





Brighton & Hove
City Council

Environment, Transport & Sustainability Committee

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| Title: | Environment, Transport & Sustainability Committee |
| Date: | 10 October 2017 |
| Time: | 4.00pm |
| Venue | Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ |
| Members: | Councillors: Mitchell (Chair), Horan (Deputy Chair), Wares (Opposition Spokesperson), Littman (Group Spokesperson), Atkinson, Brown, Nemeth, Peltzer Dunn, Robins and West |
| Contact: | John Peel Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk |
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Democratic Services: Environment, Transport & Sustainability Committee

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| Lawyer | Executive Director | Councillor Mitchell <i>Chair</i> | Democratic Services Officer |
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OFFICERS

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| Councillor Horan <i>Deputy Chair</i> |
| Councillor Robins |
| Councillor Atkinson |
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| Councillor Brown |
| Councillor Nemeth |
| Councillor Peltzer Dunn |
| Councillor Wares <i>Opposition Spokesperson</i> |
| Councillor Littman <i>Group Spokesperson</i> |
| Councillor West |

OFFICERS

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|----------------|----------------|
| Public Speaker | Public Speaker |
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Press

Public Seating



Public Seating



AGENDA

PART ONE

Page

PROCEDURAL MATTERS

20 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.

21 MINUTES

1 - 30

To consider the minutes of the meeting held on 27 June 2017 (copy attached).

Contact Officer: John Peel

Tel: 01273 291058

22 CHAIRS COMMUNICATIONS

23 CALL OVER

- (a) Items (27 – 31) 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.

24 PUBLIC INVOLVEMENT

31 - 34

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
 - (i) Parking in the Surrenden Area
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 3 October 2017;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 3 October 2017.
 - (i) Bring the Extended Surrenden Road Area residents parking consultation to the front of the council's timetable

25 ITEMS REFERRED FROM COUNCIL

35 - 38

To consider the following matters referred from the Full Council meeting held on 20 July 2017:

- (c) **Deputations**
 - (i) Air pollution in Woodingdean

26 MEMBER INVOLVEMENT

39 - 44

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) **Written Questions:** To consider any written questions;
- (c) **Letters:** To consider any letters;
 - (i) Anti-social parking and enforcement- Councillors Janio and Wares

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

- (ii) Refuse collection, Poets Corner- Councillors Nemeth and Peltzer Dunn
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.
 - (i) Cycling Strategy

TRANSPORT & PUBLIC REALM MATTERS

- 27 PARKING ANNUAL REPORT 2016-17** **45 - 48**
- Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Paul Nicholls *Tel: 01273 293287*
Ward Affected: All Wards
- 28 PARKING SCHEME PRIORITY TIMETABLE** **49 - 56**
- Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Charles Field *Tel: 01273 293329*
Ward Affected: All Wards
- 29 RESIDENT PARKING SCHEME UPDATE REPORT** **57 - 96**
- Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Charles Field *Tel: 01273 293329*
Ward Affected: Hove Park; Queen's Park; Wish
- 30 CITYWIDE TRAFFIC REGULATION ORDERS** **97 - 112**
- Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Charles Field *Tel: 01273 293329*
Ward Affected: All Wards
- 31 GEORGE STREET OPENING HOURS** **113 - 120**
- Report of the Executive Director, Economy, Environment & Culture
Contact Officer: Charles Field *Tel: 01273 293329*
Ward Affected: Central Hove

32 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 2 November 2017 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

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For further details and general enquiries about this meeting contact John Peel, (01273 291058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

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Date of Publication - Monday, 2 October 2017

BRIGHTON & HOVE CITY COUNCIL
ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 27 JUNE 2017

COUNCIL CHAMBER, HOVE TOWN HALL, NORTON ROAD, HOVE, BN3 3BQ

MINUTES

Present: Councillor Mitchell (Chair) Horan (Deputy Chair), Wares (Opposition Spokesperson), Littman (Group Spokesperson), Atkinson, Brown, Nemeth, Peltzer Dunn, Robins and West

Other Members present: Councillors Daniel, Gibson, Sykes

PART ONE

1 PROCEDURAL BUSINESS

1(a) Declarations of substitutes

1.1 There were none.

1(b) Declarations of interest

1.2 There were none.

1(c) Exclusion of press and public

1.3 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).

1.4 **RESOLVED-** That the press and public not be excluded

2 MINUTES

2.1 **RESOLVED-** That the minutes of the previous meeting held on 14 March 2017 be approved and signed as the correct record.

3 CHAIRS COMMUNICATIONS

3.1. The Chair provided the following communications:

“Members of the previous Environment, Transport & Sustainability Committee will remember a report presented on the setting up of the new, Sub-National Transport Bodies.

The Sub-National Body that includes this city is to be known as Transport for the South East and the Board first met in Shadow form yesterday with Councillor Warren Morgan attending.

I will bring an update report to this committee and arrange briefings for Members on this new body.

Members of the committee may not yet be aware that two of our long serving transport staff are leaving us this Summer.

Abby Hone is leaving to take up a post with the combined boroughs of Wandsworth and Richmond. Abby has been with this council for 12 years and was instrumental in launching and progressing the Cycling Demonstration Town project plus several other Sustainable Transport projects that have significantly boosted sustainable travel options in the city.

And of course Abby has most recently been leading on the Bikeshare scheme taking it through from securing the funding to going live later this year.

Abby’s experience and enthusiasm will be hard to replace but we wish you all the best Abby in your new role.

The other officer leaving us is Jeff Elliott. Jeff has worked for the council for 22 years and came to us from one of the contractors that constructed the Brighton & Hove bypass.

He took on the role of Traffic Manager in 2012 and has given this authority an exemplar Highway Permit Scheme that has been taken up by several other Local Authorities.

Most recently, as Head of Traffic Management, Jeff has been working on an enhanced traffic management system including citywide co-ordination road and street works, including the improved operation of traffic signals.

He will be missed and we wish him all the very best in his new job across the border in West Sussex”.

4 CALL OVER

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

- Item 8: Open Spaces Strategy- Update on Action Plan
- Item 9: Biosphere Programme
- Item 10: Response to the Government Consultation on Air Quality
- Item 11: Hove Cemetery North
- Item 12: Valley Gardens Proposed Green Space Design
- Item 13: Francis Street- Proposed Revisions to Street Layout
- Item 14: Hanover & Elm Grove/Craven Vale Traffic Regulation Order Consultation
- Item 15: Balfour Road Area/Preston Village Area Traffic Order Consultation
- Item 17: Various Parking Restrictions including Verge Parking Ban
- Item 18: Intelligent Transport System- Bus Lane Camera Procurement

4.2 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 16: West Hove Parking Scheme Detailed Design Consultation

5 PUBLIC INVOLVEMENT

(a) PETITIONS

(i) Parking restrictions near Aldrington Station

5.1 The Committee considered a petition signed by 90 people that requested introduction of a residents parking zone in Aldrington Avenue, Amherst Crescent, Lullington Avenue and Milcote Avenue, Hove.

5.2 The petitioner was unable to attend the meeting in person. The following reply was read by the Chair and the meeting and provided in writing:

“Thank you for your petition and I do appreciate the parking issues in your area. As agreed previously at this Committee the Hove Park area including near Aldrington Station has been included as part of the current parking scheme timetable. Officers have met recently with the Hove Park ward councillors to discuss this further. Officers have prepared an initial consultation letter to go out to residents to see if they would like a parking scheme detailed design to be worked up and whether they would prefer a light touch or full parking scheme. This consultation has now begun and the results of this consultation will be presented to a future committee meeting so the way forward can be determined”

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

(ii) South Portslade Parking Consultation

5.4 The Committee considered a petition signed by 118 people requesting a resident parking consultation be undertaken in the South Portslade area.

5.5 The petitioner was unable to attend the meeting in person. The following reply was read by the Chair and the meeting and provided in writing:

“Thank you for your petition and I do understand the concerns of residents in your area. Officers are currently working on parking scheme consultations in the Hanover & Elm Grove area, Craven Vale area, Preston Village & Balfour Road areas and the West Hove area with the Hove Park area to follow soon. As residents of a number of roads have come forward as an area we will look to include this area within the future parking scheme priority timetable. The current parking scheme priority timetable runs up to 2018 (for completion of schemes) and officers will be presenting a report to this Committee later in the year on an updated timetable based on requests such as this”.

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

(iii) TRO-15-2017 Hartington Road- Double Yellow Lines on Legal Crossovers

5.7 The Committee considered a petition signed by 170 people requesting the council to allow residents in Hartington Road with legal crossovers to park across their drives without incurring penalty.

5.8 The Chair provided the following response:

“It is a legal requirement to have parking restrictions covering every part of the highway within a resident parking scheme during the controlled hours of enforcement. Therefore, it is proposed that double yellow lines will be placed across all legal dropped kerbs to ensure access to and from the off street parking provision so that is kept clear at all times.

Any resident that now applies for a crossover would need to meet the requirements of the Council’s policy which is stricter within a resident parking scheme as it is squarely based on the consideration of the loss of parking”.

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

(iv) Save the Mazda Electric Fountain

5.10 The Committee considered a petition signed by 1072 people requesting the Council to retain the Mazda Fountain in Victoria Gardens.

5.11 The petitioner was unable to attend the meeting in person. The following reply was read by the Chair and the meeting and provided in writing:

“Thank you for your petition. The Valley Gardens Preliminary Green Space Design report coming later in the agenda does include retention of the Mazda fountain as well as details of its forecast maintenance and running costs over the next 5 years. These proposals will be considered by this Committee when discussing that report”.

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

(v) TRO-14a-2017 Elm Grove Sunday parking restrictions

5.13 The Committee considered a petition signed by 292 people requesting that the proposed controlled parking scheme for Elm Grove be amended to Monday to Saturday only to allow freer movement for parishioners and visitors attending a local church on Sundays.

5.14 The Chair provided the following response:

“The parking schemes have been through an extensive consultation period with three stages of consultation and we do need to ensure the restrictions are compatible with nearby parking schemes in the central Brighton area to minimise vehicle displacement. The options available within the current design allow parishioners and visitors to the church the opportunity to park within two areas of ‘shared’ pay and display or pay by phone locations situated close by.

Alternatively, there is the option to use the parking provision of a neighbouring scheme a few roads away where restrictions would not apply over the weekend.

Officers are of the opinion that the introduction of exclusive pay and display would be underutilised for much of the time in an area where parking for residents is at a premium.

It is proposed that any schemes introduced are reviewed after 12-18 months which will allow the Council to consider any difficulties for parking should they arise and we will pay particular attention to the church area”.

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

(c) DEPUTATIONS

(i) George Street Opening Hours

5.16 The Committee considered a Deputation requesting the council produce a report to the committee considering options for George Street, Hove be opened to vehicles from 3.00pm, all year round due to significant changes to the local trading environment since 2015.

5.17 The Chair provided the following response:

“Thank you for your deputation and I do understand the concerns you have raised. Changing the hours of restriction in George Street (to 4pm all year round) was reported to the Environment, Transport & Sustainability Committee on 24th November 2015 and it was agreed not to proceed for the following reasons.

- *The licence to place advertising boards and tables and chairs on the public highway is for pedestrianised hours only*
- *Some stakeholders wanted to keep the restrictions as they currently are*
- *The Council received submissions from the public during the period of consultation and 85% were against any changes*
- *A number of road safety issues were identified.*

However, it is appreciated that the situation has now changed following the change in policy by Tesco’s who now require a minimum spend of £5 to allow parking for greater than 30 minutes in their car park.

Therefore, I would propose that a report is brought to a future meeting of this Committee to consider the road safety and licensing concerns if vehicles are allowed to enter George Street from 3.00pm, all year round and to consider if a Traffic Order should be advertised which would then give a further period of consultation”.

5.18 Councillor West stated that the Committee had considered issues relating to the opening times for George Street a number of times over recent years and whilst he did have sympathy for those issues the local traders had raised, he did not believe there was public support for a change and the proposal did not meet the council’s own sustainable transport objectives.

5.19 The Chair thanked Councillor West for his observations replying that she did believe that a report on the issue would be helpful.

5.20 **RESOLVED-** That the Committee receive an officer report on the matter.

(ii) Hanover & Elm Grove and Craven Vale Resident Parking Scheme Traffic Regulation Order

5.21 The Committee considered a Deputation requesting the council amend the proposals for controlled parking in Hanover & Elm Grove moving the 'Top Triangle' area from a light touch scheme to a full scheme due to the potential for parking displacement.

5.22 The Chair provided the following response:

"These issues have been discussed in previous reports and will also be discussed as part of a further report later in the meeting.

In a previous consultations it is correct that residents in the Top Triangle preferred no scheme overall out of all of the options available.

However, in a further question when asked which type of scheme they would prefer if a scheme were to be introduced then the majority wanted a scheme with the least amount of enforcement which is a light touch scheme in preference to a full scheme.

Our overall approach has been to approach it as a whole area and not to take out one particular area and one given time because that has an immediate knock-on effect to adjacent roads.

Therefore, it would be entirely wrong of us to re-consult just five streets without re-consulting the wider area within the light-touch scheme.

So what we have done is give a clear commitment that the whole scheme will be reviewed after 12 months. And that will be built into the controlled parking scheme that comes before this committee in the autumn and therefore, any issues like that can be picked up.

The reason we did two consultations for Hanover & Elm Grove on the detailed design and the type of scheme, that is unusual for the process of most parking schemes was that so residents, when they voted the second time around, could see how the preferences had occurred throughout the rest of the area. We also kept ward councillors closely involved every single step of the way as this final design was brought forward and the final design was agreed by this committee in March.

You have my assurance that there will be a review in 12 months' time and any difficulties in any area of the scheme as a whole that have occurred, once it's in, can therefore be picked up".

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

6 ITEMS REFERRED FROM COUNCIL

(a) PETITIONS

(i) A259 South Coast Road

6.1. The Committee considered a petition referred from the Full Council meeting of 6 April 2017 and signed by 5188 people requesting the council, alongside East Sussex County Council and Lewes District Council, to carry out a joint traffic evaluation study on the A259 South Coast Road between Newhaven and Brighton Marina as well as carrying out an economic impact study of the detrimental effects caused by traffic congestion on the A259 on the local economy for this area as well as air quality studies. Once the results of these studies have been reviewed, that the councils clearly identify what new

physical road infrastructure improvements will be required to meet any identified capacity shortfall, along with a schedule of works for when those improvements will need to be implemented before any further development takes place.

6.2. The Chair provided the following response:

“Thank you for your petition to this committee on behalf of SAFE and the people who have signed it. As you know, we received the petition and debated it at our Full Council meeting in April, and the summary of that debate can be found in today’s agenda. In that debate, I did refer to the transport and planning studies that have already been done, and the ongoing, local monitoring and reporting of air quality within the area that you are concerned about.

To summarise for the members of the public attending today’s meeting:-

- those studies have not concluded that significant, new transport infrastructure is required to address future, planned growth; and*
- the monitoring is showing improvements in air quality in Rottingdean High Street and we have also approved funding for a local scheme to manage traffic flows there, through dialogue with the Parish Council and local councillors.*

I also outlined the significant success of the existing priority lanes on the A259 in terms of increased bus passenger numbers and service frequencies that are in use, and would add that they also benefit other public transport users such as taxi and coach passengers.

In my view, therefore, there appears to be sufficient ongoing research and results involving all these councils to indicate what each council needs to know to be able to plan in a strategic and cross-border manner, co-operating at both a Strategic Planning level and with respect to Transport Planning and this information is regularly added to. This information is used when considering any changes or improvements to the sub-regional transport infrastructure such as the A259. This council's Strategic Transport Assessment was produced to support our City Plan Part 1 and the technical modelling used was validated using nationally recognised and recommended techniques. The data collected and put through the modelling process for the STA also included traffic growth factors to 2030 and allowed for local growth, again using nationally recognised estimating methods. An examination in public was held on the City Plan and its supporting documentation. The Planning Inspector concluded that it was sound. When preparing their own Local Plans, our neighbouring council's would have undertaken a similar process, so this information has been gathered.

I am aware that your petition has been received by our neighbouring councils to the east and that the progress of the petition is that,

- The District Council will discuss it either at a full council meeting or an appropriate committee and*
- The County Council may be preparing a response for its next Lead Member Meeting in the Autumn.*

Therefore, at this stage, we are not yet aware of the views or discussions that our neighbouring councils may have. However, I am sure that your petition will have raised a greater awareness of these issues and I know that, for example, the main local bus company is looking at the possibility of increased services connecting with the A259 that will help to relieve the pressure in that area”.

- 6.3. Councillor West stated that the Committee should respect the views of residents and Members should be made fully aware of the current position and what more could be done. Councillor West added that there was sufficient concern from residents that when the information became available from the partner authorities, the committee should receive an officer report.
- 6.4. Councillor Wares agreed with the observation made by Councillor West noting that a more considered view would be available once the partner authorities had provided input. When the council received that information that would be the time to prompt informed dialogue and take decisions.
- 6.5. The Chair stated that it was the intention that the committee would receive a report once all information was known.
- 6.6. **RESOLVED-** That the Committee note the petition.

(ii) Surrey Street Traffic Alleviation

- 6.7. The Committee considered a petition referred from the Full Council meeting of 6 April 2017 and signed by 83 people requesting the council address congestion by taxi traffic on Surrey Street and surrounding roads with use of Double Red Lines and increased CCTV coverage to assist enforcement.
- 6.8. The petitioner was unable to attend the meeting in person. The following reply was read by the Chair and the meeting and provided in writing:

"I am very much aware of the issues regarding the impact on residents of Surrey Street as a result of taxis queuing to access the rank in Brighton Station and shortly after forming administration of the Council, moved very quickly to set up meeting with Govia Thameslink Railway (GTR), with the bus companies, with the taxi representatives as well as Highways officers to look to see how we could address this unfortunate consequence of the Brighton Station Gateway Scheme.

GTR is responsible for the overall management of Brighton Station and taxis within the station. Please be assured that Officers have been liaising with the managers of GTR in order that agreement can be reached to improve the flow of taxis in and around the station.

In regard to your specific request to introduce double red lines and CCTV, Officers did look at a range of these traffic management options when developing the original Station Gateway proposal but Officers believe the solution now lies in providing taxi access to the rear of the station, thereby reducing the numbers of taxis in Surrey Street and Queens Road.

However, in terms of the rear of the station GTR are the landowners and are central to proving a solution. Very recently, GTR contacted the Council requesting a meeting at which they will update Officers on the progress they are now making in providing better provision and access for taxis in and out of the station. I will ask Officers to contact you with an update once this meeting has taken place".

- 6.9. Councillor West stated that congestion on Surrey Street had become a citywide issue and was affecting a major transport hub. Councillor West noted that whilst he was

pleased to hear that GTR were now less resistant to a rank at the back of Brighton Station, an officer report would give an opportunity for a stronger response.

- 6.10. Councillor West moved a motion to call for an officer report on the matter.
- 6.11. Councillor Littman seconded the motion.
- 6.12. The Chair stated the council were giving through consideration to the issue that was a result of the flawed Gateway Station scheme introduced by the previous administration where the taxi rank should have moved to the back of the station. The Committee had received a Deputation to an earlier meeting where a very detailed response had been given and meetings with all interested partners were continuing. The Chair noted that the land in question was private land and would mean working closely and carefully with GTR. If and when an agreement with GTR was reached, a report would be considered by the Committee by necessity outlining any implications for the council. The Chair stated that it was her preference that officers be allowed to continue the work already in progress rather than be occupied writing reports for the committee.
- 6.13. Councillor Littman stated that the current situation was causing significant distress for local residents. The issue was both long and short term and it was his preference the committee receive a report to understand what measures could be taken.
- 6.14. The Chair put the motion to the vote which failed.
- 6.15. The Chair moved a motion to note the petition that was agreed.
- 6.16. **RESOLVED-** That the petition be noted.

(iii) Bus shelter, Hazeldene Meads

- 6.17. The Committee considered a petition referred from the meeting of Full Council on 6 April 2017 signed by 80 people requesting a bus shelter at the southbound Hazeldene Meads bus stop that had been on the waiting list since 2010.
- 6.18. The petitioner was unable to attend the meeting in person. The following reply was read by the Chair and the meeting and provided in writing:

“Senior Officers from City Transport, Legal and Procurement have spent much of the last 18 months in very difficult and complex negotiations regarding bus shelter contracts for the city.

I am pleased to say that a positive outcome has been reached and a new contract will be in place by January 2018.

There are approximately 300 requests for new shelters on the current list and this would equate to more than £2 million in expenditure.

Therefore, officers will review and prioritise the request list according to a formal criteria that will be brought to this committee for approval this Autumn.

One the new contract is in place, a realistic programme of new shelter installations can start, based on available resources. Until that time officers will continue to use funding secured through the planning process wherever possible.

I realise that this response is not particularly helpful to you in relation to Hazledeane Meads but felt it important to set out the overall position. It is the aim of the council to get to a point where every bus stop which has the physical space to accommodate a shelter, has one”.

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

(iv) Reclaim our amenity space

6.20. The Committee considered a petition referred from the meeting of Full Council on 6 April 2017 signed by 91 people requesting the council to reinstate the green at the junction of Court Farm Road and Nevil Road to public use and remove the food van directly outside the school that was inappropriate and contrary to local health guidelines.

6.21. The petitioner was unable to attend the meeting in person. The following reply was read by the Chair and the meeting and provided in writing:

“The Council is not currently registered as the owner of the land. It has made an application to the Land Registry to be registered as the owner based on its maintenance of the land over a number of years. The Council has considered all the options available to it to remove the van from the site but until it is registered as the owner, is unable to take any further steps. The Council is in regular contact with the Land Registry and hopes that they will make the decision in the next few weeks. Once the Council is the registered owner it will promptly take legal action to remove the van”.

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

7 MEMBER INVOLVEMENT

(c) LETTERS

(i) 47 bus route- Councillors Hyde, Mears and Miller

7.1 The Committee considered a Letter from the Rottingdean Coastal ward councillors requesting an extension of either the 47 bus route service or the 57 bus route service under the current negotiation of the supported bus network contract.

7.2 The Chair provided the following response:

“Thank you for your letter. As you may be aware this matter is currently the subject of a live tender that is in the process of being evaluated by officers. The points you have raised have been noted by officers and will be considered, as all feedback on the bus network is, as part of that tender evaluation process. A report on the tender evaluation with recommendations for new contracts is scheduled to come to PR&G Committee on 17th July”.

