843 per year.

Through their work AUKBH helps lift a significant burden from statutory services in a city where 14,000 people are over the age of 65.

www.ageuk.org.uk/brightonandhove

Brighton and Hove Food Partnership

A whole community approach that helps people to cook, eat a healthy diet, grow their own food and waste less



The Brighton and Hove Food Partnership (BHFP) is a citywide hub that addresses food-related strategic challenges at a community level. They believe the current food system is unsustainable and that many of the current challenges we face as a city, such as health inequalities, poverty, climate change or waste, are impacted by people's diets. Since 2008 BHFP has been commissioned by Public Health Brighton and Hove to deliver a citywide weight management and nutrition service.

Community based solutions

Of the 762 adults referred to the healthy weight referral service in 2013, 564 (74%) went on to attend a BHFP Shape Up group or one-to-one clinic. A key barrier to eating healthily for many people is a lack of skills and confidence in cooking so BHFP runs community-based cookery courses. These include specialist sessions for baby weaning, cookery for adults with learning disabilities, as well as projects like Harvest Brighton and Hove, which aims to get people growing their own food at home, in schools and within communities.

In 2012/13 281 people took part in Shape Up Brighton and Hove, a healthy lifestyle long-term weight loss programme, and as a result:

- 148 people (53%) reported an increase in their physical activity levels
- 224 people (80%) said the information helped them to lead a healthy lifestyle
- 179 people (64%) increased their confidence and changed their lifestyle as a result

GPs used to account for 75% of all referrals, but now as a result of increased awareness more than 50% of people come through community referrals or self-referrals. Since a GP's time costs £122 per hour, this is a significant cost saving for the NHS.

BHFP promotes volunteering opportunities across the city's 75 community growing projects and supports volunteers involved in community food projects. During 2013, 4,000 people volunteered in community gardening providing around 15,000 hours of time equivalent to £114,750 in paid hours at the living wage rate.

The BHFP also manages a wider project programme. In 2013 the organisation secured over £31,000 of funding to deliver 26 healthy eating projects. Through this activity some 1,500 people engaged in healthy eating and cooking projects, more than 1,100 of whom were children and young people. As a result of projects such as these 2,000 school children now eat healthy meals and snacks every day because of specialist menu planning support from BHFP trained staff.

The costs per participant of BHFP programmes are benchmarked nationally and are comparable to similar interventions at an average of £220 per participant for a six month intervention.

<http://bhfood.org.uk>

“Brighton and Hove Clinical Commissioning Group is committed to working with third sector organisations in the best possible way, including smaller community and neighbourhood schemes, and welcomes the chance to learn from this as a way of helping inform our future commissioning.”

Geraldine Hoban
Chief Operating Officer
Brighton and Hove Clinical Commissioning Group

10%
of respondent organisations are signed up to the living wage and another 22% would consider signing up

39% of organisations do not employ staff so cannot sign up

LIVING WAGE

The estimated annual income of the third sector in Brighton and Hove is approximately

£73 million

Much of this is spent in Brighton and Hove on local projects, which creates further economic benefits so that the third sector contributes approximately

£127 million

to the Brighton and Hove economy each year

= 2.2% of the total economy

ECONOMIC CONTRIBUTION TO THE CITY



Inspire

Delivering services that wraparound the whole family, helping everyone to stay on track and supported

Approximately

6,900 people

work in the third sector in Brighton and Hove

= 6% of the total jobs
in the city

CONTRIBUTION TO
EMPLOYMENT

There is an estimated ratio of

4:1
volunteers
to paid staff



RATIO OF PAID EMPLOYEES
TO VOLUNTEERS

Inspire is a women's community project created to support women involved in the criminal justice system, and reduce offending behaviour. The partnership is led by Brighton Women's Centre along with RISE, Brighton Housing Trust's Threshold, Brighton Oasis Project and the Survivor's Network. Inspire's clients are vulnerable women with multiple complex needs.

National statistics confirm:

- more than half of women in UK prisons have suffered domestic violence
- one in three has experienced sexual abuse
- they have less than half the academic qualifications of the general population
- almost half have not worked in the past five years
- 74% left school at 16 or before
- one in four spent time in care as a child
- 80% have diagnosable mental health issues
- 73% have used non-prescription drugs

Local statistics mirror these national figures with the exception of domestic abuse. Domestic abuse is seen amongst nearly 80% of the women which Inspire supports.

Invest to save

Inspire work with women who have led traumatic lives, and while they have been convicted of a crime they are often victims of crime themselves. The project focuses on helping people break the cycles of crime, substance misuse, domestic violence and homelessness – often sending people to prison only compounds their problems.

Imprisoning mothers for non-violent offences can lead to further drains on the public purse, including loss of tax revenue, and increased levels of benefits, to say nothing of the negative impact on the lives of the children involved.

Inspire calculates that interventions costing between £1,152 and £2,302 can save between £47,000 and £264,000 in public funding per woman over a five year period. In this respect Inspire's service is three to 14 times more cost effective.

http://www.womenscentre.org.uk/index.php?What_We_Do:Inspire_Project

Creative Future

Creative Future helps marginalised and socially excluded individuals gain meaningful self-

employment through creative expression. The organisation offers them a positive experience by enabling service users to exhibit or publish their own creative work. This enables service users to relate to their productive sides helping to realise a faster recovery and social reintegration. Through high-profile exhibitions and showcase events, publications, readings, online and standard gallery installations they challenge public perceptions around the potential of socially excluded people.

It's estimated that to move an 18-24 year old not in education, employment or training (NEET) into positive destinations is £4,528. It cost Creative Future just £101,965 to support 453 people in 2012/13, of whom 118 (26%) moved onto positive destinations, representing a saving of more than £530,000.

The cost of moving people out of long-term unemployment, and into education or training using the Creative Future programme is £864 per person per year – over five times more cost effective per person. Using these figures Creative Future help turn every £1 invested into a social return on investment worth £5.24.

www.creativefuture.org.uk

Mad Hatters Lunch Club

Reaching out and connecting older people, preventing them from being alone and feeling lonely

Volunteers donate
110,400
hours per week
 to third sector organisations in Brighton and Hove
 = **5,740,800** hours per year

NUMBER OF VOLUNTEER HOURS

There are
27,600
 volunteer positions in
 the third sector in
 Brighton and Hove

+ **13,800**
 positions on
 management
 committees and boards
 of third sector organisations
 - almost all of these positions
 are filled by volunteers

NUMBERS OF VOLUNTEERS

Mad Hatters offer a lunch club and events for people aged over 55 years. Their oldest member is 101. Mad Hatters cater for 30-60 people at their weekly events offering a subsidised two course meal for just £3.50.

Mad Hatters is run by a team of 16 volunteers headed by Pauline Rowland who has been volunteering for over 40 years. In recognition of her contribution she was named 'Volunteer of the Year' at the 2013 Older People's Awards.