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

(ii) Street Closures

7.4 The Committee considered a Letter from Councillor Sykes that requested clarification on the consenting regime for street closures for parties and events.

7.5 The Chair provided the following response:

“The Council is generally positive in supporting local community events such as street parties but is also aware they are being used as the back end process to Temporary Event Notice for commercial events sometimes and this is causing some concern from local residents.

Therefore I will be asking officers from both Highways and Environmental Health to look at this together to come up with a proposal for dealing with this in the future and to clarify the policy.

I have a more detailed briefing that addresses the specific queries you raise in your letter and I will send that to you in writing along with this reply”.

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

(iii) Beach rubbish collection- Councillor West

7.7 The Committee considered a Letter from Councillor West that requested information on the additional cost of collecting and disposing of the increased waste on the seafront during peak tourism periods, and how much was being invested in a communication campaigns to encourage people to collect their litter.

7.8 The Chair provided the following response:

“I think I must start by thanking our City Clean street cleansing staff who do a great job in all weathers, including the recent heat-wave.

It is important that in welcoming visitors to our beaches we also remind them to dispose of their rubbish properly and this message is backed up by education and enforcement plus campaigns such as the recent 4 week anti-littering campaign run in conjunction with the ‘Keep Britain Tidy’ group.

This campaign ran through March was very well received by residents and we are now planning our next campaign, the details of which I will be in a position to announce very soon. Again, it will be innovative and creative, focussing on well used areas of the city including the beach and seafront.

Up to 23rd June, we had a total of 15 employees dedicated to the seafront.

I’m pleased to say that that number has now increased by 6 to 21 in total. Additionally with our agency we will have the additional opportunity to request further 4 should there be a need.

Furthermore, a further 50 bins were delivered to the seafront last week and we will be replacing the communal bins there with new ones.

We have made significant investment in our street cleansing service in terms of new mechanical sweepers and 100 Big Belly Bins. We will be installing new bins along the seafront as well as replacing the communal bins”.

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

(d) NOTICES OF MOTION**(i) Cleaner Air**

7.10 The Committee considered a Notice of Motion referred from the meeting of Full Council held on 6 April 2017 that requested the Committee consider the example of Westminster City Council and introduce visitor parking differentials to incentivise diesel vehicle drivers not to enter highly polluted areas of the city and options to enforce fixed penalty notices for vehicle idling offences.

7.11 The Chair provided the following response:

“The proposed trial of charging all diesel vehicles 50% more to park on street is due to start on 3 April 2017 in one parking zone in Westminster.

The proposal involves a check with DVLA when a vehicle is first registered with the phone parking provider to establish whether it meets the criteria for a surcharge. At Westminster the Pay and Display machines are also linked to the phone provider. This is not the case in Brighton and Hove so it would not be possible at present to assess whether the vehicle should be charged a surcharge when parked at a Pay and Display machine through an enquiry to the DVLA.

Any system would also need to be straight forward for visitors to understand. Officers will closely monitor the outcome of this trial which it is hoped will provide a valuable insight on how this policy works in practice.

In relation to the second request of this Committee, Civil Enforcement Officers have been provided with leaflets to discourage engine idling when they come across it.

Studies have shown that 90% of drivers switch off when asked.

There would be costs associated with setting up an IT system to process the very small number of fixed penalties which we estimate would be issued in the city to drivers who failed to comply with a request. These costs are unlikely to be covered by revenue generated from fixed penalties due to the high compliance rate when asked to switch off. A more informal approach of providing leaflets to educate drivers through is currently being trialed with Civil Enforcement Officers and will be monitored for its effectiveness. I will ensure to keep Members informed as we go along”.

7.12 Councillor Littman stated that the Notice of Motion requested an officer report rather than noting adding that it would be useful to receive an options appraisal.

7.13 Councillor Wares asked if the council could consider more efficient routes to prevent vehicle idling such as signs asking motorists to switch off their engines at key points where congestion was known such as the train crossing at Portslade train station.

7.14 The Chair agreed noting that the local Socialist Environmental and Resources Association (SERA) was interested in encouraging their members to become active in precisely the campaign Councillor Wares had outlined. Furthermore, the issue was mentioned in the Air Quality report later in the agenda and it was hoped external funding could be sourced for that.

7.15 Councillor West stated that either TfL or Westminster City Council was training members of the public to become clean air wardens as it was believed drivers were more receptive to being asked to stop idling by members of the public rather than wardens.

Councillor West identified such an option as exactly the type of thing an officer report could consider.

7.16 The Chair stated that it would be more useful to the committee to see the results of the Westminster trial as the outcomes were not yet known. The Chair added that London had the benefit of the Mayor's Clean Air Fund and a level of funding not available to this council. External funding would be pursued with any advancement to that end reported back to the committee.

7.17 **RESOLVED-** That the Notice of Motion be noted.

The meeting adjourned at 17:30 and reconvened at 17:40

8 OPEN SPACES STRATEGY - UPDATE ON ACTION PLAN

8.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update on progress made against the Open Spaces Strategy agreed by the committee at its meeting in January 2017 and requested approval to proceed with specific actions.

8.2 Councillor Nemeth asked for clarification on what level of support would qualify as consensus from tennis clubs.

8.3 The Assistant Director- City Environmental Management stated that this would likely be a simple majority supporting one set of proposals or clubs setting out a number of proposals that could be supported.

8.4 Councillor Atkinson noted his disappointment that the application for Parklife Funding was unsuccessful and asked whether that could re-applied for at any stage.

8.5 The Assistant Director- City Environmental Management clarified that a reapplication could not be made at this stage but that would give opportunity to revisit the discussions held with football clubs prior to the application for funding, particularly those that had expressed interest in self-managing arrangements.

8.6 Councillor Littman noted that the Lawn Tennis Association (LTA) had a chequered history of involvement with tennis clubs in the city and asked the rationale behind their involvement in the Strategy.

8.7 The Assistant Director- City Environmental Management replied that it would be unusual if a national body such as the LTA was not engaged in such a Strategy and a strong working relationship would enhance the chances of unlocking funding opportunities.

8.8 Referring to appendix 10 of the report that detailed sponsorship and advertising, Councillor Littman expressed his concern for the over-commercialisation of public green spaces and how the partnership with Friends of Groups would relate to that.

8.9 The Assistant Director- City Environmental Management stated that the council had a commitment to working with Friends of Groups. The Assistant Director- City Environmental Management added that clear guidelines were in place relating to what

the council could and could not do in terms of sponsorship and advertising and regular update reports would be brought to the committee.

- 8.10 Councillor Wares asked what experience the LTA had in guiding local authorities in how to manage tennis clubs and facilities. Referring to page 70, Councillor Wares asked what discretion would be given to volunteers for maintenance of parks and facilities, particularly in relation to pruning and cutting trees.
- 8.11 The Assistant Director- City Environmental Management confirmed that the LTA had worked with other authorities and given professional advice. Volunteering was something the council wanted to develop and promote and a set of standards and safeguards would need to be put in place.
- 8.12 Councillor Brown noted that page 57 stated that there would need to be identification of costs where events had caused a detrimental impact to park infrastructure so as not to cause a shortfall in the cost to Cityparks in making good. Councillor Brown welcomed the initiative but expressed concern as to why such a policy was not already in place. Councillor Brown asked for clarification on what was meant by a 'park improvement district' in Hove Park and for clarification on statement relating to the benefits of car parks in parks as that was cause for some concern.
- 8.13 The Assistant Director- City Environmental Management stated that there were instances where Cityparks had reinstated damage caused to parks in relation to events where costs could not be recovered and there was a need to understand what that level of cost was and have appropriate mechanisms to be able to re-charge. Park improvement districts were an initiative learnt from other authorities and a concept whereby park improvements could be directly associated with business improvement districts. That would entail discussions with the private sector about possible levies or volunteer work to drive improvement in city centre green space at in turn raise business footfall. The Assistant Director- City Environmental Management clarified that the statement on car parks was related to the car parking arrangements in place at Preston Park whereby revenue from station parking was ring-fenced for improvements to the park infrastructure. That measure would relate to existing car parking infrastructure and no new car parks would be built.
- 8.14 On behalf of the Conservative Group, Councillor Wares moved an motion to amend recommendation 2.3 as shown in bold italics below:
- 2.3 That Committee approves the direction of travel on new management arrangements for the tennis courts in the city council's parks as per paragraphs 3.7-3.12 of this report ***that will also include a detailed review and recommendation on the proposal put forward by the Queens Park Tennis Club.*** A further report will be brought to a future Environment, Transport and Sustainability Committee for a decision on the management arrangements.
- 8.15 Introducing the motion, Councillor Wares stated that the purpose of the amendment was an attempt to make explicit that the proposal put forward by Queens Park Tennis Club would be reviewed.
- 8.16 Councillor Peltzer-Dunn formally seconded the motion.

- 8.17 On behalf of the Green Group, Councillor Littman moved a motion to amend recommendations 2.1 and 2.2 as detailed in bold italics below:
- 2.1 That the Committee approves the establishment of a Brighton & Hove Parks Foundation as set out at Section 3.2 and Appendix 6 to lead creative and innovative fundraising which would be invested in the council's parks and open spaces **subject to 2.2 below**
- 2.2 That the Committee recommends to Policy, Resources & Growth Committee that it approve the appointment of **a member of each political group of the council alongside the three independent Trustees and that the Brighton & Hove Parks Foundation be delegated the decision on the appointment of its Chair**
- 8.18 Introducing the motion, Councillor Littman stated that the amendment was not a personal reflection of the Chair but a measure to remove potential politicisation of the organisation and to increase democratic oversight by including a member of each political group on the council. Councillor Littman added that he strongly believed that the appointment of Chair should be made by the Foundation rather than the council as it would be best suited to decide upon the best candidate.
- 8.19 Councillor West formally seconded the motion.
- 8.20 Councillor Wares encouraged officers to be certain in any proposals for bowls clubs as it would be a very sensitive issue and one that had to be right. Councillor Wares added that the council had to be very clear in its communications that residents were not to be asked to cut all small grass verges and such a scheme was strictly voluntary.
- 8.21 Councillor West stated that open space hire and any income from advertisement and sponsorship should be ring-fenced for use and maintenance of parks to protect them.
- 8.22 Councillor Littman stated that a key part of obtaining support for the Strategy and any proposals that came with it would be to demonstrate to the public the opportunities for changes. Councillor Littman explained that this had been particularly beneficial in the case of Preston Park where changes were made to parking arrangements but it was made clear that any surplus would be ring-fenced to improve the park.
- 8.23 Councillor Robins stated his concern that the Foundation Board may be too small at six and a larger number could be considered to cover a wider skill set.
- 8.24 The Chair noted that the report that would be submitted to Policy, Resources & Growth Committee at a later date would clearly identify the personnel and make-up of the Board
- 8.25 The Chair then put the Conservative Group motion to the vote which passed.
- 8.26 The Chair then put the Green Group motion to the vote which passed.
- 8.27 The Chair then put the recommendations as amended to the vote which were agreed.
- 8.28 **RESOLVED-**

- 1) That the Committee approves the establishment of a Brighton & Hove Parks Foundation as set out at Section 3.2 and Appendix 6 to lead creative and innovative fundraising which would be invested in the council's parks and open spaces subject to 2.2 below
- 2) That the Committee recommends to Policy, Resources & Growth Committee that it approve the appointment of a member of each political group of the council alongside the three independent Trustees and that the Brighton & Hove Parks Foundation be delegated the decision on the appointment of its Chair
- 3) That the Committee approves the proposal on new management arrangements for the tennis courts in the city council's parks as per paragraphs 3.7-3.12 of this report that will also include a detailed review and recommendation on the proposal put forward by the Queens Park Tennis Club. A further report will be brought to a future Environment, Transport & Sustainability Committee for a decision on the management arrangements.
- 4) That the Committee notes the updates provided in the appendices in relation to:
 - Allotments
 - Cemeteries and Churchyards
 - Heritage
 - Open Space Hire
 - Outdoor Sport & Physical Activity Facilities
 - Parks Foundation
- 5) That the Committee approves the establishment of a Brighton & Hove Parks Foundation as set out at Section 3.2 and Appendix 6 to lead creative and innovative fundraising which would be invested in the council's parks and open spaces.
- 6) That the Committee recommends to Policy, Resources & Growth Committee that it approve the appointment of the Chair of the Environment, Transport & Sustainability as the Chair of Brighton & Hove Parks Foundation.
- 7) That the Committee approves the direction of travel on new management arrangements for the tennis courts in the city council's parks as per paragraphs 3.7-3.12 of this report that will also include a detailed review and recommendation on the proposal put forward by the Queens Park Tennis Club. A further report will be brought to a future Environment, Transport & Sustainability Committee for a decision on the management arrangements.
- 8) That the Committee notes the updates provided in the appendices in relation to:
 - Allotments
 - Cemeteries and Churchyards
 - Heritage
 - Open Space Hire
 - Outdoor Sport & Physical Activity Facilities
 - Parks Foundation
 - Parks & Gardens
 - Parks Trust
 - Small Grassed Areas

- Sponsorship, Advertising and Donations
- Volunteering

9 BIOSPHERE PROGRAMME

- 9.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update on the Biosphere programme and progress made including creating and launching a new brand identity as 'The Living Coast', developing priority projects through both individual partners and the programme team, strengthening governance and engaging new partners and support.
- 9.2 The Chair relayed that at the request of the Member Development Working Group, each committee would hold a number of Member Development briefing sessions that would be open to all Members and in consultation with the group spokespersons, the Biosphere programme had been chosen as the committee's first briefing topic in October.
- 9.3 Councillor West noted that 2020 was the international year of Biodiversity and he hoped that and current and future projects could be used to translate the Biosphere story to the public.
- 9.4 Councillor Atkinson stated that some projects, such as the Brighton ChaMP for Water partnership were very technical in detail and it might be useful to cover such detailed issues in the briefing session.
- 9.5 Councillor Wares stated that the matter was an extremely important subject area and commended officers and partners for the progress made.
- 9.6 **RESOLVED-** That the Committee notes the progress made on The Living Coast Biosphere as a firm foundation for its future development.

10 RESPONSE TO THE GOVERNMENT CONSULTATION ON AIR QUALITY

- 10.1. The Committee considered a report of the Executive Director, Economy, Environment & Culture that requested retrospective approval of the officer response to the government on behalf of the council to the consultation on the government's draft 'Improving Air Quality: National Plan for tackling nitrogen dioxide in our cities'.
- 10.2. Councillor Littman welcomed the report and praised the response given the time constrictions. Councillor Littman stated that the key to improving air quality was reducing traffic congestion by increasing active travel.
- 10.3. **RESOLVED-**
- 1) That the Committee retrospectively approve the officer response set out in Appendix 1, which was submitted to the government on behalf of the council in response to the consultation on the government's draft 'Improving Air Quality : National Plan for tackling nitrogen dioxide in our cities'.

- 2) That the Committee note that, subject to the anticipated publication of a final National Air Quality Plan later this year, that a further report may be required in order to consider its implications and the progress made locally in addressing local air quality levels.

11 HOVE CEMETERY NORTH

- 11.1. The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out the findings of the assessment conducted as to the cost to re-open Hove Cemetery North toilets following a request of the committee to do so.
- 11.2. On behalf of the Conservative Group, Councillor Wares moved the following motion to amend recommendation 2.1 and add a recommendation 2.2 as shown in bold italics below:
- 2.1** *That the public toilets at Hove Cemetery North closed in 2012 remain closed in line with the budget decision made in 2012. That the Committee recommends to Policy, Resources & Growth Committee that the public toilets at Hove Cemetery North closed in 2012 be reopened.*
- 2.2** *That the Committee requests officers prepare a report for Policy, Resources & Growth Committee setting out the work and options available to enable the public toilets at Hove Cemetery North closed in 2012 to be reopened.*
- 11.3. Introducing the motion, Councillor Wares stated that the decision to close the toilets had been made in 2012 and the rationale for the decision had since changed. Councillor Wares added that he was not certain that the data and evidence provided in the report was truly accurate and noted that whilst there was a toilet at the southern cemetery, that entailed a journey across the busy Old Shoreham Road.
- 11.4. Councillor Peltzer Dunn formally seconded the motion stating his agreement with the comments made by Councillor Wares. Councillor Peltzer Dunn noted that the southern cemetery toilet was only 500m away but across a main trunk road and the users of the toilets were in very difficult circumstances.
- 11.5. Councillor Littman stated that he had looked back on the reports that led to the decision made in 2012 that had set out a clear rationale for closure and had not changed since. Councillor Littman stated that the council's hand had been forced on the issue due to severe cuts to its budget and that he would be agreeing to the report recommendations as there was no other option in the current financial climate.
- 11.6. The Chair then put the Conservative Group motion to the vote which failed.
- 11.7. The Chair then put the recommendations to the vote that were agreed.
- 11.8. **RESOLVED-** That the public toilets at Hove Cemetery North closed in 2012 remain closed in line with the budget decision made in 2012.

12 VALLEY GARDENS PROPOSED GREEN SPACE DESIGN

- 12.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided the committee with an overview of the project history and requested approval of the preferred Preliminary Green Space design.
- 12.2 Councillor Wares expressed his disappointment that the Leader of the Council had made statements about his group's position on the future of the Mazda Fountain adding that the matter had been discussed positively up to that point. Councillor Wares stated that he was encouraged by the lighting improvements but it was very important that lessons had been learned from the renovation of the Level. Councillor Wares stated his support for dedicated spaces for events that was an important factor both for the cultural diversity of the city and financially. Councillor Wares enquired whether the green space around Valley Gardens would be designed in such a way that it could cope with the heavy vehicles that would need to be used for events.
- 12.3 The Senior Project Manager stated that the lighting in Valley Gardens had been given extensive focus both in terms of maximising public safety at night and reviewing and learning from the lighting installed at the Level. The Senior Project Manager added that the area had its own Event Strategy that identified designated hard surface and grass areas for events in Valley Gardens. Where larger events were hosted, a set of specification had been devised to reduce any impact on the grassed areas.
- 12.4 Councillor Brown stated that she was pleased that the Elm trees were being retained and enquired as to the maturity of the additional trees to be planted adding that these should be sturdy and protected.
- 12.5 The Senior Project Manager clarified that the majority of species of additional trees to be planted would be semi-mature and a minimum height of 3 metres. Elms trees naturally bed into the surface at a lower level and would need to be protected with stakes and hoarding until they reached maturity.
- 12.6 Councillor Littman praised the report and the quality of the design. Councillor Littman agreed with the earlier comment made by Councillor Wares relating to statements made by the Leader of the Council that he too had found disappointing. Furthermore, Councillor Littman observed that many of the policies and projects considered by the committee at the meeting had been negatively received by the current administration when they had been in opposition but were now positively promoted.
- 12.7 The Chair stated that a number of concerns had been raised regarding a number of aspects of the Valley Garden scheme inherited by the current administration that now had the responsibility of ensuring the scheme was right under the constraints inherited in terms of the business case and funding.
- 12.8 Councillor West welcomed the support of the Chair for the Valley Gardens project but noted his disappointment that enthusiasm was not shared by the Leader of the Council. Councillor West stated that the project was critically important for the city as a public realm space, transport link and as a welcome for visitors. Councillor West stated that the project had been delayed for a number of years and in his view, the current administration was stalling work further. Councillor West added that his group would be

supportive in pushing the scheme through but he did believe that the ambition of the original design had diminished. It was critical to look at additional funding to improve the public realm space, perhaps through ring-fenced funding as this was a space not currently used that would quickly become heavily used and keeping high standards would not be possible through maintenance funding alone. Specifically, Councillor West felt there needed to be an increase in hard standing and adequate reinforced areas to ensure the Gardens were kept in good condition after events. Councillor West stated that personally he did not agree with the retention of the Mazda Fountain as its operational costs were a waste and could not be justified.

- 12.9 Councillor Nemeth enquired as to what additional utilities would be provided to those hosting events such as electricity.
- 12.10 The Senior Project Manager stated that a three phase power supply would be in place in key locations that would help reduce the need for generators and in turn, heavy equipment.
- 12.11 Councillor Nemeth asked if there would be a water or broadband supply.
- 12.12 The Senior Project Manager stated that power was currently the main focus but other utilities could be looked into during the detailed design stage.
- 12.13 Councillor Peltzer Dunn stated whilst he hoped the scheme could be as successful as possible, he was fearful that the increased level of footfall would mean the Gardens would be unable to cope. Councillor Peltzer Dunn asked if specific trees and plants had been considered to reduce the impact of emissions in the area.
- 12.14 The Senior Project Manager replied that the appointed landscape architects for the project had been specifically asked for trees and plants that would assist in reducing airborne pollutants. Furthermore, the location of footways and cycle paths had been intentionally designed to be away from the majority of pollutants from vehicles.
- 12.15 Councillor Wares asked how much space was currently used for events and how much had been identified in the proposed design.
- 12.16 The Executive Director, Economy, Environment & Culture replied that the majority of use of Valley Gardens was for Brighton Fringe Festival during the month of May each year. Discussions had been held with representatives of Brighton Fringe on the future of events in Valley Gardens. The Executive Director, Economy, Environment & Culture stated that included reviewing this year's festival that had been the most popular held and how improvements could be made for future years. Secondly, discussions had been held on how the Fringe could be supported during the construction phase and thirdly, looking at a sustainable future for the Fringe. The Executive Director, Economy, Environment & Culture stated that the detailed design not only considered how Valley Gardens could support the Fringe in terms of event space but also how it could provide event space all year round that would assist in generating income for maintenance. That included consideration to bringing forward three phase electricity that would benefit organisers in reducing the cost of operating generators, the city in reducing diesel emissions and increasing the amount of space available.

12.17 Councillor Horan stated that it appeared that there were not appropriate levels of funding for the scheme because it had been rushed through by the previous administration that demonstrated a level of recklessness.

12.18 Councillor Robins stated that he did not believe the scheme had been diminished; rather the current administration had made a flawed scheme they had inherited into one that was workable through rationalisation.