Pauline volunteers 22 hours every week, 48 weeks of the year, which amounts to a saving of £8,078 per year if compared with the living wage. Pauline has been volunteering with Mad Hatters for 10 years and has saved the organisation more than £80,000 over this time.

Reducing social isolation

People aged 60 make up about 20% of the population, and will increase to 24% by 2030. Older people can be vulnerable to social isolation or loneliness owing to loss of friends and family, mobility or income. Mad Hatters helps to address this isolation by bringing older people together at its lunch club.

Lack of transport is often a problem so Mad Hatters offers transport to and from the lunch club for just £2. For many of those attending this may be their only interaction all week underlining Mad Hatter's crucial role in breaking down older people's isolation, and allowing them to enjoy some fun.

Statistics show that the average gross weekly cost of day care or day services for older people in England is £106 per week, with a daily cost of £15.14. In 2013 Mad Hatters spent £15,000 providing a weekly social interaction for 60 people at a cost of £250 per person per year. Over a 48 week year, this is a daily cost of just £5.20 per person – almost three times more cost effective than day care services.

This creates an approximate social return on investment of 3:1, and demonstrates the added value that the public sector can realise by investing in and supporting organisations like Mad Hatters.

Whitehawk Inn

Whitehawk Inn is an award winning community-led organisation providing information advice and guidance to adults from disadvantaged backgrounds who are looking to go back to work. Its services and activities are designed to draw in those who are socially excluded and who lack skills and confidence.

In 2012 Whitehawk Inn was supported by 3,500 volunteer hours which amounts to an added value offered by volunteers of £26,775 per year based on a £7.65 living wage.

Many of the services help individuals experience an improved quality of life. In the last year, 180 people were supported to join a social network such as a book club, dance group or tenants association. Through these simple activities, service users have become healthier, more active, more confident and happier.

In the last 12 months, Whitehawk Inn supported 867 people, 444 of whom achieved their personal learning goals. Over the same period, they helped 72 people to gain employment.

www.whinn.org.uk

55% of responding organisations say that the number of people they support has increased in the last year

The majority of respondents stated that their main activities are:

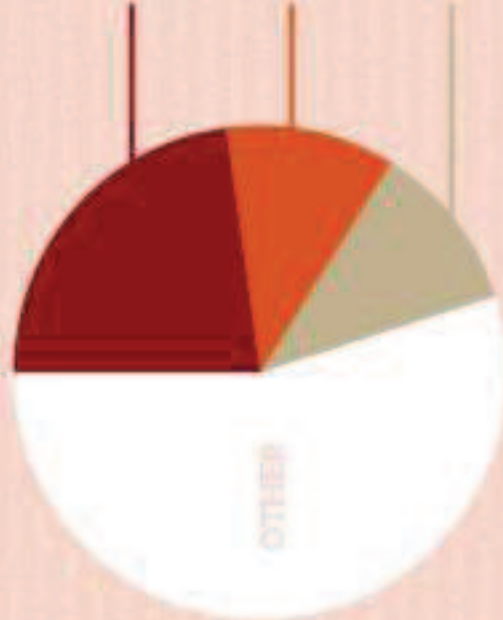
Empowering people to improve the quality of their life

42%

Bringing people together

23%

Organisations report their main provision to be:



OTHER: Advocacy • Campaigning • Capacity Building • Community Development • Community Enterprises • Consultancy • Counselling • Facilities Management • Mediation • Representation • Research, Information and Development • Training and Education

MAIN PROVISION

Lunch Positive

Contributing to volunteers and service users' physical health and emotional wellbeing



Key facts

Lunch Positive provides support at £203 per person per year. The average cost of service provision for adults suffering from depression or anxiety disorders can be as high as £956 per person per year. .

From the volunteering survey, nine out of 16 volunteers (56%) experienced positive improvements in mental health and ability to cope. This represents a potential saving of £8,604.

Lunch Positive almost doubles its worth with volunteer support, bringing in an additional 86% (£25,459) of the total project running costs in volunteer support.

www.lunchpositive.org

Lunch Positive provides a weekly lunch club and community space for people with HIV, their carers and others affected by HIV. The organisation's main aims are to build community and peer support, to reduce isolation and to offer advice and information. Last year Lunch Positive helped 144 people maintain a healthy diet, which is so critical in helping those with HIV to strengthen weakened immune systems and absorb medication.

Lunch Positive provides a vital lifeline for its members helping them to tackle depression, unemployment, mental illness or disability. Social isolation and lack of support from friends and family means that individuals are often unable to rely on normal networks for daily support. This can increase isolation and result in mental health issues. The Lunch Club relies heavily on charitable funding and is run entirely by volunteers, many of whom are also service users. As a result service users only need to make a contribution of £1.50 per meal.

The support offered by volunteers over the past 12 months totalled 3,328 hours, which amounts to an added volunteer value of £25,459 at the living wage of £7.65.

Volunteering survey (2013)

- Over 60% of respondents experienced positive improvements in mental health and ability to cope
- 86.7% felt an increased sense of value to their community
- 66.6% felt their range of friendships had improved
- Over 60% felt their understanding of different cultures had improved
- Over 60% of the volunteers had volunteered for over one year
- 50% of the volunteers regularly volunteer for three weeks of every month

The Clock Tower Sanctuary

The Clock Tower Sanctuary (CTS) provides information, advice and support to young people between the ages of 16 and 25 who are homeless or insecurely housed. These young people have usually experienced extremely challenging early lives due to broken or dysfunctional homes. The organisation receives much pro-bono support from agencies across the city.

CTS has two and a half full time equivalent members of staff and 30 volunteers. Between them they run the front line services providing 6,000 hours of support per year. This is a value of £45,900 based on £7.65 living wage – some 36% of the total cost of running the project.

In 2012/13 it cost £126,040 to help 450 homeless people. These were supported through an additional value of £45,900 of volunteer hours. It's calculated that for each person helped into employment the public sector saved £9,800.

www.theacts.org.uk

Stay Up Late

A cost effective project that improves the lives of volunteers and service users through the love of fun and music



Stay Up Late promote full and active social lives for people with learning disabilities.

Gig Buddies is a volunteering project that enables people with learning disabilities to go to gigs and cultural events by matching them with a volunteer who shares their passions or interests. Gig Buddies is a befriending scheme that matches people with the intention of developing positive relationships with both buddies receiving support to take ownership of the friendship. Volunteers receive training in inclusion, safeguarding and supporting people with learning disabilities.

Schemes like Gig Buddies are both fun and life changing for the participants. At the core of this work is the profound purpose of reducing social isolation, addressing the stigmas associated with learning disabilities and autism, and promoting an active role in local communities.

Volunteer contribution

Volunteers contributed 4,374 hours to Stay Up Late in the past year, which, at the living wage of £7.65 per hour, works out at an additional value of £33,461 to the service.