12.19 **RESOLVED-**

- 1) That the Environment, Transport & Sustainability Committee approves the Preliminary Green Space Design for Valley Gardens (Phase 1 & 2), as presented in Appendix 1 and authorises officers to progress to the Detailed Green Space Design stage, including initiating the associated planning application process.
- 2) That the Environment, Transport and Sustainability Committee approve the instigation of the procedure to exchange highway to appropriate green space to support the proposed preliminary design as explained in Section 7.

13 FRANCIS STREET - PROPOSED REVISIONS TO STREET LAYOUT

13.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that addressed traffic-related issues in Francis Street following concerns raised by residents and Members agreement to receive a report on the matter following a deputation received by the committee in March 2017.

13.2 Councillor West expressed his thanks to officers for a very quick turnaround in producing measures to improve the situation in Francis Street. Councillor West stated that it was important that the committee understand how the new system was working and therefore should receive an update report in 12 months' time.

13.3 The Chair replied that she was delighted with the report officers had produced and how quickly work had been undertaken with residents and stakeholders. The Chair added that she was sure the measures would be kept under review and that she did not see the need for a report back to committee unless a major issue arose.

13.4 **RESOLVED-**

- 1) That the Committee welcomes the work undertaken by officers and the developer to finalise the proposed package of final works within Francis Street that is associated with the Open Market redevelopment, and which will address concerns expressed by residents.
- 2) That the Committee agree the proposed package of works summarised in paragraph 3.3 and illustrated in Appendix 2 of this report; and request that officers and the developer continue to work together to finalise the package and detailed designs, prepare and advertise the necessary Traffic Regulation Order to allow further comment, and then implement the works as soon as possible.

14 HANOVER & ELM GROVE / CRAVEN VALE TRAFFIC REGULATION ORDER CONSULTATION

- 14.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out comments and objections received to draft traffic regulation orders for proposed parking schemes in the Hanover & Elm Grove area and Craven Vale area.
- 14.2 Councillor Gibson addressed the committee on the proposals. He highlighted his support for the requests of the residents of the 'Top Triangle' who had presented a deputation to the committee earlier in the meeting. Councillor Gibson noted that the residents did not originally want a parking zone or loss of parking on one side of the street. Following the decision in March to proceed with a light-touch parking scheme for the area, a resident led survey was conducted with households on the preference for a light touch or full scheme with 70% expressing support for the latter. Councillor Gibson stated that provided a clear view to the committee and that the council should not ignore the desire of residents and trust and confidence could be gained from local residents in implementing a full scheme. Councillor Gibson requested the committee to agree to the amendment tabled and delay the implementation of a light touch scheme and undertake TRO consultation with the 'Top Triangle' area for its inclusion in a full scheme with the results of that consultation reported for decision to the October meeting of the committee. Councillor Gibson added that should the committee not be in agreement with the first amendment then it should support the second Green Group amendment to re-consult residents in the 'Top Triangle' on a introduction of a full scheme as part of the scheduled consultation on the adjacent Zone U area.
- 14.3 Councillor Littman noted that an amendment had been tabled by the Conservative Group that would increase the issuing of visitor permits for businesses in the Hanover & Elm Grove area from 50 to an unlimited amount. Councillor Littman asked what the likely impact would be on capacity in the area in going above the proposal for issuing 50 permits per business.
- 14.4 The Head of Parking Services stated that the likely impact would be very difficult to judge and could be impact by several issues such as when businesses used the permits that may be during the day when regular permits were not in use. Expected demand for resident permits was anticipated to be high so an unlimited number could cause capacity issues but it would be difficult to have a full picture until the scheme was operational.
- 14.5 Councillor Littman asked if there was a specific figure that would strike a balance between the needs of residents and business that would not threaten the capacity of the scheme in the first six months of operation.
- 14.6 The Head of Parking Services stated that it was understood that approximately 20 businesses in the area would take up the option of visitor permits under the pilot scheme and for every 100 permits issued to each business, 7 spaces would be occupied per day.
- 14.7 Councillor Wares moved a motion on behalf of the Conservative Group to amend recommendation 2.2 as shown in bold italics below:

- 2.2 That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order **and to include contra flow cycle lanes in all appropriate one way streets as part of the implementation programme and include in the subsequent amendment TRO**
- 14.8 Introducing the amendment, Councillor Wares stated that its intention was to regularise the position on cycle contraflows clearly in the recommendations.
- 14.9 Councillor Peltzer Dunn formally seconded the motion.
- 14.10 Councillor Wares moved a motion on behalf of the Conservative Group to amend recommendation 2.3 as shown in bold italics below:
- 2.3 That a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to offset potential adverse impacts of a Controlled Parking Zone as outlined in paragraphs 6.4 and 6.5 **save that businesses providing proof that they pay business rates will be entitled to buy an unlimited number of visitor permits on the basis they are advanced purchased in quantities of 50 visitor permits for use only in the Hanover and Elm Grove Light Touch Scheme Area.** This would be reviewed after 6 months alongside the overall permit parking review and presented to a future Environment, Transport & Sustainability Committee.
- 14.11 Introducing the amendment Councillor Wares stated that in a full scheme, pay and display machines would be provided. However, in a light touch scheme machines were not installed and therefore there was a lack of options for the customers of businesses. Councillor Wares added that businesses in the area had expressed fears that they would not be able to survive with an allocation of 50 permits. Councillor Wares stated that businesses would buy the permits in quantities of 50 and he believed this would lead to businesses self-policing. Councillor Wares stated that the pilot scheme needed to be given the best opportunity to succeed and the six month review would give opportunity to make any amendments necessary.
- 14.12 Councillor Peltzer Dunn formally seconded the motion. Councillor Peltzer Dunn noted that a slight change was necessary to the motion to identify that only businesses paying business rates would be eligible to purchase the permits.
- 14.13 Councillor Littman moved a motion on behalf of the Green Group to amend recommendation 2.1 as shown in bold italics below:
- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;
- Hanover & Elm Grove (Full Scheme)
- a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-14a-2017)
 - b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-14b-2017)

- c) Brighton & Hove (Hanover West Area) (One-Way) Order 201* (TRO-20-2017)

Craven Vale Parking Scheme

- g) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-16a-2017)
 h) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*(TRO-16b-2017)

and defers approval of the following orders;

Hanover & Elm Grove (Light Touch Scheme)

- d) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-15a-2017)
 e) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-15b-2017)
 f) Brighton & Hove (Hanover East) (One-Way) Order 201* (TRO-15c-2017) 167

subject to consideration of the ‘top triangle’, being included in the full scheme, with the necessary TRO consultation to be undertaken between June and September with a final decision to be made at the next meeting of Environment, Transport and Sustainability in October

14.14 Introducing the amendment, Councillor Littman stated that the ‘Top Triangle’ area did not want a parking scheme but did express a preference for a light touch scheme should a parking zone go ahead. However, residents were unaware of how the mix of schemes would come in and believed their proximity to a full scheme would make the light touch scheme in their area unworkable. Therefore, the motion was a request for the light touch schemes to be delayed in their implementation giving a chance to reconult with the residents of the five roads in the ‘Top Triangle’ to allow them to comment on whether they would prefer to join a full scheme.

14.15 Councillor West formally seconded the motion.

14.16 Councillor Littman moved a motion on behalf of the Green Group to add a recommendation 2.5 as shown in bold italics below:

2.5 That the proposed review of Zone U, (currently earmarked for January 2018) also consider whether the ‘top triangle’ should become part of the full scheme;

14.17 Introducing the amendment, Councillor Littman stated that the intention of the motion was a second option in the event the first motion failed. The amendment requested that the light touch scheme in the ‘Top Triangle’ area proceed but that residents be consulted on whether to become part of the full scheme as part of the proposed review of Zone U.

14.18 Councillor West formally seconded the motion.

- 14.19 Councillor West welcomed the Conservative Group motion on contraflow cycling adding that it was important to remember that parking schemes were not just about the provision of parking but promoting sustainable travel. Councillor West stated that it was easy to underestimate demand for cycle parking. Councillor West noted that Councillor Gibson had made some important points particularly listening to residents and he hoped the committee would support their amendment.
- 14.20 Councillor Littman welcomed the Conservative Group amendment that dealt with contraflow cycling that he would support. Councillor Littman stated that he could not support the second Conservative Group amendment as the issuing of unlimited visitor permits to businesses could cause significant difficulties to the scheme as a whole. Councillor Littman stated that it would be sensible to begin at an economical figure as there was an option to increase at the point of the six month review.
- 14.21 The Chair noted that the introduction of contraflow cycling was council policy and built into the scheme.
- 14.22 The Chair then put the first Conservative Group motion to the vote that passed.
- 14.23 The Chair then put the second Conservative Group amendment to the vote that passed.
- 14.24 The Chair then put the first Green Group amendment to the vote that failed.
- 14.25 The Chair then put the second Green Group amendment to the vote that failed.
- 14.26 The Chair then put the recommendations as amended to the vote that passed.

14.27 **RESOLVED-**

- 1) That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;

Hanover & Elm Grove (Full Scheme)

- a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-14a-2017)
- b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-14b-2017)
- c) Brighton & Hove (Hanover West Area) (One-Way) Order 201* (TRO-20-2017)

Hanover & Elm Grove (Light Touch Scheme)

- d) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-15a-2017)
- e) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-15b-2017)

- f) Brighton & Hove (Hanover East) (One-Way) Order 201* (TRO-15c-2017)

Craven Vale Parking Scheme

- g) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-16a-2017)
- h) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-16b-2017)
- 2) That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order and to include contra flow cycle lanes in all appropriate one way streets as part of the implementation programme and include in the subsequent amendment TRO.
- 3) That a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to help offset potential adverse impacts of a Controlled Parking Zone as outlined in paragraphs 6.4 and 6.5 save that businesses providing proof that they pay business rates will be entitled to buy an unlimited number of visitor permits on the basis they are advanced purchased in quantities of 50 visitor permits for use only in the Hanover and Elm Grove Light Touch Scheme Area. This would be reviewed after 6 months alongside the overall permit parking review and presented to a future Environment, Transport & Sustainability Committee.
- 4) That all of the proposed parking schemes are reviewed after 12-18 months to see how they are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28th November 2017.

15 BALFOUR ROAD AREA / PRESTON VILLAGE AREA TRAFFIC ORDER CONSULTATION

- 15.1 The Committee considered a report of the Executive Director, Economy, Environment & Housing that addressed the comments and objections to the draft traffic regulations orders for proposed parking schemes in the Balfour Road area and Preston Village and sought committee approval to proceed.
- 15.2 Councillor Littman welcomed the report stating that he was aware of the displacement difficulties caused to residents in his ward in being left out the Zone F scheme.
- 15.3 Councillor Wares referred to paragraph 5.11 that identified the permits issued to schools could cause disruption to the scheme in Balfour Road with the high number of schools located in the surrounding area. Councillor Wares noted that the Withdean ward councillors were opposed to the introduction of any scheme and had requested that be formally recorded.

15.4 RESOLVED-

- 1) That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders in the Balfour Road area;
 - a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (Ref: TRO-9a-2017)
 - b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (Ref: TRO-9b-2017)
- 2) That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders in the Preston Village area;
 - c) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (Ref: TRO-10a-2017)
 - d) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (Ref: TRO-10b-2017)
 - e) Brighton & Hove (Preston Village) (One-Way) Order 201* (Ref:TRO-10c-2017)
- 3) That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed schemes during implementation and advertised as an amendment Traffic Regulation Order.

16 WEST HOVE PARKING SCHEME DETAILED DESIGN CONSULTATION

- 16.1 **RESOLVED-** That the Committee approves a new Light Touch resident parking scheme (Monday to Sunday 11am -12 Noon & 6pm - 7pm) within the West Hove area (Appendix A) be progressed to the final design and the Traffic Order stage advertised to allow further comment.

17 VARIOUS PARKING RESTRICTIONS INCLUDING VERGE PARKING BAN

- 17.1. The Committee considered a report of the Executive Director, Economy, Environment & Culture that set out the comments, support and objections received to the proposed traffic regulation orders for alterations to parking restrictions with in Patcham.
- 17.2. Councillor West praised Councillor Wares for bringing forward the issue and expressed his support for the proposals. Councillor West hoped the alterations would be successful but was concerned the lack of enforcement could be an issue. Councillor West added that he hoped that Wilmington Parade could also be reviewed in the future due to excessive pavement parking.
- 17.3. **RESOLVED-** That the Committee (having taken into account of all the duly made representations and objections) agree the following:

Approve the Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment Order No.* 201* and Brighton & Hove

(Various Roads) (Prohibition of Stopping and Waiting on Verges and Footways) Order 2013 Amendment Order No.* 201

18 INTELLIGENT TRANSPORT SYSTEM - BUS LANE CAMERAS PROCUREMENT

- 18.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that sought approval for a tender exercise to be undertaken for the procurement of a contract for the provision and installation of Traffic and Parking Enforcement cameras, associated enforcement system and ongoing maintenance of the camera system.
- 18.2 Councillor Wares noted that the existing contract would end on 31 March 2018 with the new contract beginning in October 2017 and asked how the overlap would be managed. Referring to paragraph 3.4, Councillor Wares asked why bus gates had not been included in the Valley Gardens scheme budget as paragraph 3.4 inferred. Furthermore, referring to paragraph 3.9 asked who could change priorities mid-contract.
- 18.3 The Control Centre Manager clarified that the two contracts would run side by side for the reason that the new contractor would need time to install the 21 new cameras. In relation to the query raised on bus gates, the Control Centre Manager confirmed that bus gates in Valley Gardens would be funded by that scheme and the new contract would be an addition to that. In reference to changes to priorities mid-contract the Head of Parking Services clarified that he, in liaison with the Head of Traffic Management and would be primarily concerned with the extension of the two year contract.
- 18.4 Councillor Wares moved a motion on behalf of the Conservative Group to amend recommendation 2.2(b) as shown in bold italics as follows:
- 2.2 (b) extend the contract referred to in 2.1 above period(s) up to a total maximum of 2 years should he/she consider it appropriate at the relevant time as outlined in para 3.9 ***subject to the prior agreement of the Procurement Advisory Board.***
- 18.5 Introducing the amendment, Councillor Wares stated that the intention was to ratify Member oversight of the extension of the contract.
- 18.6 Councillor Peltzer Dunn formally seconded the motion.
- 18.7 The Chair put the motion to the vote that passed.
- 18.8 The Chair put the recommendations, as amended to the vote that passed.
- 18.9 **RESOLVED-** That the Environment, Transport & Sustainability Committee:
- 1) Approves the procurement of a new contract for the provision and installation of Traffic and Parking Enforcement Cameras and associated enforcement support system for a term of 3 years with the option to extend for up to a further 2 years;
 - 2) Grants delegated authority to the Executive Director of Economy, Environment and Culture to:

- (a) carry out the procurement of the contract referred to in 2.1 above including the award and letting of the contract;
- (b) extend the contract referred to in 2.1 above for period(s) up to a total maximum of 2 years should he/she consider it appropriate at the relevant time as outlined in para 3.9 subject to the prior agreement of the Procurement Advisory Board.

19 ITEMS REFERRED FOR FULL COUNCIL

19.1 No items were referred to Full Council for information.

The meeting concluded at 8.30pm

Signed

Chair

Dated this

day of

Subject: Petitions
Date of Meeting: 10 October 2017
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
- calling a referendum

3. PETITIONS

3. (i) Parking in the Surrenden Area- David Ellsmore-Petty

To receive the following petition signed by 307 people:

"We the undersigned petition Brighton & Hove Council to include the Extended Surrenden Area in the 2017 Resident Parking Scheme Consultation"

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of depositions from members of the public. Each deposition may be heard for a maximum of five minutes.

Depositions received:

- (i) **Deputation:** to bring the Extended Surrenden Road Area residents parking consultation to the front of the council's timetable

The residents of the 'Extended Surrenden Road Area' have pulled together petitions from local residents who have asked Brighton & Hove City Council to consult residents on the issue of residents parking. The roads included are all roads within the boundaries of Surrenden Road, Surrenden Crescent, London Road and the bottom half of Preston Drove. There are a number of reasons why this has now become a pressing issue and should be brought to the front of the parking consultation schedule:

1. When residents were consulted in a recent parking consultation (47.4% response rate), it was not made clear to residents that parts of the consultation area could receive parking whilst others would not. Overall 53.3% of residents in this consultation wanted a residents parking scheme.
2. In 2015 following consultation of residents, residents parking was introduced in the Fiveways area. Many residents in the Extended Surrenden Road Area were unhappy that their roads had not been included, despite majority views for this - Harrington Road 52.8%, Harrington Villas 63.2%, Bavant Road 83.3%, Surrenden Road 56.6%, and Surrenden Crescent 75%. It was felt that the decision to exclude these roads, was based more on the views of the Withdean Councillors rather than those of the local residents.
3. These figures were higher than for Balfour Road 47.6%, Loder Road 30.9%, Gordon Road 44.4% and Bates Road 43.1%, who have now been provided with residents parking, following a recent consultation.
4. The pressures on the Extended Surrenden Road Area are created by a greater set of complex issues and now a **significant safety** factor:
 - Commuters and holidaymakers parking as close as they can to Preston Park Station.
 - Parents dropping off children at 3 local nurseries (Pumpkin Patch, Growing Up Green and Hopscotch) and St Bernadette's School. Due to the already full roads, parents are double parking, parking at the end of roads blocking views and on double yellow lines, creating dangerous situations on a regular basis. Photos attached.
 - There are other facilities locally that add to the pressure to park locally during the week and at the weekend - St Johns Church, St Marys Church, Preston Tennis Club, Preston Bowls Club and a private swimming school near Varndean Close.

- The roads are being used as taxi ranks and taxi drivers also park their own vehicles in the area, whilst they are in service.
- Vehicles are being parked in the local area and used as storage for local workmen, who visit to unload equipment and tools.
- Proximity to Preston Park, where events are held about twice a month, means that attendees park on the surrounding roads to avoid paying to park in the Preston Park car park.

5. There is a history of the council decisions preventing residents from creating driveways. As a consequence some residents create driveways without permission, making it even harder for those residents without off street parking (56.2% based on the 2015 consultation).

Signed by:

Duncan Hopper

Emma Warde-Robinson

Anya Symes

Colin Jones

Sue Darby

Colin Brooks

Mark Watson

Anthony Meyer

Richard Cleminson

Claire Tucker

Jon Hutchins

Karen Swirsky

DEPUTATIONS FROM MEMBERS OF THE PUBLIC**ITEMS REFERRED FROM FULL COUNCIL (20 July 2017)**

Deputations received:

**Deputation- Air Pollution in Woodingdean
Spokesperson – Mr. D. Fitzpatrick**

Air pollution leads to worsening asthma symptoms, heart disease and even lung cancer. It's been associated with changes in the brain linked to dementia and can lead to children growing up with smaller lungs. Statistics show that in 2010 this kind of pollution led to over 100 early deaths in Brighton & Hove. Residents in Woodingdean have uncovered potentially illegal levels of air pollution – specifically the toxic gas nitrogen dioxide (NO₂). The results show that children walking to and attending Woodingdean Primary School are particularly affected.

Road transport is the major source of NO₂, with diesel vehicles being the worst - some emit more than 5 times as much as petrol cars. The EU's legal annual limit for the gas is 40 micrograms per cubic metre. But that limit isn't like a speed limit, where 49 in a 50 zone avoids speeding fine. Pollution levels below the limit are still bad for your health. We monitored 12 sites, for 2-4 weeks. The results give a snapshot for that period, and aren't directly comparable to annual data. However, if levels were as bad across the year as for the duration of our study it could mean at least one site would be blighted by illegally polluted air. The main crossroads in Woodingdean is significantly above the legal limit. Two other sites are very close to breaching the limit, one of which is where school children cross the road to get to school twice a day.

Diesel vehicles and the heavy build-up of traffic in Woodingdean is likely to be one of the drivers for this. There's been a clear increase in traffic through the village, most recently due to traffic related to redevelopment of the Royal Sussex Hospital site being routed through the village. We'd like to see what can be done to the traffic lights at the crossroads of Falmer and Warren Roads and Warren Way, to improve the flow of traffic and reduce the amount of stationary traffic. However, this must not be done at the expense of pedestrians who need to cross this junction. We'd like to make it clear that this isn't an issue solely for Woodingdean, it's a city wide problem. As such, we're very keen not to just shift the problem somewhere else. Instead we'd like the council to look seriously at citywide traffic reduction alongside bringing in measures to see the dirtiest vehicles restricted from sensitive areas and encourage the transition to cleaner vehicles as quickly as possible. We'd like the hospital trust to urgently review the construction vehicles being routed through Woodingdean with a view to ensuring only those that have the cleanest EURO VI engines are used.

To tackle traffic levels, the council needs to take a stronger line on new developments with lots of car parking, which generally just create more traffic, causing more congestion and pollution. It also needs to give more focus to improving choice so that people have genuine

alternatives to using a car. That means greater bus priority and a significant investment in walking and cycling infrastructure. For example, with the advent of the e-bike, even in Woodingdean, there could be real opportunities to reduce car traffic if the roads were made to feel safer and cycle friendly.

Suggestions from pupils at Woodingdean primary school involved in the monitoring include diverting vehicle traffic away from Woodingdean. This sounds a quick and easy solution but the likelihood is that this will just shift the problem to another community in the city. The pupils also suggested getting more children to walk to school (fewer car journeys dropping off children) and educating drivers about the problem and the impact it has on others.

Supported by:

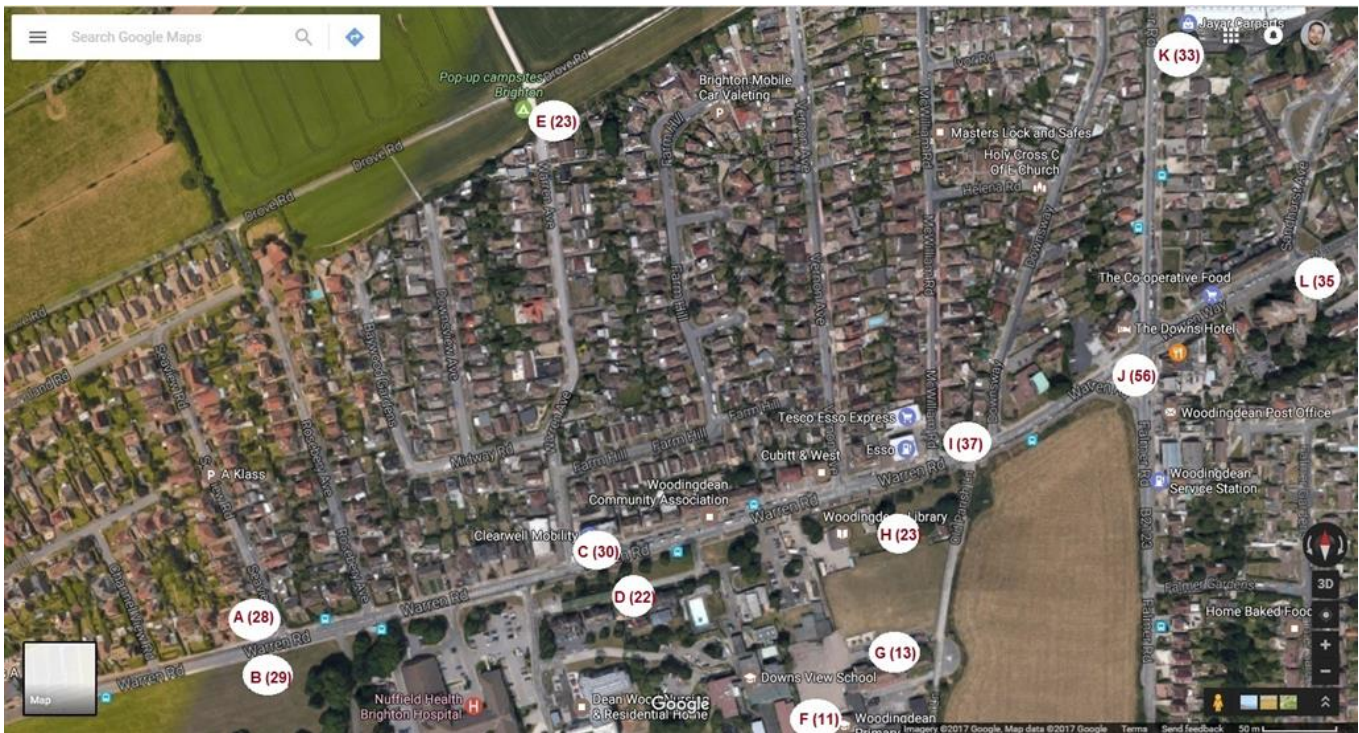
Tom Wright,
Jasmine Wighton,
Penny Steel,
Philine Harris,
Ryan Baird,
Marian Buckley-Petitt,
Luigi Pain

Results in full

We monitored levels of nitrogen dioxide (NO₂) at 12 sites, for between 2-4 weeks. The results provide a snapshot of NO₂ pollution for that time. If air pollution were as bad across the year as it has been for the duration of our study this could mean that at least one site would be blighted by illegally polluted air.

| Location | NO₂ micrograms per cubic metre | Shown on map as |
|---|--|------------------------|
| 142 Warren road Brighton, BN2 6DD | 29.04 | A |
| 144A Warren Road, Brighton, BN2 6DD | 27.68 | B |
| 106 Warren Road, Brighton, BN2 6BA | 29.74 | C |
| Oak Cottage Nursery, Oak Cottage, Warren road, Brighton BN2 6DA | 22.25 | D |
| 42 Warren Avenue, Woodingdean BN2 6BJ | 22.84 | E |
| Woodingdean Primary School, Warren Rd Brighton, BN2 6BB | 10.57 | F |
| Woodingdean Primary School, Warren Rd Brighton, BN2 6BB | 12.81 | G |
| Woodingdean Medical Centre, Warren road Brighton, BN2 6BA | 23.36 | H |
| Holy Cross C of E Church, Downsway, Brighton, BN2 6BD | 36.76 | I |
| The Downs Hotel, Warren Road Brighton, BN2 6BB | 56.16 | J |
| 576 Falmer Road, Brighton, BN2 6NA | 33.28 | K |
| 38 Warren Way, Brighton, BN2 6PJ | 34.98 | L |

Map of results (also available at <http://bit.ly/2sIJGqy>)



Source for statistics of early death from air pollution in Brighton and Hove collate figures of early deaths across the country by local authority from particulate matter (PM) – one type of harmful air pollution. See page 15 for details of Brighton and Hove.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/332854/PHE_CRCE_010.pdf

Geoff Raw – Chief Executive
Brighton & Hove City Council

26th September 2017

Dear Geoff

We are submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 10th October 2017.

We have been contacted by residents, over many years, about illegal and anti-social parking outside schools in our respective Wards of Patcham and Hangleton & Knoll.

On many occasions we have used a variety of measures to address this issue, and we praise officers, the schools, the Council's parking enforcement contractor, NSL, and the Police for their work improving child safety. We are now looking to ensure that all schools throughout the City can utilise existing powers, which are seldom used effectively at present as they are not widely known.

There is not a single document that brings all of the elements together, providing a guide for stakeholders, on how to go about the process; even though the council does have information on its website.

In discussions with council officers, it has also been highlighted that no single point of contact exists to help facilitate a multi-agency campaign.

To that end, we respectfully ask that The Executive Director of Economy, Environment and Culture be requested to produce a report for E. T.& S. Committee to consider the following:

1. A summary to assist Schools, Councillors and officers that identifies what is available to deliver a multi-agency campaign such as, but not limited to, banners, leaflets (for enforcement officers), school take home packs, routes to schools, "park & stride" type initiatives, and enforcement (civil and criminal). The summary should include who to contact, what the process is for each element and what actions rely on another to be able to progress (perhaps a Gantt chart). It should also include advice on what parking restrictions exist, or could be imposed, and the benefits of them.
2. Advice on the creation of a single point of contact within the Council; someone who can manage and bring together all the component parts, including liaison with the Police, parking enforcement and schools.
3. Guidance on how Public Space Protection Orders could be used to prevent on-pavement parking, between certain times on school days; and if there are no such

applicable uses of a PSPO, the report should explore ways of using local by-laws to achieve this goal.

In addition to provisions already available, could the report explore potential uses of body-worn c.c.t.v. – with a view to not only protecting staff from abuse, but to also provide evidence for enforcement and aid in prosecution. Similarly static traffic cameras outside schools will also act as a significant deterrent, whilst issuing instant fines for offences.

Yours sincerely

Cllrs. Tony Janio and Lee Wares

Geoff Raw - Chief Executive
Brighton and Hove City Council

28 September 2017

Dear Geoff

We are submitting the following letter under Council Procedure Rule 23.3 to be included on the agenda for the Environment, Transport & Sustainability Committee meeting of 10th October 2017.

We write having spent the past two months knocking on doors in the Poets' Corner area of our ward following the roll-out of the new grey wheelie bins for recycling. Several themes and questions have arisen.

In the first instance, it is immediately clear that the bins are totally unsuitable for certain streets within the area. Houses on Stoneham Road, for example, are fronted by a narrow strip garden with waist-height walls along the pavement and knee-height walls along front paths. Some houses have steps. Where were residents expected to store these bins given that they are large, incredibly heavy when full and difficult to manoeuvre?

As the default bin is the larger size, tens of residents have requested a smaller replacement. However, few were aware of this option prior to our visits and of those who have requested a replacement, most waited for weeks (or are still waiting) for their new bin. Why was it not made clearer to residents that a smaller bin was available and why were preparations not made to cope with the inevitable swap requests?

Some residents have found it necessary to get rid of their grey wheelie bins entirely. They have been assured by City Clean that black boxes containing general recycling will still be collected in the usual way, as have we. However, arguments seem to be ongoing with operatives over whether or not black boxes will be emptied. Can we have a reassurance that black boxes will still be collected in the usual way, and confirmation that unwanted black boxes will be picked up soon?

Finally, some residents have taken little interest in the process to date and have simply left their new bins on the pavement without weighing consideration for pedestrians (or for the look and feel of the area generally). We have had many reports of obstructions including one report from a disabled wheelchair user who had to turn around and go all the way back to the bottom of a street because her way was blocked entirely. Pedestrians need the backing of City Clean in calling for pavements to be kept clear. What is the plan in that regard?

Thank you in advance for your response.

Cllr Robert Nemeth
Cllr Garry Peltzer Dunn

| | |
|----------------------------|------------------------------|
| Council | Agenda Item 25(d) |
| 20 th July 2017 | Brighton & Hove City Council |

NOTICE OF MOTION

CYCLING STRATEGY

“This Council welcomes the imminent launch of the city’s Bike Hire Scheme and notes the importance of cycling in improving health, enhancing air quality and reducing congestion. This Council further acknowledges the successful initiatives the council has pursued under all parties to encourage cycling in the city, such as the Local Transport Plan, the Cycling Ambition initiative and the Space for Cycling commitment:

This Council resolves to:

Request that a report be brought to Environment, Transport & Sustainability Committee outlining options for implementing a specific and ambitious cycling strategy for Brighton and Hove, with information included that would help to:

- a) Identify what progress has been made against the cycling goals of the Local Transport Plan, to encourage a healthy cycling culture whereby cycling is safe, easy and enjoyable
- b) Explore options for the continued development of better cycling infrastructure such as the creation of a ‘Brighton and Hove Cycle network’ (modelled on the successful London Cycle Network) of joined up and marked routes, connecting sections of ‘stranded’ routes and improving the cycling experience across road junctions
- c) Explore the funding options available (such as grants, Section 106 agreements and the Community Infrastructure Levy) to support improved cycling infrastructure, more cycle parking and greater use of initiatives like personal travel planning, employee purchase schemes and rider and maintenance training;
- d) Facilitate greater engagement with residents and cycling groups in the city to ensure maximum support for a cycling strategy and to encourage the creation of political ‘Cycling Champions’ across all parties.”

Supporting Information

The Council’s Local Transport Plan was adopted 26th March 2015: <http://bit.ly/2sTZeqC>

National campaign ‘Space for Cycling’ was adopted ETS Committee in November 2015: <http://bit.ly/2tTawzl>

The B&H Bike Hire Scheme will be launched in September 2017.

| | | | |
|--------------------------|--|---|--------------------------|
| Subject: | Parking Annual Report | | |
| Date of Meeting: | 10 October 2017 | | |
| Report of: | Executive Director Economy, Environment & Culture | | |
| Contact Officer: | Name: | Paul Nicholls | Tel: 01273 293287 |
| | Email: | paul.nicholls@brighton-hove.gov.uk | |
| Ward(s) affected: | All | | |

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

- 1.1 To note and approve the publication of the Parking Annual Report 2016-17 on the performance of Parking Services for submission to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.

2. RECOMMENDATIONS:

- 2.1 That the Environment, Transport and Sustainability Committee endorses the publication of the Parking Annual Report for 2016-17 under the provisions of the Traffic Management Act 2004.
- 2.2 That the Environment, Transport and Sustainability Committee authorises the Head of Parking to produce and publish the report which will be made available on the Council's website and to stakeholders.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The City Council took over responsibility for civil parking enforcement from Sussex Police on 16 July 2001. The Traffic Management Act 2004 came into force on 31 March 2008 and in the interest of transparency the Council is required to produce and publish an annual report with the aim of informing debate on local parking issues.
- 3.2 Last year's annual report received national recognition when it was judged 'best overall report' for the second year running by the independent Parking Annual Report Review Group established by PATROL (Parking and Traffic Regulations Outside London). The Review group commented "Brighton & Hove Council retain the lead position in the full report category with another highly accessible, thought provoking, complete, informative and well-presented publication."
- 3.3 Copies of this year's Parking Annual Report will be sent to stakeholders including, Sussex Police, East Sussex Fire Brigade, The Traffic Penalty Tribunal, the Department for Transport, local parking special interest groups. The Parking Annual Report will also be published on the council's website.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 No alternatives considered as there is a statutory requirement to produce a Parking Annual Report. The importance of the report in communicating with the public has also been highlighted by the Transport Select Committee

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The publication of the Parking Annual Report 2016-17 is being used as an opportunity to inform and engage with the public and stakeholders on a range of parking issues

6. CONCLUSION

- 6.1 To provide the public and stakeholders with information on the performance and aims and objectives of parking services and to meet the Council's legal obligations under the Traffic Management Act 2004

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the production and publication of the Parking Annual Report are funded from existing revenue budgets within the City Transport service. Financial information relating to the council's parking activities is included within the Parking Annual Report.

Finance Officer Consulted: Gemma Jackson

Date: 14/09/17

Legal Implications:

- 7.2 The City Council is required by statutory guidance issued by the Department for Transport under Section 87 of the Traffic Management Act 2004 to produce and publish an annual report within 6 months of the end of the financial year detailing financial and statistical information on its civil parking enforcement regime

Lawyer Consulted: Stephanie Stammers

Date: 13/09/17

Equalities Implications:

- 7.3 None identified

Sustainability Implications:

- 7.4 None identified

Any Other Significant Implications:

7.5 None identified

SUPPORTING DOCUMENTATION

Appendices:

1. Parking Annual Report 2016-17 (copy circulated to Members and published on the council website)

Documents in Members' Rooms

1. Public Version of the Parking Annual Report

| | | | |
|--------------------------|--|---|---------------------|
| Subject: | Parking Scheme Priority Timetable | | |
| Date of Meeting: | 10th October 2017 | | |
| Report of: | Executive Director Economy, Environment & Culture | | |
| 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 The purpose of this report is to consider recent requests from residents for consultation on resident parking schemes.
- 1.2 These requests have been assessed and developed into the next parking scheme priority timetable up to 2020/21 for consideration and approval.

2. RECOMMENDATIONS:

- 2.1 That Committee agrees to the parking scheme priority timetable outlined in Appendix A.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Over the last six months there have been petitions and deputations to the Environment, Transport & Sustainability Committee requesting parking scheme consultations and so it was agreed that a report would be presented to Committee for members to agree the way forward for a new parking scheme priority timetable.
- 3.2 The proposed timetable includes the current resourced work being undertaken in the West Hove Area, the Hove Park Area and Zone U (St Luke's Area) as well as future work over the next two years.
- 3.3 In addition we have committed to a 12 month review of the Hanover & Elm Grove parking schemes (Zones V & S). This was agreed at the Environment, Transport & Sustainability Committee on 27th June 2017. At the same meeting it was agreed to re-consult residents of Area U (St Luke's Area).

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative option is rejecting recent requests for new parking schemes which would mean that no proposals would be taken forward. There is also the alternative to re-prioritise the timings of the proposed parking scheme consultations.

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 Officers are currently working on the consultation on parking schemes in the West Hove Area, the Hove Park Area and Zone U (St Luke's Area).

5.2 These schemes are due to be completed in 2018/19 allowing other consultation work to begin in other schemes.

5.3 The Council is also committed to a 12 month review of the two Hanover & Elm Grove parking schemes (Zones S & V) and this has been programmed into the Parking scheme timetable (Appendix A). This was agreed in the recommendations at the ETS Committee on 27th June 2017.

5.4 Over the last few months the following areas have come forward requesting a consultation on a resident parking scheme.

South Portslade Area

5.5 On 27th June 2017 the ETS Committee considered a petition signed by 118 people requesting the council to undertake a resident parking scheme consultation in the South Portslade Area.

5.6 There are already parking difficulties in this area and this is likely to be increased by the West Hove Area parking scheme which is currently at the final Traffic Order stage.

Surrenden Area

5.7 Residents were consulted in the wider Surrenden Area in August 2015 but only a smaller area in the Fiveways Area were in favour. Residents in the Balfour Road Area then came forward in large numbers to request a further consultation as an extension to the Zone F Fiveways scheme. This scheme is due to begin operation on 2nd October 2017 following extensive consultation.

5.8 On 28th June 2016 the ETS Committee considered a petition signed by 106 people requesting the council to undertake a resident parking scheme consultation on Surrenden Road.

5.9 It was responded that Surrenden Road is lengthy with a number of side roads and closes that would require a more extensive design solution Therefore, at that stage, Surrenden Road would need to be considered as part of a wider parking scheme. It was outlined that if residents come forward with a petition from the wider area then it can be considered for inclusion within the parking scheme priority timetable

5.10 On 17th January 2017 the ETS Committee considered a petition signed by 73 people requesting the council to undertake a resident parking scheme consultation in the Harrington Road area next to Surrenden Road.

Event Day Parking (AMEX Stadium) (Zone D)

- 5.11 On 11th October 2016 the ETS Committee considered a petition signed by 230 people requesting the council review the Zone D event day (AMEX Stadium) parking scheme.
- 5.12 As part of the upcoming parking permit review, officers will look at the operation of the schemes including how the permits are issued and how they are enforced. However, residents feel further changes in the area are required to prevent unauthorised and inter-commuting parking. This could involve area changes to the scheme operation including boundaries would require much more detailed discussion and funding from the football club as it is distinctly different from the way other parking schemes are managed and introduced.

Steyning Road- Rottingdean

- 5.13 The ETS Committee on 29th November 2016 considered a petition signed by 12 people requesting a shared residents parking scheme within the existing limited waiting parking bays in Steyning Road, Rottingdean for households with no off-road parking facilities.
- 5.14 The parking difficulties are appreciated but the Council would need to consider a larger scheme as otherwise this would lead to vehicle displacement to the surrounding roads. Taking this forward would require a consultation and legal Traffic Order process with a new permit set up for just 12 spaces.
- 5.15 If residents come forward with a petition from the wider area then it can be considered for inclusion within the parking scheme priority timetable. This is consistent with the approach taken in the Surrenden area.
- 5.16 The agreed area and type of scheme for the South Portslade, Surrenden Area and Event day (AMEX Stadium) review would be presented at further ETS Committee's in 2018/19.

6. CONCLUSION

- 6.1 It is felt that the recommendations outlined represent a fair way of dealing with requests for a resident parking scheme in various areas. Therefore it is recommended that the Parking Scheme priority timetable as set out in Appendix A should be approved.
- 6.2 Additional parking schemes also require additional resources in Parking Services dealing with permit applications and renewals as well as Penalty Charge Notice appeals and the increased general correspondence. Further resources are required to manage and enforce any new parking restrictions.
- 6.3 Officers will therefore be assessing the resource implications for the service.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated to officer time and consultation for the initial scheme reviews will be funded from existing budgets within the Transport service.
- 7.2 The capital costs associated with controlled parking scheme creation and extension is funded by unsupported borrowing, with repayments made over an appropriate time scale funded from the revenue income generated by the scheme. The detailed financial implications relating to the specific schemes will be reviewed and reported to future Committees on completion of consultation and consideration of options. The recurring financial impact of schemes will be incorporated in future years budgets.
- 7.3 Revenue income generated from on-street parking schemes is first defrayed against relevant costs with any surplus used for qualifying transport and highways related expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.

Finance Officer Consulted: Gemma Jackson

Date: 12/09/2017

Legal Implications:

- 7.4 Any parking scheme proposed would be subject to statutory public consultation, allowing for a period of at least 21 days for any objections or other representations to be made.
- 7.5 It is not considered that any human rights implications arise from the recommendations in the report.

Lawyer Consulted: Stephanie Stammers

Date: 15/09/2017

Equalities Implications:

- 7.6 No Equalities implications identified.

Sustainability Implications:

- 7.7 No Sustainability implications identified.

Any Other Significant Implications

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

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Proposed Parking Scheme Priority Timetable.

Documents in Members' Rooms


1. None

Background Documents

1. None

Appendix A – Proposed resident parking scheme priority programme

| | Year | 2017 | | | 2018 | | | 2019 | | | 2020 | | | |
|-----------------|--|---------|--|----------------------|------|---|----------------------|----------------------|---|----------------------|------|---|---|---|
| | | Quarter | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 | 1 | 2 | 3 |
| | | | 4 | | | 4 | | | | 4 | | | | 4 |
| Priority | Area | | | | | | | | | | | | | |
| Current | West Hove (Zone L) | | ████████████████████ | | | | | | | | | | | |
| Current | Hove Park | | ██ | | | | | | | | | | | |
| 1 | Zone U (St Luke’s area) review | | | ████████████████████ | | | | | | | | | | |
| 2 | Hanover & Elm Grove full scheme (Zone V) review. | | | | | | ████████████████████ | | | | | | | |
| 3 | Hanover & Elm Grove Light Touch (Zone S) review. | | | | | | ████████████████████ | | | | | | | |
| 4 | Event day parking scheme review (AMEX Stadium)* | | | | | | | ████████████████████ | | | | | | |
| 5 | South Portslade | | | | | | | | | ████████████████████ | | | | |

| | | | | | |
|---|----------------|--|--|--|---|
| | | | | | |
| 6 | Surrenden Area | | | |  |

These parking schemes would run along reviews of recent schemes implemented and other projects within Parking Services

*Subject to funding being available from the Football Club for consultation and implementation costs.

| | | | |
|--------------------------|--|---|---------------------|
| Subject: | Resident Parking Scheme Update | | |
| Date of Meeting: | 10th October 2017 | | |
| Report of: | Executive Director Economy, Environment & Culture | | |
| Contact Officer: | Name: | Charles Field | Tel: 29-3329 |
| | Email: | Charles.field@brighton-hove.gov.uk | |
| Ward(s) affected: | Hove Park, Queens Park, Wish | | |

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

1.1 The purpose of this report is to update on progress for three parking schemes and seek agreement for the scope of the initial consultation on two of these schemes and implementation for the other.

- Hove Park Area – Agree further consultation proposals (options and area)
- Zone U (St Luke’s Area) - Agree further consultation proposals (options and area)
- West Hove Area – Traffic Order consultation – Agree to proceed to implementation stage.

2. RECOMMENDATIONS:

2.1 That the Committee:

Hove Park Area

- (a) Agrees that a further consultation takes place in the Hove Park Area (Appendix C) on a light touch parking scheme (Monday to Friday).

Zone U (St Luke’s Area)

- (b) Agrees that a further consultation takes place in the Zone U (St Luke’s Area) (Appendix D) on the schemes outlined in para 5.9.

West Hove Area

- (c) Agrees that the following Traffic Regulation Orders are approved and the West Hove area parking scheme (Appendix F) proceeds to the implementation stage.

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-26a-2017)

- Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-26b-2017)

(d) Approves that any requests for minor design amendments deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

3. CONTEXT/ BACKGROUND INFORMATION

3.1 At the Environment, Transport & Sustainability Committee on 15th March 2016 the Parking Scheme priority timetable was agreed which would require officers commencing work on a number of proposed parking schemes throughout Brighton & Hove. This included the West Hove Area and Hove Park Area.