67% of Gig Buddies' volunteers had not previously volunteered in Sussex. There are now 35 participants and volunteers attending monthly gigs.

85% of Gig Buddies' volunteers stated that they do not have any friends who have a learning disability.

Added value

An active social life is important in promoting good physical and mental health. Gig Buddies work with individuals who may not receive a high level of funded support hours because, for example, they may have a milder learning disability. People in this situation still face isolation and need support to develop friendships.

The Gig Buddies project currently supports 35 people with learning disabilities in East Sussex and Brighton and Hove. Day care costs up to £300 per day for someone with a learning disability, which over a standard 7.5 hour day would equate to a cost of up to £40 per hour. It costs Stay Up Late £820 per person per year to provide 4,374 hours of support. This translates to an hourly cost of just £6.56 making it an effective alternative to day care for people with learning disabilities. It also provides an out-of-hours service at a considerably reduced cost.

<http://stayuplate.org>

Synergy

Synergy is a not-for-profit community organisation offering a creative approach to mental health and wellbeing. Synergy's user-led programme, managed through volunteers as they have no paid staff, has led to a reduction in hospitalisations amongst service users.

Every activity undertaken promotes involvement and wellbeing amongst service users and volunteers. This informal and very human approach reduces isolation, promotes confidence, breaks down barriers and encourages re-introduction into society. This preventative approach to mental health issues is facilitated through poetry and creative writing, music jam sessions, performance and improvisation, arts and crafts, monthly showcases and short films.

The average cost of service provision for people suffering from mental health disorders is £1,866 per person per year. It costs Synergy the equivalent of £11,891 to reach 900 individuals each year. If this project modestly reduces hospitalisations by one visit per year per person the potential saving is £126,000.

If volunteers were paid the living wage for their work in the third sector then their donated time would be worth £44 million annually

LIVING WAGE

The Third Sector Landscape

The third sector finds itself in challenging times. Changes in the social, economic and political landscape, the consequent reduced resources, shifting political priorities and changing expectations of the sector requires careful navigation towards a resilient future.

In Brighton and Hove we estimate the sector to consist of 2,300 groups and organisations. This includes small community groups led entirely by volunteers and large voluntary organisations, for example delivering comprehensive social care services. Social enterprises, housing associations and campaigning organisations are all part of the third sector. Although its diversity means it is challenging to define the third sector under a single

common set of goals, values and ways of working, we know that it reaches most people in the city in some way. It provides vitally needed services which enable social participation and engaged citizenship, and give voice to those who need it most.

The third sector is a strong and invaluable part of the local community in Brighton and Hove, and plays a pivotal role in shaping and delivering the city's social, economic, educational, environmental, wellbeing and cultural priorities. It is crucial that the sector looks forward with a clear understanding of the challenges it faces, its priorities for the future and the opportunities these changes bring.

“The third sector is an incredibly strong force for good in the city and it is also a strong contributor to the local economy delivering hard cash and jobs on a scale that equals the digital industries in the private sector. It also provides opportunities for over 27,000 volunteers whose monetary contribution to the economy has been estimated at £44m per annum but whose overall contribution to the fabric of our society is invaluable.”

Tony Mernagh

Executive Director, Brighton and Hove Economic Partnership

Social: Role and culture of the sector

As the move towards delivering larger public service contracts gathers momentum, tensions can grow; so while partnership working is being encouraged, the available contracts are fewer and competition is high.

Increasing fundraising from individual donors is often complex and can require different approaches to that of trusts, foundations, public sector grants or contract income generation. Raising money from the business sector is an alternative. To maximise this support third sector organisations need to be strategic about their support needs.

The increased competition for funding is likely to see a widening of the gap between larger organisations with greater resources and smaller groups. The dynamic nature of the sector does present an opportunity to respond quickly to user needs and new markets.

Technological: Digital horizons

New technologies present opportunities through which the third sector can innovate, explore new areas of work and creatively tackle the challenges that lie ahead. Groups are starting to see an imperative to use these tools in innovative ways as both the current and next generation of donors, funders and supporters migrate to these new platforms.

Online platforms are also particularly helpful in engaging young people: in a recent survey of people aged 18-24, 34% said they only make charity donations because they can do so digitally.

The future is increasingly digital. There is work to be done around digital inclusion and ensuring those who lack access or the skills to engage online are not excluded from the benefits of online participation.

Economic: The question of funding

The risks of reduced public finances, shifts in commissioning and new delivery models need careful navigation. With less public funding available, groups and organisations have to find other ways to resource their work and remain sustainable. Demonstrating impact and the effectiveness of their work will be increasingly important.

We are seeing an increase in social enterprises and new legal structures that allow for trading such as Community Interest Companies (CICs), and the emergence of hybrid relationships with organisations from the private sector. Some parts of the third sector are moving more fully into the realm of delivering public sector contracts.

Tendering also brings with it the imperative for organisations to be competitive market players; a potentially unfamiliar position that requires new ways of operating.

There have been positive developments, such as the passing of the Social Value Act 2012 which aims to ensure quality and other social value being considered alongside price in determining worth.

Political: Planning and managing change

The political climate is shifting in a way that is drastically reshaping the relationship between the third sector and the state. Organisations and groups need to become increasingly strategic, exploring new ways of delivery, such as through closer partnerships, seeking out different methods of generating income, and rethinking their relationship with funders and the state.

How an organisation, and the third sector as whole, grapples with external and internal changes has implications for their own ability to survive.

New skills will be needed and existing ones strengthened in order to navigate these changes and work toward resilience. Skills such as impact measurement, which requires research expertise, will also become increasingly important as funding criteria become more stringent.

It is a time when the sector must promote its worth and the distinctive role it can play.

Taking Account 3 Recommendations For Action

The data and case studies within this audit demonstrate the positive economic and social contribution of the third sector in Brighton and Hove. They also highlight the challenges facing the sector, particularly in terms of changes to funding streams. The recommendations we have included identify steps that policy makers, funders, third sector organisations, and third sector support organisations should take to continue making a positive contribution across the city.

Policy makers and the public sector

We propose that in order for the sector to continue to thrive in the city policy makers should:

1. Recognise and value the skills and expertise of the third sector beyond the potential it brings through volunteering.
2. Champion the living wage in all contracting and partnership arrangements.
3. Analyse and consider the economic and social implications of a reduced third sector in the city.
4. Facilitate and champion both public sector and business sector financial support and in-kind contribution to the third sector.
5. Work to develop a common cross-sector partnership approach to equalities monitoring.
6. Develop a joined up public sector approach to the development and sustainability of the third sector.
7. Plan with and partner the third sector to establish a responsive service to residents in light of public sector cuts.
8. Work to develop commissioning processes that support collaboration between third sector organisations.
9. Avoid overly competitive processes which may negatively impact on third sector provision in the city.
10. Work to maintain and further develop effective partnership working which respects the independent voice and values that exist within the third sector.