3.2 In terms of Zone U (St Luke's Area) the council received a petition from residents asking us to review parking to consider a full scheme for the area.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 The main alternative option is doing nothing which would mean the proposals would not 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

Hove Park Area

5.1 Following Environment, Transport & Sustainability Committee approval on 15th March 2016 a consultation letter was sent out to all households in the Hove Park ward in June / July 2017. The consultation was also advertised on the council's website, via social media and by a press-release to local media. The results outlined that 43% of respondents were in favour of a Residents' Parking Scheme in the area based on a 51% response rate.

5.2 79% of respondents wanted a light touch scheme while 20% preferred a full scheme. 77% of respondents supported a Monday to Friday scheme while 23% supported a seven day scheme.

5.3 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a road by road results plan is outlined in detail in Appendix A including the main comments.

5.4 It is clear from the results that a smaller area were in favour of a parking scheme (Analysis in Appendix B). Within this area the results outlined that 62% of respondents were in favour of a Residents' Parking Scheme in the area. 76% of respondents wanted a light touch scheme while 70% of respondents supported a Monday to Friday scheme.

- 5.5 Therefore, it is recommended that a further consultation takes place in the smaller Hove park Area (Appendix C) on a light touch resident parking scheme (Monday to Friday).
- 5.6 The Hove Park Ward Councillors have outlined they are happy to support the recommendations based on the resident's wishes. However, they have added that they are concerned about vehicle displacement and would like additional parking restrictions such as Double Yellow lines considered outside the scheme boundaries. This will be considered alongside the Traffic Regulation order process if a scheme gets approval to that stage.

Zone U (St Luke's Area)

- 5.7 Within Zone U (St Luke's Area) the Council received a petition from residents requesting a review of parking and to consider a full scheme for the area.
- 5.8 Full details were presented to the ETS Committee on 27th June which outlined that 138 (54%) of respondents support the idea of the scheme remaining as light touch. 119 (46%) of respondents support the idea of changing to a full scheme.
- 5.9 From the results it was clear there is a divide between the western side who would prefer to remain a light touch scheme (current hours are 10am-11am & 2pm-3pm) and the eastern side who would prefer to become a full scheme. Therefore, it was agreed on the 27th June Committee meeting that a further report be presented to this Committee following the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward.
- 5.10 Due to the results it is proposed that residents in the Bakers Bottom Area are consulted on whether they would like to be an extension to the full scheme (9am-8pm seven days) in Zone I (Craven Vale). It is also proposed that the remaining residents are consulted on whether they would like to join the implemented nearby Zone S and their different hours of restriction of 11am-12 Noon and 6pm-7pm (Monday to Friday). A plan of this proposal is outlined in Appendix D.

West Hove Area

- 5.11 Following Environment, Transport & Sustainability Committee approval on 15th March 2016 a consultation letter was sent out to all households in the West Hove Ward in November 2016. The consultation was also advertised on the council's website, via social media and by a press-release to local media. The results outlined that 67% of respondents were in favour of being consulted on a detailed design of a Residents' Parking Scheme in the area based on a 44% response rate.
- 5.12 22% of respondents wanted a 9am-8pm residents parking scheme while 78% wanted 2 periods during the day (light touch scheme). 47% of respondents wanted a Monday to Sunday scheme while 53% wanted Monday to Friday.
- 5.13 Following Environment, Transport & Sustainability Committee approval on 14th March 2017 a consultation letter was sent out in April 2017. The consultation was also advertised on the council's website, via social media and by a press-release to local

media. The results outlined that 75.5% of respondents were in favour of a Residents' Parking Scheme in the area based on a 41% response rate.

- 5.14 69.9% of respondents agreed with the proposed hours of operation (Monday to Sunday 11am -12 Noon & 6pm - 7pm) while 30.1% of respondents preferred different hours.
- 5.15 It was agreed at the Environment, Transport & Sustainability Committee on 27th June 2017 to take into account the results of the second stage consultation and propose a new resident parking scheme (Monday to Sunday 11am -12 Noon & 6pm - 7pm) within the West Hove Area (Appendix F).
- 5.16 The draft Traffic Regulation Orders (TRO) were advertised on 18th August 2017 with the closing date for comments and objections on 8th September 2017. The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.17 Notices with information about the proposals were erected within roads of the proposed parking scheme area for 18th August 2017. The notice was also published in the Brighton & Hove Independent newspaper on 18th August 2017. Detailed plans and the Traffic Regulation Orders were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall.
- 5.18 The documents were also available to view and to respond to directly on the Council website.
- 5.19 20 items of correspondence were received with 10 responses outlining their support for the parking scheme and a further 10 objecting to the proposals (Summarised in Appendix E).
- 5.20 From those who supported the parking scheme it was further outlined they wanted to see changes to the proposals in St Keyna/ Middleton/ Glastonbury/ Derek Avenue. One response added they wanted to be allowed more than one permit while another wanted additional motorcycle parking.
- 5.21 The main points of objection from the 10 objections were the following;
- Additional cost for households – should not have to pay to park on the road.
 - Displacement of vehicles into surrounding uncontrolled area.
 - No current parking problem.
 - The inconvenience to visitors to area.
 - The hours of operation don't cover when there is a parking problem.
 - There should be better public transport provision/ Park and Ride.
 - They should be allowed to park on the public highway across access to own drive.
 - Rather have a five day scheme.
 - There should be more electric vehicle provision.
 - There are too many vehicles owned by residents for it to solve the problem.
 - Don't want additional road markings and road signs.
 - Should be allowed more than one permit.

- 5.22 Overall the West Hove parking scheme has been through an extensive consultation period where residents have had the opportunity to comment on the overall operation of the scheme and the designs within the scheme. The majority of residents have clearly outlined they want a Resident parking scheme taken forward based on the detailed design proposed and the rules & regulations required.
- 5.23 When introducing new residents parking schemes the Council must demonstrate that these would be self-financing. This is why charges have to be made for On-street parking. The Council do have to charge residents for permits for the schemes as the schemes have ongoing costs i.e. Civil enforcement officers, maintenance of signage and lining, etc. Any surplus from the revenue received from the proposed parking schemes funds Concessionary Travel and other transport related costs as detailed within the Parking Annual Report.

6. CONCLUSION

Hove Park Area

- 6.1 Following the consultation results outlined it is recommended that a further consultation takes place in the smaller Hove Park Area (Appendix C) on a light touch resident parking scheme (Monday to Friday).

Zone U (St Luke's area)

- 6.2 Due to the previous results it is proposed that residents in the Bakers Bottom Area are consulted on whether they would like to be an extension to the full scheme in Zone I (Craven Vale). It is proposed that the rest of residents are consulted on whether they would like to be included within the implemented nearby Zone S and their different hours of restriction. A plan of this proposal is outlined in Appendix D.

West Hove Area

- 6.3 The final recommendation is that the West Hove Area parking scheme (Appendix F) proceeds to the implementation stage following the Traffic Regulation Order Consultation.
- 6.4 It is also recommended that any requests for minor design amendments deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the report recommendations for further consultation in the Hove Park and St Luke's areas will be met from existing revenue budgets within the Parking department. The detailed financial implications of the proposed schemes will be included in future committee reports once the final designs of the schemes have been determined.

- 7.2 The capital costs of creating the West Hove area parking scheme will be funded from borrowing, with repayments made over a seven year period funded from the revenue income generated. It is estimated that the capital costs of the recommendations in this report will be £0.200m.
- 7.3 Additional enforcement costs are estimated to be £0.021m per annum for the West Hove area parking scheme. These costs are not included in current revenue budgets but will be funded from the income generated by the new scheme.
- 7.4 The annual income from the West Hove area parking scheme is estimated to be £0.160m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.5 Revenue income generated from on-street parking schemes is first defrayed against relevant costs with any surplus used for qualifying transport and highways related expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.
- 7.6 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

Finance Officer Consulted: Gemma Jackson

Date: 13/09/17

Legal Implications:

- 7.7 The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient and safe movement of all types of traffic.

Under the Road Traffic Regulation Act 1984 a traffic authority may make a traffic regulation order prohibiting, restricting or regulating the use of a road, or any part of the width of a road by vehicular traffic. A traffic regulation order may provide for the use as parking places of any part of a road and any charges to be made for vehicles left in the parking places .

After the proposals for a traffic regulation order have been formally advertised the Council can, in the light of objections / representations received, decide to re- consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to a traffic regulation order, then the matter must be returned to the ETS Committee for a decision.

Revenue income generated from on-street parking schemes is first defrayed against relevant costs with any surplus used for qualifying transport and highways related expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.

Lawyer Consulted: Stephanie Stammers

Date: 15/09/17

Equalities Implications:

- 7.8 The proposed measures will be of benefit to many road users.
- 7.9 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities

Sustainability Implications:

- 7.10 The new motorcycle bays will encourage more sustainable methods of transport alongside Electric vehicle charging points and Car club bays.
- 7.11 Managing parking will increase turnover and parking opportunities for all.

Any Other Significant Implications:

- 7.12 None identified

SUPPORTING DOCUMENTATION

Appendices:

- Appendix A – Hove Park area– Full Analysis
- Appendix B - Hove Park area – Proposed area Analysis
- Appendix C – Hove park area proposal plan
- Appendix D – Zone U proposal plan.
- Appendix E – West Hove – Comments to Traffic Regulation order.
- Appendix F - West Hove area plan.

Documents in Members' Rooms

- 1. None

Background Documents

- 1. Agenda items 14 & 16 - Report To ETS Committee 15/3/2016
- 2. Agenda item 74 - Report To ETS Committee 14/3/2017
- 3. Agenda item 13 - Report To ETS Committee 28/6/2016
- 4. Agenda item 77 - Report To ETS Committee 15/3/2016

Appendix A - Hove Park Residents Parking Scheme Initial Consultation Report

Background

The council has received a number of complaints from residents about parking issues within Hove Park and surrounding areas.

At a previous Environment, Transport & Sustainability Committee it was agreed that residents and businesses in this area would be written to in order to find out if there is general support for a resident parking scheme and if so, whether a full scheme or a light-touch scheme and what days of operation might be preferred.

If there is support for a residents parking scheme in the area, a further consultation with information about a detailed design will follow in early Spring 2018. This will give residents a further opportunity to make a decision on whether they are happy with detailed proposals and to offer further comments.

Headline Findings

Support for a resident parking scheme:

- 43% of respondents support the idea of a residents parking scheme.
- 57% of respondents do not support the idea of a residents parking scheme

Full or Light-touch scheme

- 20.5% prefer a full scheme
- 79.5% prefer a light-touch scheme

Days of Operation

- 77.1% of respondents support a Monday to Friday scheme
- 22.9% of respondents support a Monday to Sunday scheme

Methodology

Brighton & Hove City Council Land and Property Gazeteer was used to provide 4037 property addresses in the proposed scheme boundary for the Hove Park Area. A questionnaire, frequently asked questions sheet and a prepaid envelope for reply was sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal should they wish to. 90.7% responses received were by mail and 9.3% on line. The consultation ran from 16th June – 25th July 2017.

Results

2052 valid responses¹ were received from within the proposed scheme boundary giving a response rate of 50.8%

Q1 Would you like a parking scheme in your area?

(response base 2026²)

| Yes | | No | | Total |
|--------|----|--------|----|-------|
| Number | % | Number | % | |
| 872 | 43 | 1154 | 57 | 2026 |

Results on a street by street basis were as follows:

(response base 2026)

| Street | Number properties mailed | Number responses | Response rate % | Yes | | No | |
|-------------------|--------------------------|------------------|-----------------|--------|-------|--------|-------|
| | | | | Number | % | Number | % |
| Aldrington Avenue | 55 | 26 | 47.3 | 8 | 30.8 | 18 | 69.2 |
| Amherst Crescent | 68 | 44 | 64.7 | 19 | 43.2 | 25 | 56.8 |
| Ash Close | 5 | 1 | 20.0 | 1 | 100.0 | 0 | 0.0 |
| Barrowfield Close | 6 | 5 | 83.3 | 1 | 20.0 | 4 | 80.0 |
| Barrowfield Drive | 20 | 6 | 30.0 | 5 | 83.3 | 1 | 16.7 |
| Benett Avenue | 5 | 2 | 40.0 | 2 | 100.0 | 0 | 0.0 |
| Benett Drive | 71 | 52 | 73.2 | 30 | 57.7 | 22 | 42.3 |
| Bishops Road | 42 | 28 | 66.7 | 21 | 75.0 | 7 | 25.0 |
| Chalfont Drive | 27 | 16 | 59.3 | 7 | 43.8 | 9 | 56.3 |
| Charles Close | 18 | 8 | 44.4 | 2 | 25.0 | 6 | 75.0 |
| Chartfield | 22 | 17 | 77.3 | 0 | 0.0 | 17 | 100.0 |
| Chartfield Way | 3 | 3 | 100.0 | 1 | 33.3 | 2 | 66.7 |
| Cobton Drive | 56 | 37 | 66.1 | 3 | 8.1 | 34 | 91.9 |
| Court Farm Road | 146 | 39 | 26.7 | 9 | 23.1 | 30 | 76.9 |
| Cranmer Avenue | 57 | 34 | 59.6 | 16 | 47.1 | 18 | 52.9 |
| Deanway | 17 | 8 | 47.1 | 4 | 50.0 | 4 | 50.0 |
| Downside | 25 | 15 | 60.0 | 5 | 33.3 | 10 | 66.7 |

¹ 89 responses were removed from the analysis for the following reasons: 47 were duplicate cases, 33 were from outside the area and 9 gave no address.

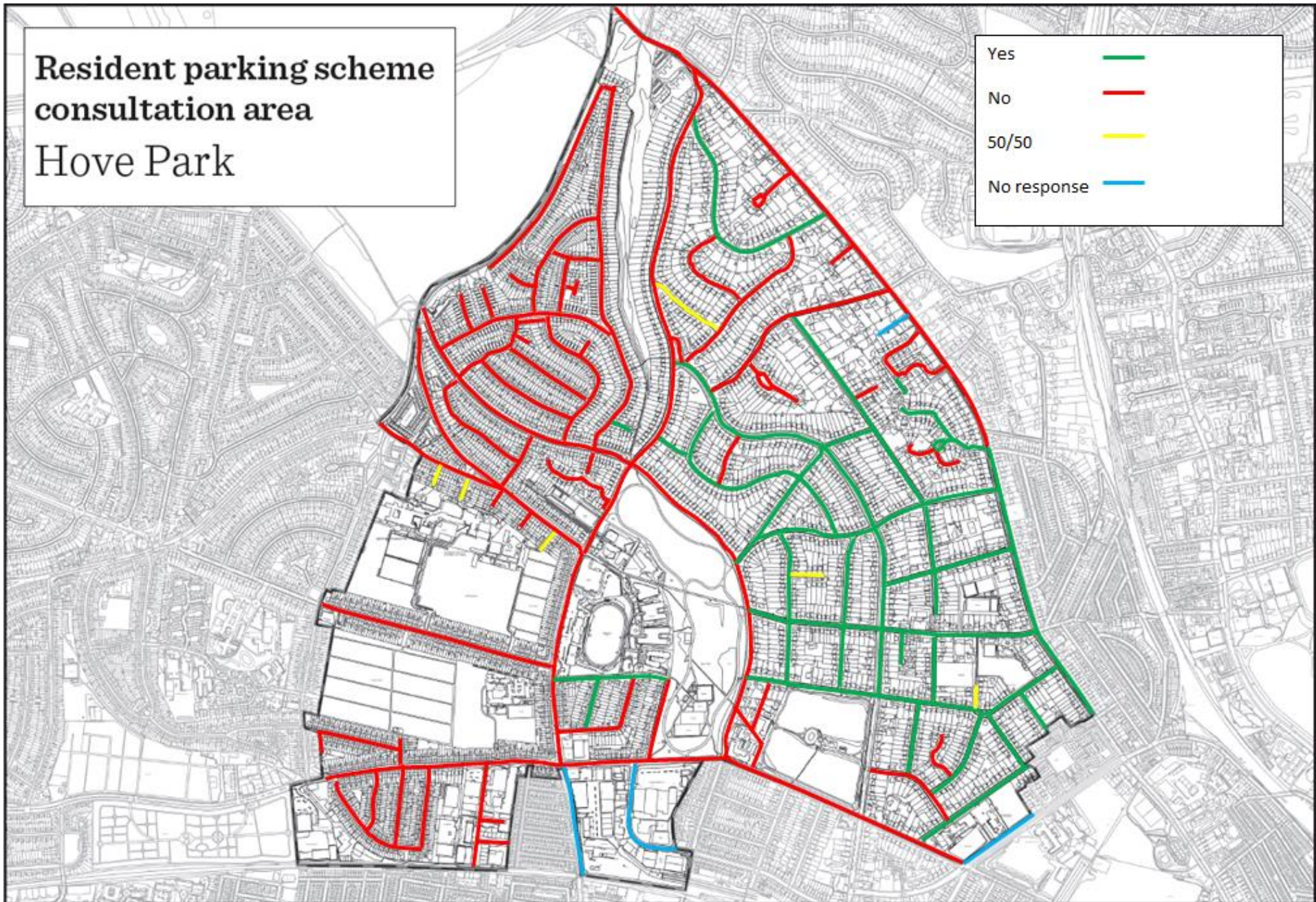
² Response base = number of people answering this question

| Street | Number properties mailed | Number responses | Response rate % | Yes | | No | |
|----------------------|--------------------------|------------------|-----------------|--------|------|--------|-------|
| | | | | Number | % | Number | % |
| Dyke Close | 10 | 6 | 60.0 | 1 | 16.7 | 5 | 83.3 |
| Dyke Road | 73 | 44 | 60.3 | 25 | 56.8 | 19 | 43.2 |
| Dyke Road Avenue | 127 | 32 | 25.2 | 10 | 31.2 | 22 | 68.8 |
| Edward Avenue | 25 | 11 | 44.0 | 3 | 27.3 | 8 | 72.7 |
| Edward Close | 4 | 1 | 25.0 | 0 | 0.0 | 1 | 100.0 |
| Elizabeth Avenue | 58 | 43 | 74.1 | 11 | 25.6 | 32 | 74.4 |
| Elizabeth Close | 4 | 2 | 50.0 | 0 | 0.0 | 2 | 100.0 |
| Elm Close | 7 | 2 | 28.6 | 0 | 0.0 | 2 | 100.0 |
| Elrington Road | 15 | 8 | 53.3 | 5 | 62.5 | 3 | 37.5 |
| Eridge Road | 9 | 4 | 44.4 | 2 | 50.0 | 2 | 50.0 |
| Frant Road | 9 | 4 | 44.4 | 2 | 50.0 | 2 | 50.0 |
| Goldstone Close | 7 | 3 | 42.9 | 1 | 33.3 | 2 | 66.7 |
| Goldstone Crescent | 256 | 94 | 36.7 | 43 | 45.7 | 51 | 54.3 |
| Goldstone Way | 43 | 22 | 51.3 | 8 | 36.4 | 14 | 63.6 |
| Hill Brow | 66 | 42 | 63.6 | 22 | 52.4 | 20 | 47.6 |
| Hill Drive | 55 | 30 | 54.5 | 10 | 33.3 | 20 | 66.7 |
| Hove Park Gardens | 26 | 11 | 42.3 | 5 | 45.5 | 6 | 54.5 |
| Hove Park Road | 71 | 42 | 59.2 | 27 | 64.3 | 15 | 35.7 |
| Hove Park Way | 46 | 39 | 84.8 | 30 | 76.9 | 9 | 23.1 |
| Kelly Road | 6 | 4 | 66.7 | 2 | 50.0 | 2 | 50.0 |
| King George VI Drive | 71 | 31 | 43.7 | 7 | 22.6 | 24 | 77.4 |
| Lloyd Close | 10 | 5 | 50.0 | 1 | 20.0 | 4 | 80.0 |
| Lloyd Road | 30 | 18 | 60.0 | 13 | 72.2 | 5 | 27.8 |
| Lullington Avenue | 41 | 24 | 58.5 | 8 | 33.3 | 16 | 66.7 |
| Mallory Road | 40 | 28 | 70 | 25 | 89.3 | 3 | 10.7 |
| Meadow Close | 21 | 11 | 52.4 | 0 | 0.0 | 11 | 100.0 |
| Milcote Avenue | 26 | 20 | 76.9 | 9 | 45.0 | 11 | 55.0 |
| Mill Drive | 63 | 40 | 63.5 | 2 | 5.0 | 38 | 95.0 |
| Nevill Avenue | 148 | 87 | 58.8 | 36 | 41.4 | 51 | 58.6 |
| Nevill Close | 8 | 4 | 50.0 | 2 | 50.0 | 2 | 50.0 |
| Nevill Gardens | 8 | 5 | 62.5 | 1 | 20.0 | 4 | 80.0 |
| Nevill Place | 8 | 4 | 50.0 | 1 | 25.0 | 3 | 75.0 |