Funders and commissioners

We propose that in order for the sector to continue to thrive in the city funders and commissioners should:

1. Work together to develop consistent monitoring, evaluation and impact processes. This will allow third sector organisations to develop streamlined manageable reporting systems and allow resources to focus upon user groups.
2. Recognise the time required for monitoring and evaluation within funding arrangements.
3. Advocate for the living wage in relationships with third sector organisations and be prepared to meet the costs of it.
4. Maintain a mixed economy of funding options (including grants) that enable different sized organisations to deliver to local residents, recognising the focused response that small groups and organisations can make to user needs.
5. Invest in services and organisations to develop the third sector in a structured and consistent way to further develop strong, viable partners that meet the city's needs.
6. Champion and celebrate the role of the third sector in helping to deliver your aims.
7. In order to benefit from the use of a consortia and partnerships approach to service delivery, commit to resourcing the approach and the time it takes.
8. Recognise the value of locally based organisations above nationals and implement the Social Value Act to build a sustainable legacy of delivery beyond the life of one contract.
9. Award contracts on the basis of quality of service and organising around local needs as well as price and economies of scale.

The third sector

We propose that in order for the sector to continue to thrive in the city those working within the sector should:

1. Commit to effective monitoring, evaluation and measuring of impact in a realistic and robust way.
2. Recruit diverse volunteers, staff and management committee members.
3. Commit to good practice in equalities monitoring.
4. Sign up to the living wage campaign and understand the impacts.
5. Do not recruit volunteers to take the place of paid staff.
6. Ensure unrestricted funding by maximising the diversity of funding sources, such as trading and fundraising from individuals.
7. Invest funds wisely.
8. Recognise the need to work in partnership in order to provide greater value and better meet the needs of residents.
9. Recognise where there is a need to respond more effectively to changing social and economic pressures.

For sector support organisations

We propose that in order for the sector to continue to thrive in the city sector support organisations should:

1. Offer a range of skills and development opportunities to front line organisations that improve business and management development and support organisations to demonstrate impact.
2. Understand and support organisations' development needs to help them diversify their funding by, for example, trading, fundraising from individuals and businesses.
3. Promote equality and diversity in recruiting volunteers, paid staff and management committee members.
4. Facilitate and champion both public sector and business sector financial support and in-kind contribution to the third sector.
5. Raise awareness of social value and the strengths of locally based organisations particularly in relation to strengthening bids for services and grants.
6. Facilitate space for partnership approaches within and across sectors.
7. Prioritise services around volunteer brokerage, organisational advice and support, providing policy information and continue to influence and support the development of a sustainable third sector.
8. Work with the third sector to facilitate its role in the development and influence of policy.
9. Raise the profile of the local third sector with local people to facilitate volunteering and income generation.
10. Improve knowledge and intelligence around the third sector's capacity, impact and needs.
11. Maintain the Taking Account 3 data and learn from the approach taken to inform Taking Account 4 to be conducted in 2018.

Credits

Community Works could not have conducted this research without the support and guidance of the Taking Account 3 Steering Group.

We wholeheartedly thank you for the time and contribution you have made:

- David Golding: Brighton and Hove City Council Research and Consultation Unit
- Tom Perrigo: Brighton and Hove City Council Economic Development Team
- Tom Smith: Oxford Consultants for Social Inclusion
- Dave Wolff: Community University Partnership Programme (CUPP), University of Brighton
- Dr. Jen Colwell: Educational Research Centre, University of Brighton
- Michelle Pooley: Brighton and Hove City Council Commissioner Communities, Equalities and Third Sector Team
- Andy Staniford: Brighton and Hove City Council Interim Head of Communities, Equalities and Third Sector
- Emma McDermott: Brighton and Hove City Council Head of Communities, Equalities and Third Sector

- Jane Lodge: Brighton and Hove Clinical Commissioning Group Patient and Public Engagement Manager
- Martin Campbell: Brighton and Hove Clinical Commissioning Group
- Sally Polanski: Community Works
- Laura Williams: Community Works

Many thanks also to our University Partners:

- Dr. Jen Colwell: Educational Research Centre, University of Brighton (Academic supervision and steering group member)
- Professor Andrew Church: School of Environment and Technology, University of Brighton

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- Brighton and Hove Clinical Commissioning Group
- Brighton and Hove City Council

Additional support to the research and development process was provided by independent consultant Shona Maguire (case studies) and Community Works staff members Krista Lynch (project support and research) and Kate Welsh (project support and research).

Further information

If you have any questions on the Taking Account 3 research please contact:

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01273 234023

| | | | |
|--------------------------|---|--|---------------------|
| Subject: | Brighton Station Taxi Provision | | |
| Date of Meeting: | 24 November 2015 | | |
| Report of: | Acting Executive Director Environment, Development & Housing | | |
| Contact Officer: | Name: | Tom Campbell | Tel: 29-3328 |
| | Email: | Tom.Campbell@brighton-hove.gov.uk | |
| Ward(s) affected: | St Peter's & North Laine | | |

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

This report outlines the ongoing issues associated with taxi operations in and around Brighton Station. It summarises the recent experience of temporarily siting a taxi rank on Terminus Road and requests the Committee's approval to further trial the arrangement by way of an Experimental Traffic Order.

2. RECOMMENDATIONS:

- 2.1 That the Committee authorises Officers to publish for statutory consultation an Experimental Traffic Regulation Order which would allow a taxi rank to be located on Terminus Road on a trial basis.
- 2.2 That the Committee requests Officers do not progress with the trial until the necessary highway works to the boarding area at the southern end of Terminus Road, and the traffic management measures on Clifton Street and Buckingham Place are complete.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 There are a number of ongoing issues associated with taxis using the station taxi rank. These are:
 - 1) Taxis queuing to enter the rank that cause congestion in the vicinity and disrupt bus services.
 - 2) Unofficial taxi queues in Surrey Street create congestion and the resultant noise from vehicle horns and shouting is disruptive to local residents.
 - 3) The station operators have increased the frequency that they close the taxi rank, forcing the council to provide temporary provision in the surrounding area.