| Street | Number properties mailed | Number responses | Response rate % | Yes | | No | |
|------------------------|--------------------------|------------------|-----------------|--------|-------|--------|-------|
| | | | | Number | % | Number | % |
| Nevill Road | 256 | 120 | 46.9 | 40 | 33.3 | 80 | 66.7 |
| Nevill Way | 18 | 13 | 72.2 | 5 | 38.5 | 8 | 61.5 |
| Newtown Road | 3 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Old Shoreham Road | 276 | 70 | 25.4 | 19 | 27.1 | 51 | 72.9 |
| Onslow Road | 22 | 17 | 77.3 | 17 | 100.0 | 0 | 0.0 |
| Orchard Avenue | 28 | 15 | 53.6 | 8 | 53.3 | 7 | 46.7 |
| Orchard Gardens | 45 | 20 | 44.4 | 8 | 40.0 | 12 | 60.0 |
| Orchard Road | 37 | 13 | 35.1 | 8 | 61.5 | 5 | 38.5 |
| Orpen Road | 17 | 11 | 64.7 | 8 | 72.7 | 3 | 27.3 |
| Park View Road | 66 | 27 | 40.9 | 11 | 40.7 | 16 | 59.3 |
| Queen Alexandra Avenue | 19 | 8 | 42.1 | 1 | 12.5 | 7 | 87.5 |
| Queen Caroline Close | 12 | 7 | 58.3 | 2 | 28.6 | 5 | 71.4 |
| Queen Mary Avenue | 10 | 8 | 80.0 | 0 | 0.0 | 8 | 100.0 |
| Queen Victoria Avenue | 84 | 37 | 44.0 | 6 | 16.2 | 31 | 83.8 |
| Radinden Drive | 10 | 4 | 40.0 | 3 | 75.0 | 1 | 25.0 |
| Radinden Manor Road | 23 | 12 | 52.2 | 10 | 83.3 | 2 | 16.7 |
| Rigden Road | 23 | 15 | 65.2 | 8 | 53.3 | 7 | 46.7 |
| Sackville Road | 6 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Sandringham Close | 17 | 10 | 58.8 | 0 | 0.0 | 10 | 100.0 |
| Sandringham Drive | 57 | 35 | 61.4 | 4 | 11.4 | 31 | 88.6 |
| Shirley Avenue | 10 | 5 | 50.0 | 1 | 20.0 | 4 | 80.0 |
| Shirley Drive | 153 | 81 | 52.9 | 44 | 54.3 | 37 | 45.7 |
| Shirley Road | 19 | 15 | 78.9 | 6 | 40.0 | 9 | 60.0 |
| St Josephs Close | 44 | 5 | 11.4 | 1 | 20.0 | 4 | 80.0 |
| Stanford Close | 9 | 6 | 66.7 | 3 | 50.0 | 3 | 50.0 |
| The Droveaway | 80 | 58 | 72.5 | 48 | 82.8 | 10 | 17.2 |
| The Green | 9 | 7 | 77.8 | 3 | 42.9 | 4 | 57.1 |
| The Paddock | 11 | 8 | 72.7 | 7 | 87.5 | 1 | 12.5 |
| The Spinney | 8 | 3 | 37.5 | 1 | 33.3 | 2 | 66.7 |
| The Upper Drive | 2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Tongdean Avenue | 56 | 35 | 62.5 | 24 | 68.6 | 11 | 31.4 |

| Street | Number properties mailed | Number responses | Response rate % | Yes | | No | |
|-----------------|--------------------------|------------------|-----------------|------------|-------------|-------------|-------------|
| | | | | Number | % | Number | % |
| Tongdean Place | 2 | 0 | 0.0 | 0 | 0.0 | 0 | 0.0 |
| Tongdean Road | 56 | 27 | 48.2 | 11 | 40.7 | 16 | 59.3 |
| Torrance Close | 2 | 2 | 100.0 | 0 | 0.0 | 2 | 100.0 |
| Tredcroft Road | 35 | 30 | 85.7 | 19 | 63.3 | 11 | 36.7 |
| Weald Avenue | 5 | 4 | 80.0 | 0 | 0.0 | 4 | 100.0 |
| Windsor Close | 46 | 8 | 17.4 | 0 | 0.0 | 8 | 100.0 |
| Woodland Avenue | 175 | 106 | 60.6 | 36 | 34.0 | 70 | 66.0 |
| Woodland Close | 6 | 6 | 100.0 | 5 | 83.3 | 1 | 16.7 |
| Woodland Drive | 145 | 58 | 40.0 | 18 | 31.0 | 40 | 69.0 |
| Woodland Parade | 13 | 4 | 30.8 | 1 | 25.0 | 3 | 75.0 |
| Woodlands | 28 | 15 | 53.6 | 9 | 60.0 | 6 | 40.0 |
| Woodruff Avenue | 60 | 39 | 65.0 | 31 | 79.5 | 8 | 20.5 |
| Total | 4037 | 2026 | 50.8 | 872 | 43.0 | 1154 | 57.0 |

**Resident parking scheme
consultation area**
Hove Park



Q2 If a scheme were introduced which option would you prefer?
 (response base 1709)

| All Day 9am to 8pm | | Two periods during the day 10am-11am and 2pm-3pm for example | | Total |
|--------------------|------|--|------|-------|
| Number | % | Number | % | |
| 350 | 20.5 | 1359 | 79.5 | 1709 |

Q3 If a scheme were introduced would you prefer?
 (response base 1727)

| Monday to Sunday | | Monday to Friday | | Total |
|------------------|------|------------------|------|-------|
| Number | % | Number | % | |
| 395 | 22.9 | 1332 | 77.1 | 1727 |

Demographic Information

Age (response base 1431)

| Age | Number | % |
|--------------|-------------|--------------|
| 18-24 | 8 | 0.6 |
| 25-34 | 79 | 5.5 |
| 35-44 | 247 | 17.3 |
| 45-54 | 391 | 27.3 |
| 55-64 | 284 | 19.8 |
| 65-74 | 217 | 15.2 |
| 75+ | 205 | 14.3 |
| Total | 1431 | 100.0 |

Gender (response base 1575)

| Gender | Number | % |
|--------------|-------------|--------------|
| Male | 761 | 48.3 |
| Female | 811 | 51.5 |
| Other | 3 | 0.2 |
| Total | 1575 | 100.0 |

Gender Identity (response base 1464)

| Do you identify as the gender you were assigned at birth? | Number | % |
|---|-------------|--------------|
| Yes | 1450 | 99.0 |
| No | 14 | 1.0 |
| Total | 1464 | 100.0 |

Disability (response base 1510)

| Disability | Number | % |
|---------------|-------------|--------------|
| Yes, a little | 160 | 10.6 |
| Yes, a lot | 102 | 6.8 |
| No | 1246 | 82.6 |
| Total | 1510 | 100.0 |

Of those who answered “yes”, disabilities were as follows:

| Please state the type of impairment which applies to you. | Number |
|---|--------|
| Physical impairment | 160 |
| Sensory impairment | 6 |
| Learning disability/ difficulty | 14 |
| Long-standing illness | 68 |
| Mental health condition | 19 |
| Development condition | 2 |
| Autistic Spectrum | 2 |
| Other | 20 |

Ethnic Origin (response base 1576)

| Ethnic Origin | | Number | % |
|------------------------|---|---------------|--------------|
| White | White English/ Welsh/ Scottish/ Northern Irish/ British | 1370 | 86.9 |
| | Irish | 24 | 1.5 |
| | Gypsy or Irish Traveller | 0 | 0.0 |
| | Any other white background | 72 | 4.6 |
| Asian or Asian British | Bangladeshi | 4 | 0.3 |
| | Indian | 30 | 1.9 |
| | Pakistani | 5 | 0.3 |
| | Chinese | 13 | 0.8 |
| | Any other Asian background | 6 | 0.4 |
| Black or Black British | African | 2 | 0.1 |
| | Caribbean | 1 | 0.1 |
| | Any other Black background | 3 | 0.2 |
| Mixed | Asian & White | 11 | 0.7 |
| | Black African & White | 2 | 0.1 |
| | Black Caribbean & White | 4 | 0.3 |
| | Any other mixed background | 9 | 0.6 |
| Any other ethnic group | Arab | 5 | 0.3 |
| | Any other ethnic group | 15 | 1.0 |
| Total | | 1576 | 100.0 |

Sexual Orientation (response base 1462)

| Sexual Orientation | Number | % |
|---------------------------|---------------|--------------|
| Bisexual | 14 | 1.0 |
| Gay Man | 31 | 2.1 |
| Heterosexual/ straight | 1400 | 95.8 |
| Lesbian/ Gay Woman | 12 | 0.8 |
| Other | 5 | 0.3 |
| Total | 1462 | 100.0 |

Religious Belief (response base 1467)

| Religious Belief | Number | % |
|---|-------------|--------------|
| I have no particular religion or belief | 484 | 33.0 |
| Buddhist | 9 | 0.6 |
| Christian | 754 | 51.4 |
| Hindu | 21 | 1.4 |
| Jain | 0 | 0.0 |
| Jewish | 37 | 2.5 |
| Muslim | 16 | 1.1 |
| Pagan | 3 | 0.2 |
| Sikh | 2 | 0.1 |
| Agnostic | 15 | 1.0 |
| Atheist | 107 | 7.3 |
| Other | 5 | 0.3 |
| Other philosophical belief | 14 | 1.0 |
| Total | 1467 | 100.0 |

Carer (response base 1530)

| Are you a carer | Number | % |
|-----------------|-------------|--------------|
| Yes | 143 | 9.3 |
| No | 1387 | 90.7 |
| Total | 1530 | 100.0 |

| If yes, do you care for a: | Number |
|----------------------------|--------|
| Parent | 74 |
| Partner or Spouse | 31 |
| Child with special needs | 21 |
| Friend | 5 |
| Other family member | 10 |
| Other | 3 |

Armed Forces

(Response Base 1406)

| Armed Forces | Yes | | No | |
|--|--------|-----|--------|------|
| | Number | % | Number | % |
| Are you currently serving in the UK armed forces? | 2 | 0.1 | 1400 | 99.1 |
| Have you ever served in the UK armed forces? | 80 | 5.7 | 1326 | 94.3 |
| Are you a member of a current or former serviceman or woman's immediate family/ household? | 45 | 3.3 | 1336 | 96.7 |

89 responses were removed from the analysis as they fell into the following categories:

- 47 Duplicates (only one responses per household was included)
- 33 Responses from residents outside the area
- 9 Responses where no address was given

| Why removed from main report | In favour of parking scheme | | Not in favour of parking scheme | | Total |
|------------------------------|-----------------------------|-------------|---------------------------------|-------------|-----------|
| | Number | % | Number | % | |
| Duplicates | 10 | 22.7 | 34 | 77.3 | 9 |
| Outside the area | 2 | 6.1 | 31 | 93.9 | 33 |
| No address given | 2 | 22.2 | 7 | 77.8 | 44 |
| Total | 14 | 16.3 | 72 | 83.7 | 86 |

Appendix B - Hove Park – Proposed Area Analysis

Q1. Would you like a parking scheme in your area?

| | Frequency | Percent |
|--|-----------|---------|
| Yes, I would like a residents parking scheme | 484 | 62.0 |
| No , I do not want a parking scheme in my area | 297 | 38.0 |
| Total | 781 | 100.0 |

| | | Would you like a parking scheme in your area? | | Total |
|-------------------|------------------------------|---|--|--------|
| | | Yes, I would like a residents parking scheme | No , I do not want a parking scheme in my area | |
| Barrowfield Close | Count | 1 | 4 | 5 |
| | % within Street Name (Coded) | 20.0% | 80.0% | 100.0% |
| Barrowfield Drive | Count | 5 | 1 | 6 |
| | % within Street Name (Coded) | 83.3% | 16.7% | 100.0% |
| Benett Avenue | Count | 2 | 0 | 2 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Benett Drive | Count | 30 | 22 | 52 |
| | % within Street Name (Coded) | 57.7% | 42.3% | 100.0% |
| Bishops Road | Count | 21 | 7 | 28 |
| | % within Street Name (Coded) | 75.0% | 25.0% | 100.0% |
| Deanway | Count | 4 | 4 | 8 |
| | % within Street Name (Coded) | 50.0% | 50.0% | 100.0% |
| Downside | Count | 5 | 10 | 15 |
| | % within Street Name (Coded) | 33.3% | 66.7% | 100.0% |
| Dyke Road | Count | 25 | 19 | 44 |
| | % within Street Name (Coded) | 56.8% | 43.2% | 100.0% |
| Elm Close | Count | 0 | 2 | 2 |
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Elrington Road | Count | 5 | 3 | 8 |
| | % within Street Name (Coded) | 62.5% | 37.5% | 100.0% |
| Hill Brow | Count | 22 | 20 | 42 |
| | % within Street Name (Coded) | 52.4% | 47.6% | 100.0% |
| Hill Drive | Count | 10 | 20 | 30 |
| | % within Street Name (Coded) | 33.3% | 66.7% | 100.0% |
| Hove Park Gardens | Count | 2 | 2 | 4 |

| | | | | |
|---------------------|------------------------------|--------|--------|--------|
| | % within Street Name (Coded) | 50.0% | 50.0% | 100.0% |
| Hove Park Road | Count | 27 | 15 | 42 |
| | % within Street Name (Coded) | 64.3% | 35.7% | 100.0% |
| Hove Park Way | Count | 30 | 9 | 39 |
| | % within Street Name (Coded) | 76.9% | 23.1% | 100.0% |
| Kelly Road | Count | 2 | 2 | 4 |
| | % within Street Name (Coded) | 50.0% | 50.0% | 100.0% |
| Lloyd Close | Count | 1 | 4 | 5 |
| | % within Street Name (Coded) | 20.0% | 80.0% | 100.0% |
| Lloyd Road | Count | 13 | 5 | 18 |
| | % within Street Name (Coded) | 72.2% | 27.8% | 100.0% |
| Mallory Road | Count | 25 | 3 | 28 |
| | % within Street Name (Coded) | 89.3% | 10.7% | 100.0% |
| Meadow Close | Count | 0 | 11 | 11 |
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Old Shoreham Road | Count | 2 | 1 | 3 |
| | % within Street Name (Coded) | 66.7% | 33.3% | 100.0% |
| Onslow Road | Count | 17 | 0 | 17 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Orpen Road | Count | 8 | 3 | 11 |
| | % within Street Name (Coded) | 72.7% | 27.3% | 100.0% |
| Radinden Drive | Count | 3 | 1 | 4 |
| | % within Street Name (Coded) | 75.0% | 25.0% | 100.0% |
| Radinden Manor Road | Count | 10 | 2 | 12 |
| | % within Street Name (Coded) | 83.3% | 16.7% | 100.0% |
| Rigden Road | Count | 8 | 7 | 15 |
| | % within Street Name (Coded) | 53.3% | 46.7% | 100.0% |
| Shirley Avenue | Count | 1 | 4 | 5 |
| | % within Street Name (Coded) | 20.0% | 80.0% | 100.0% |
| Shirley Drive | Count | 44 | 37 | 81 |
| | % within Street Name (Coded) | 54.3% | 45.7% | 100.0% |
| Shirley Road | Count | 6 | 9 | 15 |
| | % within Street Name (Coded) | 40.0% | 60.0% | 100.0% |
| Stanford Close | Count | 3 | 3 | 6 |
| | % within Street Name (Coded) | 50.0% | 50.0% | 100.0% |
| The Droveaway | Count | 48 | 10 | 58 |
| | % within Street Name (Coded) | 82.8% | 17.2% | 100.0% |
| The Green | Count | 3 | 4 | 7 |
| | % within Street Name (Coded) | 42.9% | 57.1% | 100.0% |
| The Paddock | Count | 7 | 1 | 8 |
| | % within Street Name (Coded) | 87.5% | 12.5% | 100.0% |
| Tongdean Avenue | Count | 24 | 11 | 35 |

| | | | | |
|-----------------|------------------------------|-------|-------|--------|
| | % within Street Name (Coded) | 68.6% | 31.4% | 100.0% |
| Tongdean Road | Count | 11 | 16 | 27 |
| | % within Street Name (Coded) | 40.7% | 59.3% | 100.0% |
| Tredcroft Road | Count | 19 | 11 | 30 |
| | % within Street Name (Coded) | 63.3% | 36.7% | 100.0% |
| Woodlands | Count | 9 | 6 | 15 |
| | % within Street Name (Coded) | 60.0% | 40.0% | 100.0% |
| Woodruff Avenue | Count | 31 | 8 | 39 |
| | % within Street Name (Coded) | 79.5% | 20.5% | 100.0% |
| Total | Count | 484 | 297 | 781 |
| | % within Street Name (Coded) | 62.0% | 38.0% | 100.0% |

Q2. Please tell us the option you would prefer?

| | Frequency | Percent |
|--|-----------|---------|
| All Day (Restricted 9am - 8pm) | 172 | 24.3 |
| Light Touch (Two periods in a day 10am - 11am and 2pm - 3pm) | 537 | 75.7 |
| Total | 709 | 100.0 |

| | | Please tell us the option you would prefer? | | |
|-------------------|------------------------------|---|---|--------|
| | | All Day (Restricted 9am - 8pm) | Light Touch (Two periods in a day 10am - 11am and 2pm - 3pm) | Total |
| Barrowfield Close | Count | 0 | 2 | 2 |
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Barrowfield Drive | Count | 4 | 1 | 5 |
| | % within Street Name (Coded) | 80.0% | 20.0% | 100.0% |
| Benett Avenue | Count | 0 | 2 | 2 |
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Benett Drive | Count | 10 | 38 | 48 |
| | % within Street Name (Coded) | 20.8% | 79.2% | 100.0% |
| Bishops Road | Count | 8 | 18 | 26 |
| | % within Street Name (Coded) | 30.8% | 69.2% | 100.0% |
| Deanway | Count | 1 | 7 | 8 |

| | | | | |
|-------------------|------------------------------|-------|--------|--------|
| | % within Street Name (Coded) | 12.5% | 87.5% | 100.0% |
| Downside | Count | 1 | 10 | 11 |
| | % within Street Name (Coded) | 9.1% | 90.9% | 100.0% |
| Dyke Road | Count | 15 | 24 | 39 |
| | % within Street Name (Coded) | 38.5% | 61.5% | 100.0% |
| Elm Close | Count | 0 | 1 | 1 |
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Elrington Road | Count | 1 | 8 | 9 |
| | % within Street Name (Coded) | 11.1% | 88.9% | 100.0% |
| Hill Brow | Count | 5 | 29 | 34 |
| | % within Street Name (Coded) | 14.7% | 85.3% | 100.0% |
| Hill Drive | Count | 2 | 25 | 27 |
| | % within Street Name (Coded) | 7.4% | 92.6% | 100.0% |
| Hove Park Gardens | Count | 0 | 4 | 4 |
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Hove Park Road | Count | 8 | 33 | 41 |
| | % within Street Name (Coded) | 19.5% | 80.5% | 100.0% |
| Hove Park Way | Count | 12 | 26 | 38 |
| | % within Street Name (Coded) | 31.6% | 68.4% | 100.0% |
| Kelly Road | Count | 1 | 1 | 2 |
| | % within Street Name (Coded) | 50.0% | 50.0% | 100.0% |
| Lloyd Close | Count | 1 | 2 | 3 |
| | % within Street Name (Coded) | 33.3% | 66.7% | 100.0% |
| Lloyd Road | Count | 2 | 17 | 19 |
| | % within Street Name (Coded) | 10.5% | 89.5% | 100.0% |
| Mallory Road | Count | 8 | 20 | 28 |
| | % within Street Name (Coded) | 28.6% | 71.4% | 100.0% |
| Meadow Close | Count | 0 | 7 | 7 |
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Old Shoreham Road | Count | 1 | 2 | 3 |
| | % within Street Name (Coded) | 33.3% | 66.7% | 100.0% |
| Onslow Road | Count | 4 | 13 | 17 |
| | % within Street Name (Coded) | 23.5% | 76.5% | 100.0% |
| Orpen Road | Count | 6 | 4 | 10 |
| | % within Street Name (Coded) | 60.0% | 40.0% | 100.0% |
| Radinden Drive | Count | 1 | 3 | 4 |
| | % within Street Name (Coded) | 25.0% | 75.0% | 100.0% |
| Radinden Manor | Count | 2 | 11 | 13 |
| Road | % within Street Name (Coded) | 15.4% | 84.6% | 100.0% |
| Rigden Road | Count | 1 | 15 | 16 |
| | % within Street Name (Coded) | 6.3% | 93.8% | 100.0% |
| Shirley Avenue | Count | 0 | 5 | 5 |

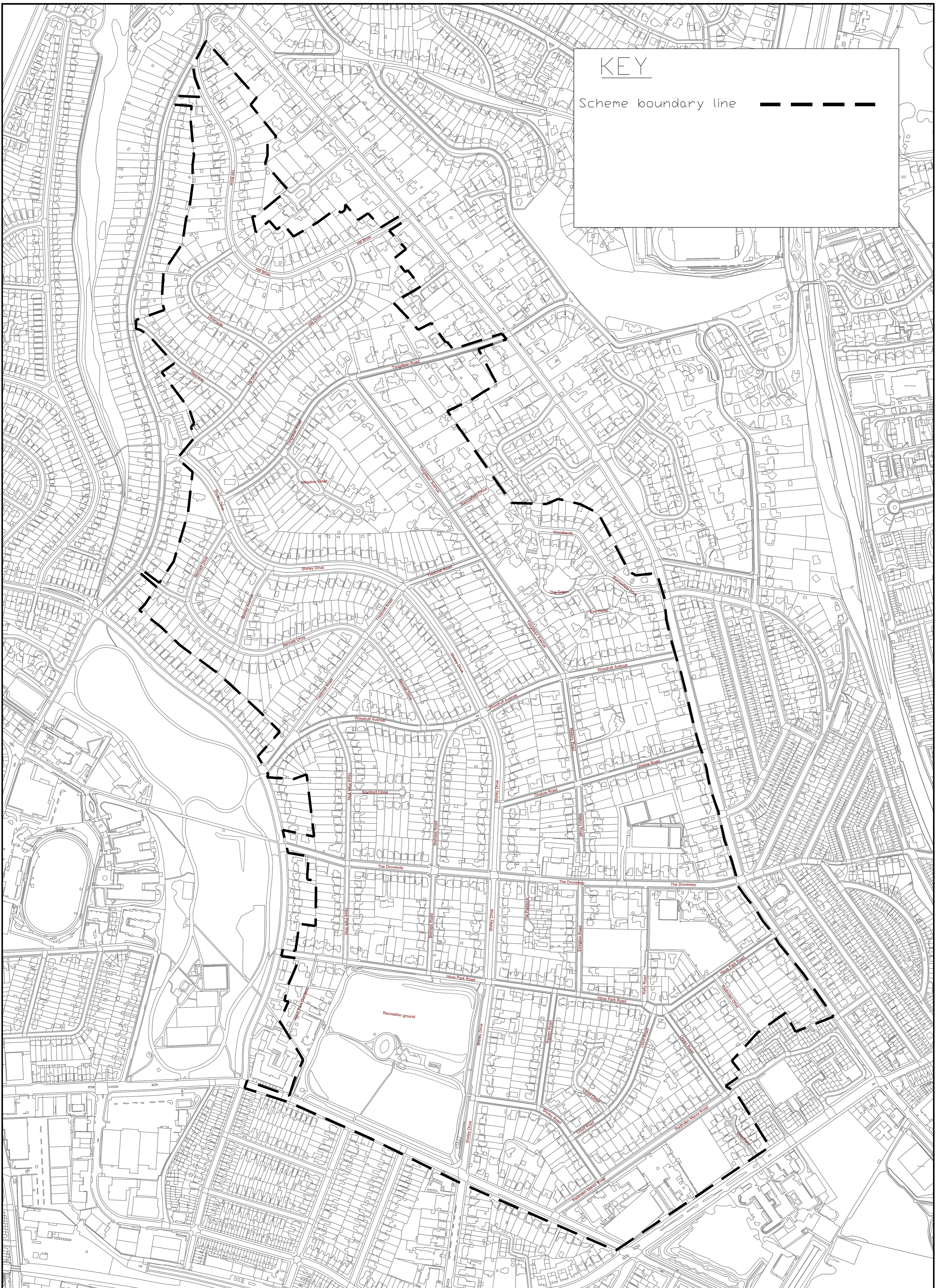
| | | | | |
|-----------------|------------------------------|-------|--------|--------|
| | % within Street Name (Coded) | 0.0% | 100.0% | 100.0% |
| Shirley Drive | Count | 13 | 58 | 71 |
| | % within Street Name (Coded) | 18.3% | 81.7% | 100.0% |
| Shirley Road | Count | 2 | 12 | 14 |
| | % within Street Name (Coded) | 14.3% | 85.7% | 100.0% |
| Stanford Close | Count | 2 | 4 | 6 |
| | % within Street Name (Coded) | 33.3% | 66.7% | 100.0% |
| The Droveaway | Count | 17 | 40 | 57 |
| | % within Street Name (Coded) | 29.8% | 70.2% | 100.0% |
| The Green | Count | 1 | 6 | 7 |
| | % within Street Name (Coded) | 14.3% | 85.7% | 100.0% |
| The Paddock | Count | 5 | 2 | 7 |
| | % within Street Name (Coded) | 71.4% | 28.6% | 100.0% |
| Tongdean Avenue | Count | 10 | 18 | 28 |
| | % within Street Name (Coded) | 35.7% | 64.3% | 100.0% |
| Tongdean Road | Count | 6 | 11 | 17 |
| | % within Street Name (Coded) | 35.3% | 64.7% | 100.0% |
| Tredcroft Road | Count | 5 | 24 | 29 |
| | % within Street Name (Coded) | 17.2% | 82.8% | 100.0% |
| Woodlands | Count | 3 | 10 | 13 |
| | % within Street Name (Coded) | 23.1% | 76.9% | 100.0% |
| Woodruff Avenue | Count | 14 | 24 | 38 |
| | % within Street Name (Coded) | 36.8% | 63.2% | 100.0% |
| Total | Count | 172 | 537 | 709 |
| | % within Street Name (Coded) | 24.3% | 75.7% | 100.0% |