- 4) The position of the taxi rank dominates a section at the front of the station and is detrimental to the positive welcome fostered by the recent gateway improvement works.
- 3.2 An increase in enforcement has resulted in a reduction in these issues but is costly and not able to remove the problems entirely. Recent changes in national guidance mean that enforcement by CCTV is no longer an option. Enforcement can be hindered if there is no nearby hackney carriage stand appointed by the Council. Hackney Carriage byelaws require drivers to proceed to a rank with available space.
 - 3.3 During the Brighton Station Gateway construction period the station taxi rank was inaccessible at times and the taxi rank was temporarily moved to the southbound lane of Terminus Road. This allowed officers to observe the effects of a rank on Terminus Road, with the initial findings being:
 - 1) Bus journey times and reliability were improved.
 - 2) Initial feedback from the taxi trade is that the arrangement worked well for them. The capacity of the rank was sufficient for demand and its linear shape made queuing easier. Drivers did not have the cost of purchasing a separate station taxi rank permit.
 - 3) The arrangement meant that the station operators did not need to manage the rank or take on the risk of pedestrian / taxi collisions. A permanent arrangement would free up forecourt space for the station which they could use for commercial opportunities.
 - 4) The noise problems on Surrey Street were reduced as taxis were not causing congestion on the street.
 - 5) The arrangement complemented the Brighton Station Gateway works by reducing general traffic levels in the area.
 - 6) Reduced traffic levels relieved pressure on the clocktower junction.
 - 7) Air quality levels on Terminus Road were unaffected.
 - 8) Residential streets in the West Hill area (Clifton Street, Buckingham Road and Upper Gloucester Road in particular) experienced much higher traffic flows as a result of traffic displaced from Terminus Road.
 - 3.4 Given the mostly positive results of the temporary relocation of the taxi rank it is recommended that approval is granted for an Experimental Traffic Order to allow the trial of a taxi rank on Terminus Road. The trial would last for up to 18 months and would involve converting the southbound lane of Terminus Road from general traffic to taxis only. Taxis would continue to drop-off using the existing bay at the northern end of Queen's Road.
 - 3.5 The proposal will also include the following complementary measures designed to ensure displaced traffic is kept away from the West Hill residential area:

- The one-way flow on Clifton Street is reversed to prevent its use as a shortcut from Terminus Road to Upper Gloucester Road.
 - Buckingham Place is closed to all non-bus and taxi traffic between the two sections of Bath Street. This will have the effect of diverting through traffic at Seven Dials on to Montpelier Road, Dyke Road or towards Preston Circus rather than through West Hill. Access to the area will still be possible via Bath Street or Dyke Road.
- 3.6 Some minor highway works will be required at the bottom of Terminus Road to ensure that passengers can be safely boarded into multiple taxis simultaneously. The works will consist of repositioning the pedestrian crossing, remodelling a small section of footway and repositioning guard railing.
- 3.7 A plan showing the proposal is attached as Appendix 1.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 A number of other taxi rank locations were considered as part of the Brighton Station Gateway scheme but none were considered feasible.
- 4.2 Prior to the recent temporary siting of a taxi rank there, Terminus Road had been discounted as an alternative location due to the potential for congestion in the surrounding network. However the opportunity in recent months to observe the effects in practice has shown that in fact congestion on major routes is negligible. Traffic in West Hill residential area did increase during the trial and this is mitigated in the proposal through traffic management measures outlined above,

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 An experimental Traffic Order allows for a prolonged period of consultation and analysis whilst the arrangement is in place. The effects on the wider traffic network and air quality will be monitored and the views of local residents and stakeholders sought during the trial period. The results will be brought to a future Committee meeting for a decision on whether to make permanent, amend, or abandon the trial.
- 5.2 If Committee approval is granted residents will receive advance notice of the start of the trial.

6. CONCLUSION

- 6.1 The current location of the taxi rank is not large enough to cater for demand and results in taxis queuing in the local area to enter the rank. The resultant noise and congestion is an ongoing problem for local residents, transport operators, and other users of the area.
- 6.2 Evidence obtained from recent closures has shown that a rank located on Terminus Road improves many of the issues associated with a rank located in

the station. Issues with displaced traffic in West Hill can be overcome through complementary traffic management changes.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 It is estimated that the capital costs associated to the recommendation in this report will be approximately £0.015m. These costs are to be funded from the approved 2015-16 Local Transport Plan (LTP) capital programme. The revenue costs associated to the recommendation, such as officer time, will be funded from existing budgets within the Transport service.

Finance Officer Consulted: Steven Bedford

Date: 09/11/15

Legal Implications:

- 7.3 Traffic orders are made under the relevant provisions of the Road Traffic Regulation Act 1984 and section 9 of that Act, which concerns experimental traffic orders, provides that such orders cannot continue in force for longer than 18 months. The proposed traffic order must be advertised in accordance with the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and this will include giving notice of the order in a local newspaper and the placing of the proposed order on deposit for public inspection. The notice must specify, inter alia, the date by which any objections or other representations must be made and a period of at least 21 days must be allowed. Should any objections be received and not withdrawn or otherwise resolved the decision whether or not to make the order will need to be made by this Committee.
- 7.4 It is not considered that there are any adverse human rights implications arising from the report.

Lawyer Consulted: Hilary Woodward

Date: 11/11/15

Equalities Implications:

- 7.5 There are no significant equalities implications. The Equality Act 2010 requires the providers of public transport services, including the drivers and operators of taxis and private hire vehicles, to ensure people with disabilities are not discriminated against (or treated less favourably). The Council, as licensing authority, has an Accessibility Policy for Hackney Carriages. It deals with Ergonomic Requirements for Wheelchair Accessible Vehicles including steps, ranks, door apertures and driver training.
- 7.6 The current rank allows taxis to load wheelchairs from both the side and at the rear and this will continue to be the case in Terminus Road.