Q3. Please tell us your preference for either a Monday to Sunday, Monday to Saturday or Monday to Friday only scheme

| | | Frequency | Percent |
|-------|------------------|-----------|---------|
| Valid | Monday to Friday | 498 | 70.3 |
| | Monday to Sunday | 210 | 29.7 |
| | Total | 708 | 100.0 |

| | | Please tell us your preference for either a Monday to Sunday, Monday to Saturday or Monday to Friday only scheme | | |
|-------------------|------------------------------|---|---------------------|--------|
| | | Monday to Friday | Monday to Sunday | Total |
| Barrowfield Close | Count | 2 | 0 | 2 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Barrowfield Drive | Count | 1 | 4 | 5 |
| | % within Street Name (Coded) | 20.0% | 80.0% | 100.0% |
| Benett Avenue | Count | 2 | 0 | 2 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Benett Drive | Count | 41 | 6 | 47 |
| | % within Street Name (Coded) | 87.2% | 12.8% | 100.0% |
| Bishops Road | Count | 14 | 12 | 26 |
| | % within Street Name (Coded) | 53.8% | 46.2% | 100.0% |
| Deanway | Count | 7 | 1 | 8 |
| | % within Street Name (Coded) | 87.5% | 12.5% | 100.0% |
| Downside | Count | 8 | 3 | 11 |
| | % within Street Name (Coded) | 72.7% | 27.3% | 100.0% |
| Dyke Road | Count | 28 | 11 | 39 |
| | % within Street Name (Coded) | 71.8% | 28.2% | 100.0% |
| Elm Close | Count | 1 | 0 | 1 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Elrington Road | Count | 6 | 2 | 8 |
| | % within Street Name (Coded) | 75.0% | 25.0% | 100.0% |
| Hill Brow | Count | 23 | 12 | 35 |
| | % within Street Name (Coded) | 65.7% | 34.3% | 100.0% |
| Hill Drive | Count | 23 | 4 | 27 |
| | % within Street Name (Coded) | 85.2% | 14.8% | 100.0% |
| Hove Park Gardens | Count | 3 | 1 | 4 |
| | % within Street Name (Coded) | 75.0% | 25.0% | 100.0% |
| Hove Park Road | Count | 25 | 16 | 41 |
| | % within Street Name (Coded) | 61.0% | 39.0% | 100.0% |
| Hove Park Way | Count | 33 | 6 | 39 |
| | % within Street Name (Coded) | 84.6% | 15.4% | 100.0% |
| Kelly Road | Count | 1 | 1 | 2 |
| | % within Street Name (Coded) | 50.0% | 50.0% | 100.0% |
| Lloyd Close | Count | 3 | 0 | 3 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Lloyd Road | Count | 13 | 5 | 18 |
| | % within Street Name (Coded) | 72.2% | 27.8% | 100.0% |
| Mallory Road | Count | 23 | 5 | 28 |

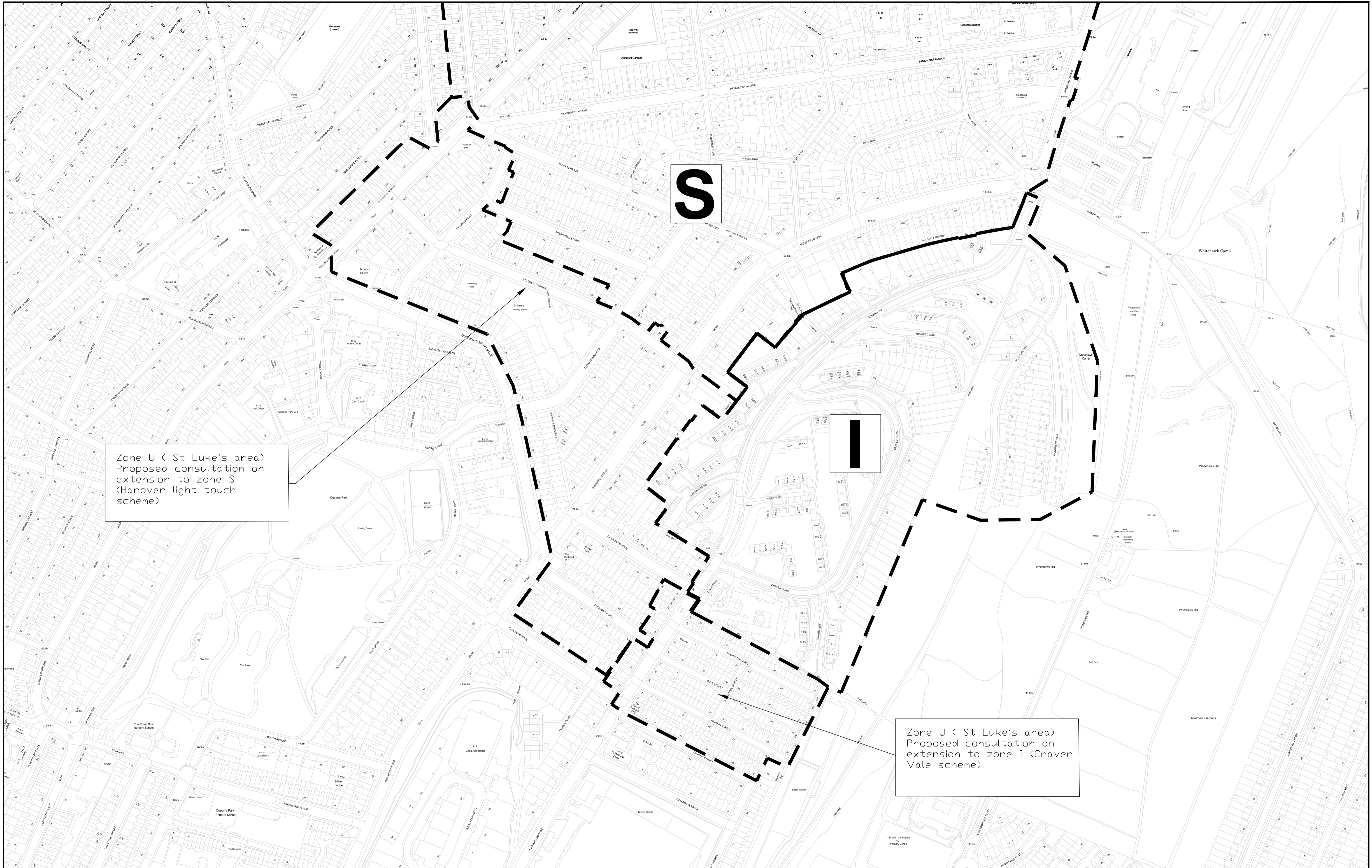
| | | | | |
|-----------------|------------------------------|--------|-------|--------|
| | % within Street Name (Coded) | 82.1% | 17.9% | 100.0% |
| Meadow Close | Count | 8 | 0 | 8 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Old Shoreham | Count | 3 | 0 | 3 |
| Road | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Onslow Road | Count | 9 | 8 | 17 |
| | % within Street Name (Coded) | 52.9% | 47.1% | 100.0% |
| Orpen Road | Count | 7 | 3 | 10 |
| | % within Street Name (Coded) | 70.0% | 30.0% | 100.0% |
| Radinden Drive | Count | 2 | 2 | 4 |
| | % within Street Name (Coded) | 50.0% | 50.0% | 100.0% |
| Radinden Manor | Count | 9 | 3 | 12 |
| Road | % within Street Name (Coded) | 75.0% | 25.0% | 100.0% |
| Rigden Road | Count | 14 | 2 | 16 |
| | % within Street Name (Coded) | 87.5% | 12.5% | 100.0% |
| Shirley Avenue | Count | 5 | 0 | 5 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| Shirley Drive | Count | 55 | 16 | 71 |
| | % within Street Name (Coded) | 77.5% | 22.5% | 100.0% |
| Shirley Road | Count | 12 | 3 | 15 |
| | % within Street Name (Coded) | 80.0% | 20.0% | 100.0% |
| Stanford Close | Count | 6 | 0 | 6 |
| | % within Street Name (Coded) | 100.0% | 0.0% | 100.0% |
| The Droveaway | Count | 22 | 34 | 56 |
| | % within Street Name (Coded) | 39.3% | 60.7% | 100.0% |
| The Green | Count | 5 | 2 | 7 |
| | % within Street Name (Coded) | 71.4% | 28.6% | 100.0% |
| The Paddock | Count | 1 | 5 | 6 |
| | % within Street Name (Coded) | 16.7% | 83.3% | 100.0% |
| Tongdean Avenue | Count | 13 | 17 | 30 |
| | % within Street Name (Coded) | 43.3% | 56.7% | 100.0% |
| Tongdean Road | Count | 14 | 3 | 17 |
| | % within Street Name (Coded) | 82.4% | 17.6% | 100.0% |
| Tredcroft Road | Count | 24 | 5 | 29 |
| | % within Street Name (Coded) | 82.8% | 17.2% | 100.0% |
| Woodlands | Count | 9 | 4 | 13 |
| | % within Street Name (Coded) | 69.2% | 30.8% | 100.0% |
| Woodruff Avenue | Count | 23 | 14 | 37 |
| | % within Street Name (Coded) | 62.2% | 37.8% | 100.0% |
| Total | Count | 498 | 210 | 708 |
| | % within Street Name (Coded) | 70.3% | 29.7% | 100.0% |



KEY

Scheme boundary line

| | | | | | | | | | | | | | | | | | | | | |
|--|------|-----------------|---|---------|----------|--|--|--|--|--|--|--|--|--|---|--|--|---|--|--|
| © Crown Copyright. Licence: 100020999. Brighton & Hove City Council, 2017. | | | PARKING INFRASTRUCTURE TRANSPORT Hove Park | | | Drawing Title Proposed parking scheme Appendix C | | | | | | Scale N.T.S. Drawn RM Drawing status Current | | | Original drg. size A1 Checked -- Drawing Number BH_ | | | Date September 17 Approved -- Rev - | | |
| Rev. | Date | Revision detail | Drawn | Checked | Approved | | | | | | | | | | | | | | | |



Zone U (St Luke's area)
Proposed consultation on
extension to zone S
(Hanover light touch
scheme)

Zone U (St Luke's area)
Proposed consultation on
extension to zone I (Craven
Vale scheme)

| | |
|-----------|--------------------------|
| Client | PARKING INFRASTRUCTURE |
| | TRANSPORT |
| Job title | Proposed parking schemes |

Drawing Title
Appendix D



| | | | | | |
|----------------|---------|--------------------|----------|----------|--------------|
| Scale | NTS | Original drg. size | A1 | Date | September 17 |
| Drawn | RM | Checked | CF | Approved | - |
| Drawing status | Current | Drawing Number | BHCC 742 | Rev | - |

Appendix E

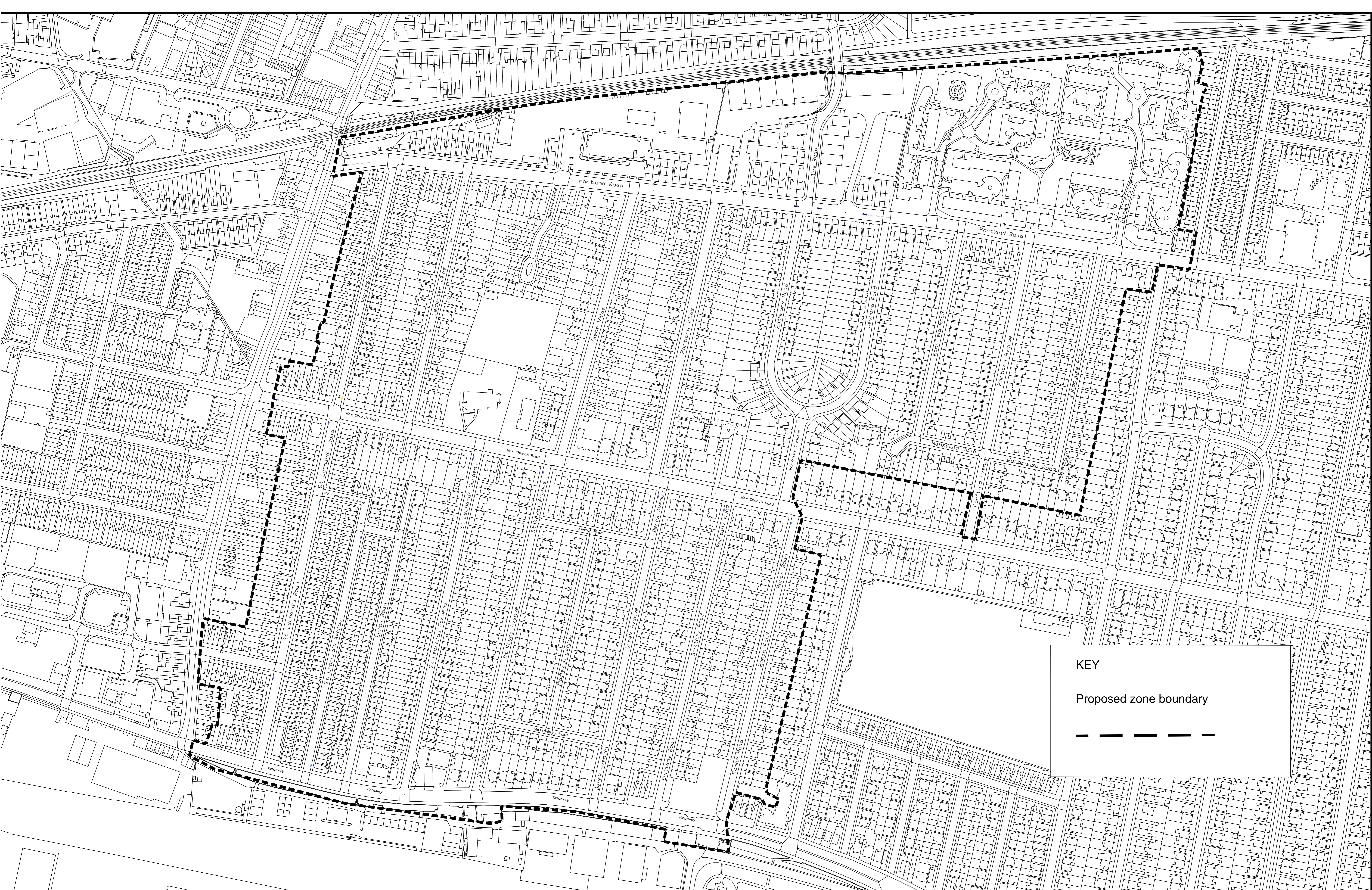
| | Road | View | Comments | Council response |
|---|--------------------|---------|--|---|
| 1 | Worcester Villas | Support | Hard to park in road due to number of commuters and visitors | |
| 2 | Vallance Road | Object | Park in this area as can't get permit in own zone | Resident has been e-mailed and advised on the times which are available to park in proposed new zone and information on permits for own zone. |
| | | | Would like to park in reasonable distance of own home without having to have a permit | as above |
| | | | Feels the restrictions restrict freedom of movement and road usage which is already paid in road tax. | See part 3.13 of report |
| 3 | Erroll Road | Object | Times of scheme would not operate when there is a problem with parking | Was considered however due to neighbouring CPZ being operational 7 days this may have an impact on this area. |
| | | | Would find the cost of a permit prohibitive along with the cost of visitor permits. | See part 3.13 of report |
| 4 | Erroll Road | Object | Will not have an affect due to oversubscribed vehicles attached to properties in Erroll Road and adjoining roads of St Leonard's Avenue and Road. | While we cannot guarantee people can park in their own roads, there should be space within the zone to park. |
| 5 | St Leonards Avenue | Support | Support scheme but concern with motorcycle parking - would like one in St Leonards Road and believes for them to work they need to be near people's homes. | This will be investigated. |
| 6 | St Leonards Avenue | Object | Would like to have a 5 day scheme rather than 7 days - as makes it difficult for people to visit at the weekend. | See part 3.4 of report |
| | | | Would like double yellow lines to be used on the dropped kerb for the alley access in St Leonard's Avenue | This will be investigated. |
| 7 | Roman Road | Object | Increased cost to residents which is unfair - should not be additional charges to park vehicle where they live, residents should have free permit and paying for road tax as well is unacceptable. | See part 3.13 of report |
| | | | Concerns with bins and parking for pedal cycles being placed in road. | |
| | | | New developments should have greater parking provision. | |
| | | | There isn't a parking issue in their road. | |
| | | | Should be greater electric vehicle provision. | This will be investigated. |

| | | | | |
|----|------------------|---------|--|--|
| 8 | Seaford Road | Support | Support scheme but would need to have two permits for household | Additional permits may be available depending on overall demand. |
| 9 | Middleton Avenue | Support | Support scheme but concerned with bays on north side of Glastonbury Road, there is more room but parking here can make visibility difficult, similar situation applies to Middleton Av/Kenton Road, Glastonbury/ Derek, Glastonbury/St Keyna junctions | This will be investigated. |
| 10 | Middleton Avenue | Support | Strongly support light touch scheme but concerns over plans for Glastonbury Road for parking on north side. Understands that it provides greater parking area and minimises signs but still have concerns. | This will be investigated. |
| | | | Their properties will be surrounded by parking | |
| | | | Fronts of houses on north side are closer to road than south so is more visually intrusive. | |
| | | | Parking near junction with Middleton Avenue would mean larger vehicles would restrict view of driver turning from Middleton Avenue onto Glastonbury Road (likewise St Keyna onto Glastonbury) | |
| 11 | Middleton Avenue | Support | Strongly support light touch scheme but concerns over plans for Glastonbury Road for parking on north side. Understands that it provides greater parking area and minimises signs but still have concerns. | This will be investigated. |
| | | | Their properties will be surrounded by parking | |
| | | | Fronts of houses on north side are closer to road than south so is more visually intrusive. | |
| | | | Parking near junction with Middleton Avenue would mean larger vehicles would restrict view of driver turning from Middleton Avenue onto Glastonbury Road (likewise St Keyna onto Glastonbury) | |
| 12 | St Keyna Avenue | Support | Strongly support light touch scheme but concerns over plans for Glastonbury Road for parking on north side. Understands that it provides greater parking area and minimises signs but still have concerns. | |
| | | | Their properties will be surrounded by | |

| | | | | |
|----|-----------------|---------|--|--|
| | | | parking | |
| | | | Fronts of houses on north side are closer to road than south so is more visually intrusive. | |
| | | | Parking near junction with Middleton Avenue would mean larger vehicles would restrict view of driver turning from Middleton Avenue onto Glastonbury Road (likewise St Keyna onto Glastonbury) | This will be investigated. |
| 13 | St Keyna Avenue | Support | Strongly support light touch scheme but concerns over plans for Glastonbury Road for parking on north side. Understands that it provides greater parking area and minimises signs but still have concerns. | |
| | | | Their properties will be surrounded by parking | |
| | | | Fronts of houses on north side are closer to road than south so is more visually intrusive. | |
| | | | Parking near junction with Middleton Avenue would mean larger vehicles would restrict view of driver turning from Middleton Avenue onto Glastonbury Road (likewise St Keyna onto Glastonbury) | This will be investigated. |
| 14 | St Keyna Avenue | Object | Not required by vast majority of people who live in area and will push the problem to Portslade | See part 3.4 of report |
| | | | Should be better park and ride schemes around city | |
| | | | Will be financially penalised for having to park additional car outside home. | See part 3.13 of report |
| | | | Causes inconvenience and cost for visitors | See part 3.13 of report |
| 15 | St Keyna Avenue | Object | Nearly all houses have own driveways, never have a problem parking outside houses, the scheme would inconvenience residents and visitors. | See part 3.4 of report |
| | | | Do not want street furniture/machines/road lining in road | Lines and signs are necessary to enforce parking restrictions, there will be no machines as there is no pay and display facilities in St Keyna Avenue |
| | | | Do not want to be penalised for blocking drive | The vehicle crossover is public highway and as such there should not be any parking across this. All dropped kerbs are covered by double yellow lines in CPZs. |
| | | | Do not want to have to pay | See part 3.13 of report |