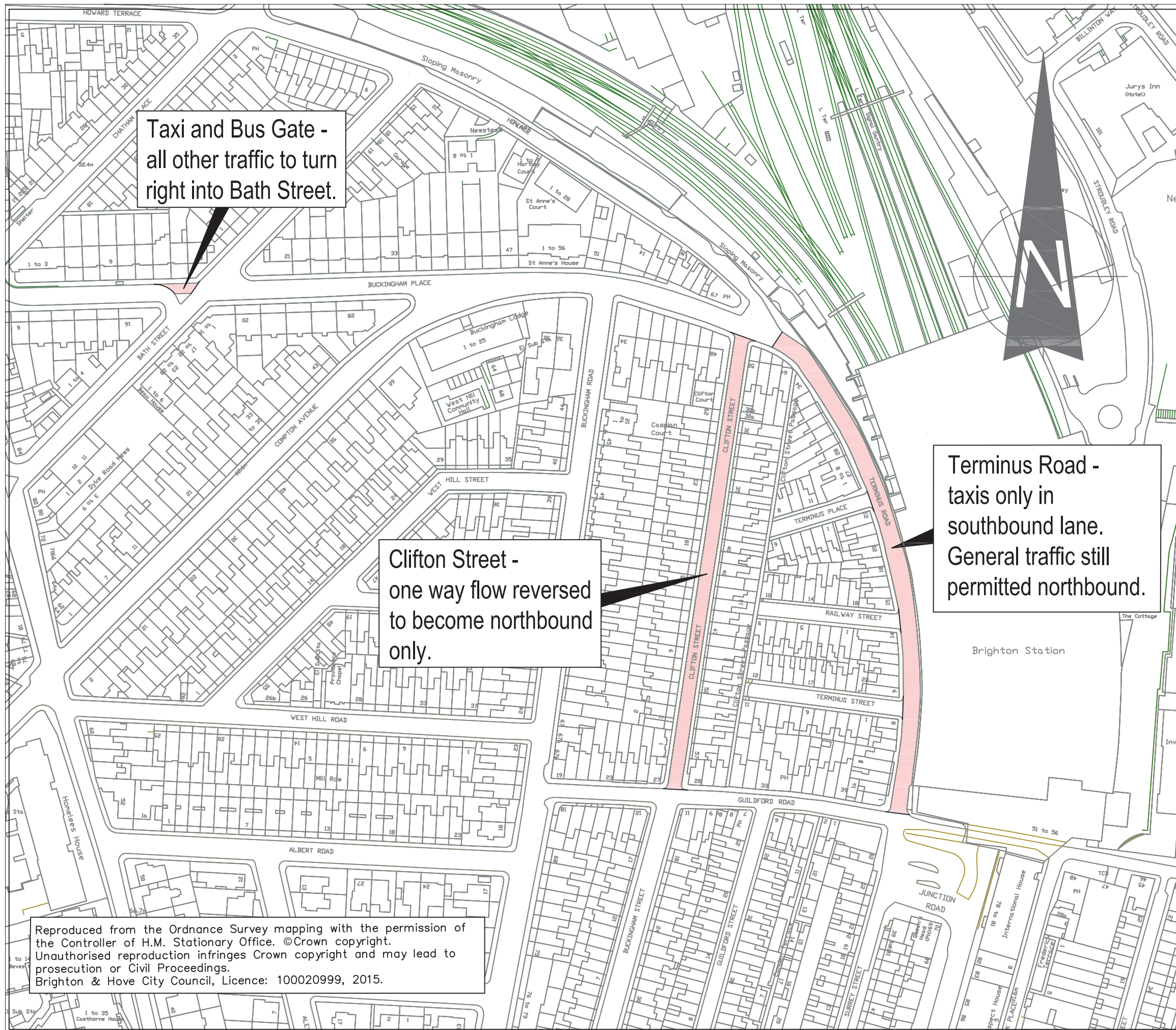
Sustainability Implications:

- 7.7 Relocating the rank to Terminus Road has been shown to improve bus operations by reducing congestion in the area caused by queuing taxis.

SUPPORTING DOCUMENTATION

Appendices:

1. Plan of the proposal



Taxi and Bus Gate -
all other traffic to turn
right into Bath Street.

Clifton Street -
one way flow reversed
to become northbound
only.

Terminus Road -
taxis only in
southbound lane.
General traffic still
permitted northbound.

KEY

| Rev | Revision details | Date |
|----------------|-------------------|----------|
| Drawn: | Signed P. Osborne | Oct 2015 |
| Surveyed: | OS | - |
| Checked: | | |
| Approved: | | |
| File/Acad ref: | S:\ | |



**Brighton & Hove
City Council**

Project Name
**BRIGHTON STATION
GATEWAY**

Drawing Title
**TERMINUS ROAD, CLIFTON STREET
AND BUCKINGHAM PLACE
TRO**

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| Drawing No TR/TRO/01 | Scale NTS | Rev |
|-------------------------|--------------|-----|

| | | | |
|--------------------------|---|---|---------------------|
| Subject: | George Street – Opening Hours | | |
| Date of Meeting: | 24th November 2015 | | |
| Report of: | Acting Executive Director Environment, Development & Housing | | |
| Contact Officer: | Name: | Charles Field | Tel: 29-3329 |
| | Email: | Charles.field@brighton-hove.gov.uk | |
| Ward(s) affected: | Central Hove | | |

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to consider the outcome of the recent public consultation undertaken for a change to the opening hours to traffic in George Street. Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability (ETS) Committee meeting on 7 July 2015.

2. RECOMMENDATIONS:

- 2.1 That Committee agrees that George Street keeps its current hours of operation (closure to traffic) of 10am-6pm from the months of April to October and 10am to 4pm between November to March.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 George Street (Hove) was pedestrianised in 1999 which was undertaken through an experimental traffic order and a subsequent permanent traffic regulation order. Numerous objections had been received in response to the proposed permanent order and a public inquiry was required because of the introduction of a loading ban in the street that extended beyond peak hours.
- 3.2 In 2003 a traffic regulation order was advertised to extend the street closure to 6pm all year round. Following objections a compromise was agreed and the hours were extended to 6pm in the summer only (1st Apr. to 31st Oct.). This was approved by the Environment Committee on 29 January 2004.
- 3.3 A petition was presented by Cllr Jan Young to the Environment Committee on 31st March 2011 on behalf of the George Street Hove Association of traders requesting a change in street opening hours to 4pm daily effective 1st April 2011 and continuing thereafter. The petition had 53 separate signatures.
- 3.4 Following this a letter was sent out to all the businesses and interested groups in June 2011 asking for their views on whether the council should carry out a more detailed consultation. It was outlined that a second stage of consultation would only happen later in the year if there was substantial support for change.

- 3.5 101 letters were sent out and 17 were returned giving a response rate of 17%. 7 responses (41%) were not in favour of further consultation while 10 (59%) responses were in favour of further consultation. Concerns were also outlined by the Council's Road Safety Manager that it could increase pedestrian/vehicle conflict and therefore the number of collisions and injuries.
- 3.6 Only 5 Interested groups responded, 3 of which included the B&H Bus Company, Friends of the Earth & Living Streets who all opposed an increase in street opening hours to traffic.
- The Bus Company responded that they would be in favour of the extended summer hours continuing as it creates a great atmosphere and is welcomed by hundreds of bus passengers who shop in the street and enjoy the car free arrangements on late summer afternoons.
 - The Hove Business Association responded, whilst not stating a preference, that they would strongly recommend that further consultation takes place and that in the interest of democracy the results are published.
 - The Brighton & Hove Friends of the Earth did not see the value in having a further consultation on this scheme and that to reduce the pedestrian only hours in summer would be a retrograde step in any case.
 - Living Streets were opposed in principle to reducing the hours of pedestrianised streets, unless some very good reason could be adduced.
 - Sussex Police had no comment to make from a traffic management perspective. They felt that should the decision be made to proceed to wider consultation a further response would be considered.
- 3.7 Given the low turnout and the unclear result it was felt that things should be left as they are until there was a further strengthened argument that the majority of businesses wanted a change to the opening hours for traffic. An officer statement to the Environment Committee Meeting on 4th October 2011 was made concerning the consultation, appending the report and recommending no further action.
- 3.8 On 17th March 2015 the Environment, Transport & Sustainability Committee considered a petition presented by Cllr Andrew Wealls and signed by 91 people requesting that George Street open to traffic at 4pm all year around rather than the current opening of 6pm between April and October.
- 3.9 The Chair at the meeting noted that this response was based on the information supplied that 55 people had signed the petition. On the basis that the new figure represented the majority of business on the street, it was requested that officers look into the issue again to examine the feasibility of a revised opening time.
- 3.10 On 7 July 2015 the Environment, Transport and Sustainability committee requested that the council consult businesses and residents on this proposal.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The other option is to change the opening hours of traffic.
- 4.2 The proposed recommendation would mean the changes would not be taken forward due to the reasons outlined in the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Brighton and Hove City Council Land and Property Gazetteer was used to send a letter to all 106 commercial and residential addresses along George Street. Where businesses were part of a chain, a copy letter was given for their Head Office. A prepaid envelope was included for reply and the consultation ran from 31 August to 28 September 2015. A letter containing a short questionnaire and a prepaid envelope for reply was sent to each address.
- 5.2 56 responses were received giving a response rate of 53%. 7 of these were residents and 49 of these were from businesses on George Street.
- 5.3 8 of these (**14.5%**) want to keep restrictions to stay as they are (7 businesses and 1 resident) and 47 (**84%**) want them to be 10am until 4pm all year round. One respondent did not answer this question (**1.5%**).
- 5.4 Five stakeholders want to keep the restrictions as they currently are,
 - Brighton and Hove Economic Partnership
 - Brighton & Hove Friends of the Earth
 - Bricycles
 - SECAMB
 - Brighton and Hove Buses
- 5.5 One stakeholder KA Taxis supported the proposed changes.
- 5.6 The Council also received 39 email submissions from the public in general during the period of consultation. 33 (**85%**) were against any changes and 6 (**15%**) were in support of changing the times.
- 5.7 It is important to note that the Council does receive correspondence about the dangers pedestrians face in George Street from the volume and speed of through traffic. It is acknowledged that the layout, surface and cross-section aims to reduce speeds, but the need to preserve use by large vehicles has compromised the effectiveness of these and some conflicts do arise.
- 5.8 The following road safety issues have also need been considered when making a decision on the way forward;
 - **Custom & Practice** - The current conditions have established a 'pedestrianised' environment for the length of the business day which has led to a custom and practice of pedestrian freedom over that period. Whilst it would be clear to motorists through traffic signs and traders through

consultation that these hours were shortened to 4pm, it could take some time before pedestrians became aware and we would anticipate conflicts.

- **Established Need** - Other than providing the ability for traders to enter earlier for loading purposes, there does not appear to be a social or traffic management need for vehicles to use George Street earlier in the day and access between Blatchington Road and Church Road can be easily achieved by other routes.
- **Road Safety** - Increased right-turning traffic into George Street would further impact on the safety of the pedestrian crossing in Blatchington Road and increase conflicts at the north end of George Street, where we already have a collision history.

5.9 The Road Safety manager at the time also outlined previously that he had received regular emails and phone calls about the dangers pedestrians face in George Street from the volume and speed of through traffic. He acknowledged the layout, surface and cross-section aims to reduce speeds, but the need to preserve use by large vehicles has compromised the effectiveness of these and some conflicts do arise.

5.10 The following was also made clear in the consultation letter;

- Licences for tables and chairs stipulate that they are for pedestrianisation hours only. Therefore if these hours were to be reduced then those licence holders would be unable to display tables and chairs outside of those hours. A practical example of the effect of the trader's proposals would be that a business who currently have about 6 tables and 24 chairs would have to remove these at 4pm in the summer or be in breach of their licence.
- If the "pedestrian only" hours are reduced to 4pm all year round then vehicles will be able to enter to park and load/unload in the road. Café & bar owners who currently display tables and chairs on the road after 4pm will no longer be able to do so
- If the "pedestrian only" hours are left unchanged then vehicles will not be allowed to enter the road until 6pm in the summer and café/bar owners will be unaffected.
- Any A-boards placed in the bays would need to be relocated to the footways.

6. CONCLUSION

6.1 This consultation has produced very mixed consultation results between businesses, residents and users of the shopping area. The majority of businesses are in favour of changes to the hours and users of the road are clearly against.

6.2 It is proposed to keep the opening hours as they are due to the road safety and operational reasons outlined above. Users of George Street have also responded to request the status quo as well as the majority of stakeholders.

6.3 If it is agreed to take a change forward then a Traffic Regulation Order (TRO) will be advertised as soon as possible. If objections and representations are

received and not withdrawn then they have to be considered by a further Environment, Transport & Sustainability Committee meeting.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The cost of public consultation and officer time associated to producing this report has been funded from existing revenue budget within the Parking Infrastructure service.

The recommendation to keep the current hours of operation would have no further financial implications.

The option to change the hours of operation would result in costs of making of a Traffic Regulation Order and new signage. These costs are expected to be approximately £0.002m and would be funded from existing revenue budget within the Parking Infrastructure service. It is anticipated that there will be no financial impact on parking fee income and highway licensing income if this option was implemented.

Finance Officer Consulted: Steven Bedford

Date: 30/10/15

Legal Implications:

- 7.2 Should Members resolve to extend the hours during which George Street would be open to traffic this will require the making of a traffic regulation order under the provisions of the Road Traffic Regulation Act 1984. Procedural requirements as to the making of such an order are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and require public notice of orders to be given. Any person may object to the making of an order. Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before it can be made.

It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: Hilary Woodward

Date: 11/11/15

Equalities Implications:

- 7.3 No Equalities implications identified.

Sustainability Implications:

- 7.4 No Sustainability implications identified.

Any Other Significant Implications

- 7.5 The change may provide increased parking opportunities for the holders of blue badges wanting to use the local facilities.

SUPPORTING DOCUMENTATION

Appendices:

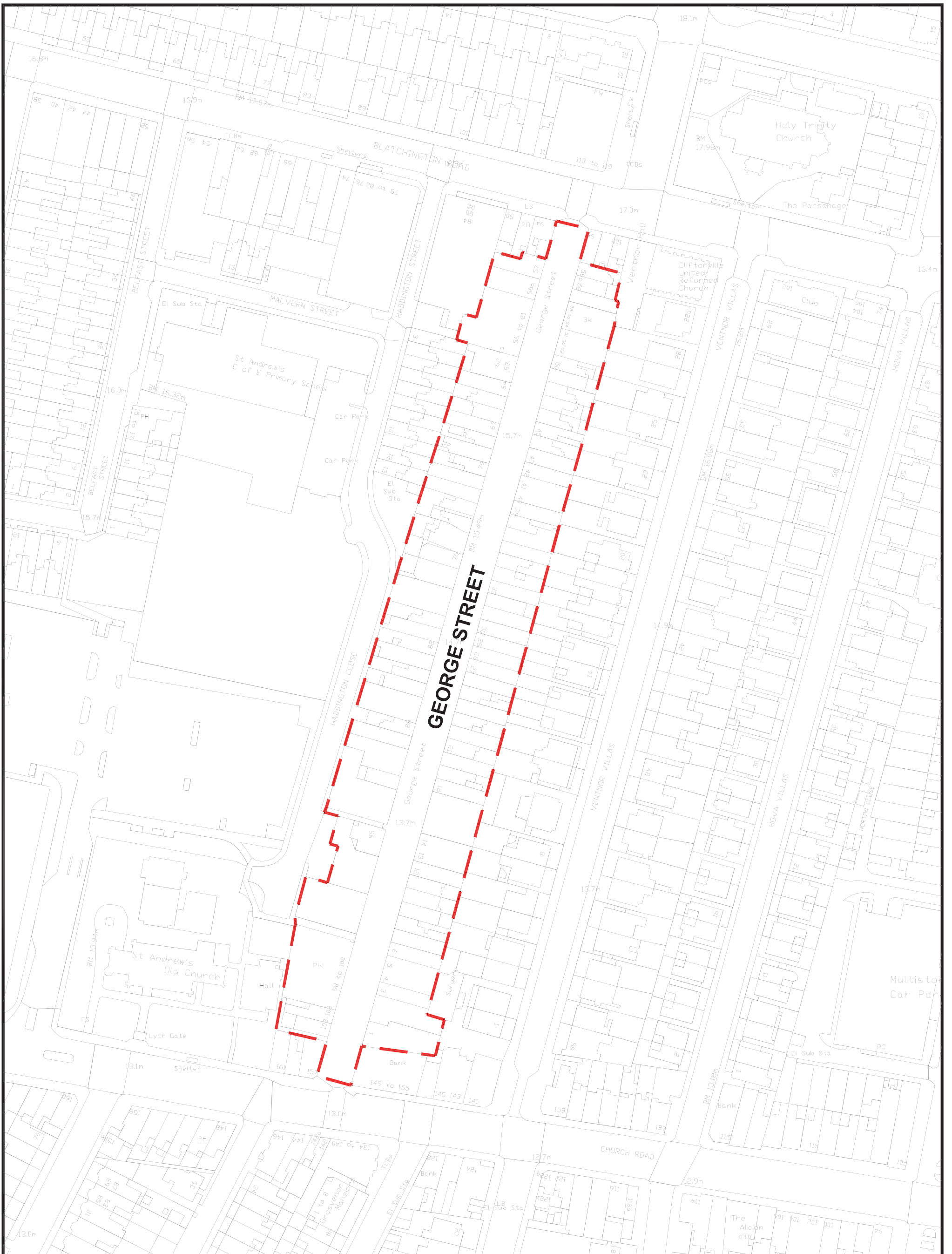
1. Appendix 1 – Plan of George Street
2. Appendix 2 – Consultation Report

Documents in Members' Rooms

1. None

Background Documents

1. Item 13 – Environment, Transport and Sustainability Committee Meeting Report
– 7th July 2015



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Council, 2015

APPENDIX A



Appendix B - George Street Hove Pedestrian Only Hours Consultation August 2015

Introduction

Brighton & Hove City Council received a petition signed by George Street traders in March 2015 asking that the summer “pedestrian only” hours, currently Monday to Saturday 10am to 6pm between 1 April and 30 October be reduced to bring them into line with winter hours of Monday to Saturday 10am to 4pm.

On 7 July 2015 the Cabinet Member for the Environment, Transport and Sustainability committee requested that the council consult businesses and residents on this proposal.

Methodology

A letter was sent out to all 106 commercial and residential addresses along George Street. Where businesses were part of a chain, a copy letter was given for their Head Office. A prepaid envelope was included for reply and the consultation ran from 31 August to 28 September 2015.

One question was asked – whether people wanted the pedestrian only hours to stay as they are or whether they want them to change to 10am to 4pm all year. A space for comments was given.

Results

56 responses were received, a 53% response rate.

8 of these (14.35%) want to keep restrictions to stay as they are and 47 (84%) want them to be 10am until 4pm all year round. One respondent did not answer this question.

Two stakeholders both want to keep the restrictions as they currently are:

- Gavin Stewart, Brighton & Hove Economic Partnership
- SECAMB, Friars Walk, Lewes

Comments were as follows

Those who are in favour of changing the hours:

- I would like to see George Street pedestrianised fully. To create a destination shopping area for people to visit.
- trade picks up again once the road opens at 4pm so to have it all year round would make sense for our business
- I feel that opening at these times would help us recover some of the lost sales that occurred when the street was pedestrianised
- It would assist the flow of business in the area

- We have many elderly and disabled clients who use our services. They have better access if the road opens at 4. It is confusing to have 2 different times
- Since the closure of Haddington Street Car Park. To make way for the school expansion, I feel this change is needed. Customers are finding it harder to find parking spaces, Tesco's seems full constantly with people taking advantage of the 2 hour free. I hope it would help increase sales giving people the option of parking later in the day to pop down to do shopping and also pick up click and collect orders.
- I am strongly in favour of opening the road all year round. With the restrictions, people use the Tesco's car park to come into George Street and this favours business facing or near the route through into George Street. I think conditions should be fair for all traders and see no reason Pubs (cafes) shoppers benefit from a public road.
- Please could we change the opening hours as it is good for delivery and customer dropping off ?
- Most if not all the cafes and Bars don't place tables and chairs on the road so this would not cause any issue and give Emergency services more access
- We rarely get goods delivered when the road is closed and during the summer time the last hours of trading is very quiet as George St is very quiet due to the road closure
- There is a marked reduction in footfall in the late afternoon. During the winter months when traffic is allowed down the street after 4 this is not nearly so evident. Many customers especially disabled ones complain that they find it difficult to get to George Street so the frequency of their visits is greatly reduced. The closure of the Street to traffic until 6pm is very bad for trade
- trade picks up after school finish time at 3pm
- It is a complete fabrication/ lie to say café owners can't set out tables if the street is open! Come down here at 9am and see everyone set up! The council has consistently failed traders in George St. The loss of Haddington St Car park has had a major impact on footfall. Every year the change to 6pm opening has an immediate and detrimental effect on trading. We have empty units/ charity shops, betting shops, money shops - all the indicators of a failing street, while the council sits idly by, hoping a bid project will come along and save them. 4pm all year opening is the least we deserve.
- I believe it will increase footfall in George Street during the afternoon hours

Those who want the restrictions to stay as they are:

- We own a café and we do not want these times to change. It should be 10-6pm all year.
- want street to try new things eg market selling local produce, summer fete/ charity events/ German market over Xmas period

- The loss of the café feeling to George Street would outstrip the possible advantages to having traffic access to people cutting through and blocking the road
- It is nice for us to have the road open as people are able to walk along the road! It is crazy when the road is open with all the cars
- cheaper and longer hours parking places could be added around George Street
- Our business/ footfall is directly related to the pub business and pedestrians. Allowing traffic on George St before 6pm will lose us business if people are not able to easily walk across the street