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|----|------------------|---------|---|--|
| | | | Do not want to only be allowed 1 permit | Additional permits may be available depending on overall demand. |
| | | | Waste of money and resources - should be to those specific parts of West Hove which need the scheme. | If the western part of West Hove had a scheme it is highly likely that this area, which is sandwiched in between two zones, would then have a displacement parking. |
| 16 | New Church Road | Support | Fed up with road being used as a park and ride for people commuting by train and bus | |
| | | | Road is used as long term car park for people going on holiday or abandoned | |
| | | | South side of Kingsway looks like a scrapyard, people selling cars on Portland Road | |
| | | | During day it can be very difficult to find anywhere to park | |
| 17 | Outside Zone | Object | No provision for short-term visitors | |
| | | | Should be more free time-limited parking in Portland Road and Boundary Road | There is still free limited waiting in Boundary Road and will be some in Glebe Villas, Portland Road and Kingsway. Once the scheme is in place changes can always be made if the balance needs to be improved. |
| | | | Displacement of long term parking into adjacent uncontrolled areas and nothing proposed to address this | This is an issue and is very difficult to solve, we endeavour to get a balance for parking when residents have shown a strong support for a scheme. |
| 18 | Leicester Villas | Object | Due to double yellow lines being placed across driveways, currently park one car on public highway across drive and other on drive and removal of this would devalue property. | The vehicle crossover is public highway and as such there should not be any parking across this. All dropped kerbs are covered by double yellow lines in CPZs. |
| 19 | | Object | Feels there isn't a parking problem to require scheme which inconveniences residents and visitors. Thinks currently lots of building work being undertaken with skips and works vehicles. | See part 3.4 |
| | | | Feels Council budget should be spent on safety of roads and maintenance rather dealing with this minor problem | See part 3.13 of report |

| | | | |
|----|--|--|---|
| | | <p>Increasing disabled bays is not required as blue badge holders can park on double yellow lines- better to improve pavements for mobility scooters and disabled people.</p> | <p>Blue badge holders are advised only to park on double yellow lines where it doesn't cause an obstruction, and they can only be parked on for three hours. Residents can apply for a bay outside their own property (which all blue badge holders can park in), a survey is currently being carried out to make sure that these bays are still required and any that are not will be removed.</p> |
| | | <p>Added expense, those in area expected to pay even more on top of council tax for parking which should not be chargeable. Should be free and charges are too high.</p> | <p>See part 3.13 of report</p> |
| | | <p>More Civil Enforcement Officers would add to congestion as they would be travelling constantly to monitor the parking.</p> | <p>This scheme is only in operation for 2 hours which means the main enforcement would be during these times; these patrols are usually on foot.</p> |
| | | <p>Better to make better use of parking and to improve alternatives, bus and train network in area unreliable and expensive, needs to be improved to offer alternative to motorists.</p> | <p>This area of Hove is serviced by many buses on Portland Road, New Church Road and Kingsway; it is also located close to a mainline station.</p> |
| 20 | | Object | |



KEY

Proposed zone boundary

| | |
|-----------|-------------------------------|
| Client | PARKING INFRASTRUCTURE |
| Job title | TRANSPORT |
| | West Hove |

Drawing Title
Appendix -F



| | | | | | |
|----------------|------------|--------------------|-----------|----------|------------------|
| Scale | NTS | Original drg. size | A0 | Date | June 2017 |
| Drawn | RM | Checked | - | Approved | - |
| Drawing status | - | Drawing Number | - - | Rev | - |

| | | | |
|--------------------------|--|---|---------------------|
| Subject: | Citywide Traffic Regulation Orders | | |
| Date of Meeting: | 10th October 2017 | | |
| Report of: | Executive Director Economy, Environment & Culture | | |
| Contact Officer: | Name: | Charles Field | Tel: 29-3329 |
| | Email: | Charles.field@brighton-hove.gov.uk | |
| Ward(s) affected: | Rottingdean coastal | | |

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

- 1.1 The Parking Infrastructure Team receives a number of requests for alterations to parking restrictions within the Controlled Parking Zones. These requests are most often from residents, but can also be from businesses, local members, or other services within the Council. After investigation, if it is decided that the request is justified then it is advertised on a Traffic Regulation Order. Where funding is identified a number of Traffic Regulation orders are also advertised for particular wards outside of Controlled Parking Zones
- 1.2 This report considers the comments, support and objections received to an amendment Traffic Regulation Order, which contains proposals within the Rottingdean Coastal ward.

2. RECOMMENDATIONS:

- 2.1 That the Committee (having taken into account of all the duly made representations and objections) approve the following Traffic Regulation Orders:
 - a) Brighton & Hove Seafront (Various Restrictions) Consolidation Order 2008 Amendment Order No.X 201X (ref: TRO-27a-2017)
 - b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.X 201X (ref: TRO-27b-2017)

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 A Traffic Regulation Order has been advertised recently for proposals within the Rottingdean Coastal Ward which has received support, comments and objections. The comments, support and objections are summarised in Appendix A and plans showing the proposals are shown in Appendix B.

- 3.2 This Traffic Order includes proposed restrictions to 4 roads. A number of objections were received to the advertised Traffic Regulation Order.
- 3.3 In particular objections were received in relation to the following proposals:
- a) Roedean Road – Proposed paid parking spaces and double yellow lines.
 - b) Dean Court Road – Proposed Double yellow lines

Summary

- 3.4 **Roedean Road** – There have been 64 items of correspondence to this proposal which has been put forward due to safety concerns from residents. An independent highway appraisal was undertaken by consultants on behalf of the residents which concluded that coach parking causes road safety issues and needed to be reviewed.
- 3.5 Following meetings with residents and Ward Councillors a proposal of paid parking bays and double yellow lines has been put forward to resolve these issues (Appendix B).
- 3.6 60 items of support have been received to this proposal with 3 further comments about the way coaches park. In addition to this all 3 Ward Councillors supported this proposal.
- 3.7 1 objection was received as it was felt there was no demand for car parking in this area, the running of engines will happen wherever they park and there is no need for the pedestrian walkway,
- 3.8 Due to the significant support and the need to resolve the road safety issues it is recommended that this proposal is taken forward.
- 3.9 **Dean Court Road**– There have been 21 items of correspondence to this proposal which has been put forward due to safety concerns from residents and supported by Rottingdean Parish Council regarding vehicles moving through the road alongside parked vehicles.
- 3.10 Following meetings with residents and the Rottingdean Parish Council a proposal of double yellow lines has been put forward to resolve these issues and allow a passing place (Appendix B).
- 3.11 16 items of support have been received to this proposal.
- 3.12 5 objections were received as it was felt;
- That the proposal does not address the problem and needs to be extended further.
 - It would prevent one frontage being able to use this parking area.
 - It would increase air pollution close to a garden.
- 3.13 Due to the support received and the need to resolve the road safety and obstruction issues which have been highlighted by residents due to difficulties of

vehicles passing parked vehicles it is recommended that this proposal is taken forward.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward.
- 4.2 However, it is the recommendation of officers that the recommended proposals are proceeded with for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The Traffic Regulation Order for proposals within the Rottingdean Coastal ward was advertised between the 11th August 2017 and 1st September 2017.
- 5.2 Street Notices were erected on street for the 10th August 2017; this included a plan showing the proposal and the reasons for it. The Notice was also published in The Brighton Independent newspaper on the 11th August 2017.
- 5.3 Detailed plans and all the orders were available on the Council website and could be viewed using the public computers at Customer Service Centres at Bartholomew House, Bartholomew Square, Brighton and Hove Town Hall, Ground Floor, Norton Road, Hove.
- 5.4 The Ward Councillors for the area were consulted on all of the proposals within this Traffic Regulation Order, as were the statutory consultees such as the Emergency Services.

6. CONCLUSION

- 6.1 It is proposed that the recommendations are agreed due to the reasons outlined in the report and the amount of support received during the consultation period of the Traffic Regulation Order.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the report recommendations will be funded from the existing Parking Infrastructure revenue budget within the Transport service.
- 7.2 Any potential impact on parking income associated with the recommendations will have financial implications on the existing Parking revenue budget within the Transport service. It is difficult to estimate the potential impact on parking income as it is unknown whether vehicles will be displaced elsewhere or be discouraged from parking. It is estimated that the impact on parking income would be immaterial and therefore not require any amendments to current budgeted assumptions; however, this will be reviewed as part of the Targeted Budget Monitoring process.

Finance Officer Consulted: Gemma Jackson

Date: 11/09/17

Legal Implications:

- 7.3 The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient and safe movement of all types of traffic.

Under the Road Traffic Regulation Act 1984 a traffic authority may make a traffic regulation order prohibiting, restricting or regulating the use of a road, or any part of the width of a road by vehicular traffic.

After the proposals for a traffic regulation order have been formally advertised the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to a traffic regulation order, then the matter must be returned to the ETS Committee for a decision.

Lawyer consulted: Stephanie Stammers

Date: 11 September 2017

Equalities Implications:

- 7.4 The proposed measures will be of benefit to many road users.

Sustainability Implications:

- 7.5 No Sustainability implications identified.

Any Other Significant Implications:

- 7.6 No other significant implications identified.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Summary of representations received
2. Appendix B – Plans showing the proposals

Appendix A - Comments / Support / Objection

| | Road | S/O | Comments |
|----|-------------------------------------|---------|--|
| 1 | Dean Court, St Aubyns and Court Ord | Support | Enable traffic flow and relieve congestion |
| 2 | Dean Court, St Aubyns and Court Ord | Support | Parish Councillors support proposals to tackle long-held safety concerns |
| 3 | Dean Court Road | Support | Will create passing place so people no longer are forced to drive onto the pavement. |
| 4 | Dean Court Road | Support | Not possible for two vehicles to pass without going on the pavement. |
| 5 | Dean Court Road | Support | Will allow cars to pass more safely and without danger to people on pavement. |
| 6 | Dean Court Road | Support | Will allow cars to pass more safely and without danger to people on pavement. |
| 7 | Dean Court Road | Support | Will be a solution to long term problem- will facilitate passage of vehicles and reduce pollution from exhaust fume and safer for school children. |
| 8 | Dean Court Road | Support | |
| 9 | Dean Court Road | Support | |
| 10 | Dean Court Road | Support | Often experience difficulty in passing and not happy about driving on pavement |
| 9 | Dean Court Road | Support | Passing place would really help |
| 10 | Dean Court Road | Support | It would reduce need to reverse or having to use pavement and make road safer |
| 11 | Dean Court Road | Support | There is difficulty in passing, not helped by the bend. |
| 12 | Dean Court Road | Support | Will stop the driving on pavement, give better view of oncoming traffic and reduce distance drivers have to reverse. |

| | | | |
|----|-----------------|---------|--|
| 13 | Dean Court Road | Support | Will stop the driving on pavement, give better view of oncoming traffic and reduce distance drivers have to reverse. |
| 14 | Dean Court Road | Support | At proposed location two cars cannot pass unless driving on pavement endangering pedestrians |
| 15 | Dean Court Road | Support | Currently congestion, limited visibility and pollution from queuing vehicles |
| 16 | Dean Court Road | Support | |
| 17 | Dean Court Road | Object | Proposal does not address problem- lines at junction need to be extended to create larger passing place and easier access to and from Dean Court Road |
| 18 | Dean Court Road | Object | Double yellow lines need to be continued from junction of Dean Court Road to Tudor Close |
| 19 | Dean Court Road | Object | Double yellow lines need to be continued from junction of Dean Court Road to Tudor Close |
| | | | This would prevent one frontage from constantly having cars use this area to pass |
| 20 | Dean Court Road | Object | Passing place a temporary fix and impacts those directly those who front it - reduce parking to Tudor Close Garages to allow free movement |
| 21 | Dean Court Road | Object | Will increase air pollution close to their garden and will be detrimental to health. A bigger passing point should be created so no one household would suffer and be better to keep junction clear. |
| 22 | St Aubyns Mead | Support | Parked vehicles prevent access for emergency services, refuse collection, deliveries and being able to pick up residents |

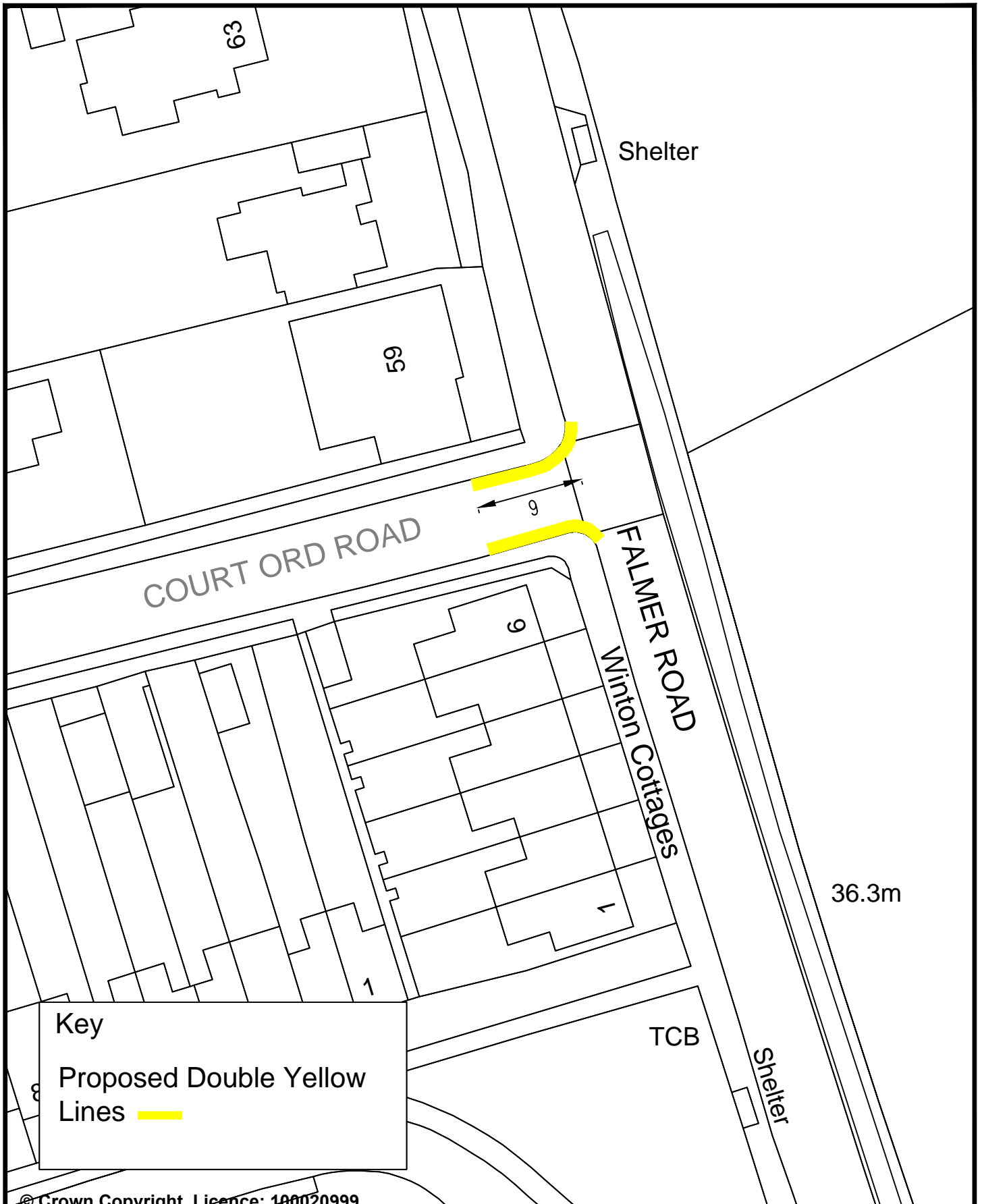
| | | | |
|----|----------------|---------|---|
| 23 | St Aubyns Mead | Support | Parked vehicles prevent access for emergency services, refuse collection, deliveries, garage access and being able to pick up residents |
| 24 | St Aubyns Mead | Support | Parked vehicles prevent access for emergency services & refuse collection. |
| 25 | St Aubyns Mead | Support | Parked vehicles prevent access for emergency services, refuse collection, garage access and being able to pick up residents |
| 26 | St Aubyns Mead | Support | Parked vehicles prevent access for emergency vehicles |
| 27 | Roedean Road | Object | No demand for car parking in this area. |
| | | | running of engines will happen wherever the coaches park |
| | | | No need to put in pedestrian walk way as no one walks down the road and plenty of paths in the area |
| 28 | Roedean Road | Support | At certain times buses often have difficulties getting through - though concerned with where the coaches will go. |
| 29 | Roedean Road | Support | Improve safety of all road users as well as staff and children of Roedean School |
| 30 | Roedean Road | Support | Improve safety of all road users as well as staff and children of Roedean School |
| 31 | Roedean Road | Support | Improve safety of road users |
| 32 | Roedean Road | Support | Difficult to exit Roedean Way, very difficult to cross the road or walk along it. |
| 33 | Roedean Road | Support | Traffic and Pedestrian safety |
| 34 | Roedean Road | Support | Hard for pedestrians to see through parked coaches. |
| | | | Have to drive on wrong side of the road |
| | | | Coach drivers leave their engines on increasing air pollution |

| | | | |
|----|--------------|---------|--|
| 35 | Roedean Road | Support | Hard for a car to be able to see when pulling out of parking space due to coaches. |
| 36 | Roedean Road | Support | Cars speed down road to get pass other vehicles. |
| | | | Coach drivers leave their engines on increasing air pollution |
| 37 | Roedean Road | Support | Improve road safety |
| 38 | Roedean Road | Support | Improve road safety |
| 39 | Roedean Road | Support | Improve road safety |
| 40 | Roedean Road | Support | Coach drivers leave their engines on increasing air pollution |
| | | | Difficult to exit Roedean Crescent |
| | | | Coaches reduce road width and visibility , making it difficult for passing traffic |
| | | | Pedestrians cannot see oncoming traffic and are not visible to passing vehicles. |
| 41 | Roedean Road | Support | Coaches reduce road width and visibility, making it difficult for passing traffic |
| 42 | Roedean Road | Support | Coaches reduce road width and visibility, making it difficult for passing traffic |
| 43 | Roedean Road | Support | Coaches reduce road width and visibility, making it difficult for passing traffic |
| 44 | Roedean Road | Support | Coaches reduce visibility when crossing to bus stop and is dangerous for pedestrians |
| | | | Difficult to overtake when cars coming in opposite direction. |
| 45 | Roedean Road | Support | Coaches reduce road width and visibility , making it difficult for passing traffic |
| | | | Hard for pedestrians to see through parked coaches. |
| 46 | Roedean Road | Support | Coaches reduce road width and visibility , making it difficult for passing traffic |
| | | | Unsafe for pedestrians |

| | | | |
|----|--------------|---------|--|
| 47 | Roedean Road | Support | Improve road safety |
| 48 | Roedean Road | Support | Feel unsafe as a cyclist on this stretch - difficult to accelerate up the hill to avoid danger and high verge means cannot avoid the danger as trapped in gully. |
| | | | Coaches reduce road width and visibility , making it difficult for passing traffic |
| | | | Difficult to exit Roedean Way and unsafe for all road users including pedestrians. |
| | | | Improve road safety |
| 49 | Roedean Road | Support | Seen difficulties with cars trying to get past coaches and struggle to cross the road. |
| 50 | Roedean Road | Support | Coaches reduce road width and visibility , making it difficult for passing traffic |
| | | | Coach drivers leave their engines on increasing air pollution |
| 51 | Roedean Road | Support | Difficult to pass the coaches and engines left on. |
| 52 | Roedean Road | Support | Improve road safety |
| 53 | Roedean Road | Support | Improve road safety |
| | | | Coach drivers leave their engines on increasing air pollution and noise |
| 54 | Roedean Road | Support | Improve road safety |
| 55 | Roedean Road | Support | Improve road safety |
| | | | Coach drivers leave their engines on increasing air pollution and noise |
| 56 | Roedean Road | Support | Improve road safety |
| | | | Coach drivers leave their engines on increasing air pollution |


| | | | |
|----|--------------|---------|--|
| 57 | Roedean Road | Support | Improve road safety |
| | | | Coach drivers leave their engines on increasing air pollution |
| 58 | Roedean Road | Support | Improve pupil safety in any means of travel, particularly pedestrians. |
| 59 | Roedean Road | Support | Improve road safety |
| 60 | Roedean Road | Support | Improve road safety |
| 61 | Roedean Road | Support | Improve road safety |
| 62 | Roedean Road | Support | Currently dangerous for driving and walking |
| 63 | Roedean Road | Support | Currently dangerous for driving and walking |
| 64 | Roedean Road | Support | Currently dangerous as vehicles often are forced to swerve into pedestrian lane |
| 65 | Roedean Road | Support | Frequently use bus and difficult to cross road and hail buses |
| 66 | Roedean Road | Support | Currently dangerous for pedestrians and cyclists. Hard to cross to bus stop. |
| 67 | Roedean Road | Support | Improve road safety |
| 68 | Roedean Road | Support | Improve road safety |
| 69 | Roedean Road | Support | Improve road safety |
| 70 | Roedean Road | Support | Improve road safety |
| 71 | Roedean Road | Support | Improve road safety |
| 72 | Roedean Road | Support | Coach parking make it dangerous to cross |
| 73 | Roedean Road | Support | Improve road safety |
| 74 | Roedean Road | support | Road Safety |
| 75 | Roedean Road | support | Improve road safety |
| 76 | Roedean Road | support | Improve pedestrian safety |
| 77 | Roedean Road | Support | |
| 78 | Roedean Road | Support | Parking by HGVs and Coaches is unsafe, difficult for people to cross and get out of Roedean Way. |
| | | | Coach drivers leave their engines on increasing air pollution and noise |
| 79 | Roedean Road | Support | Coach parking make it dangerous to cross |

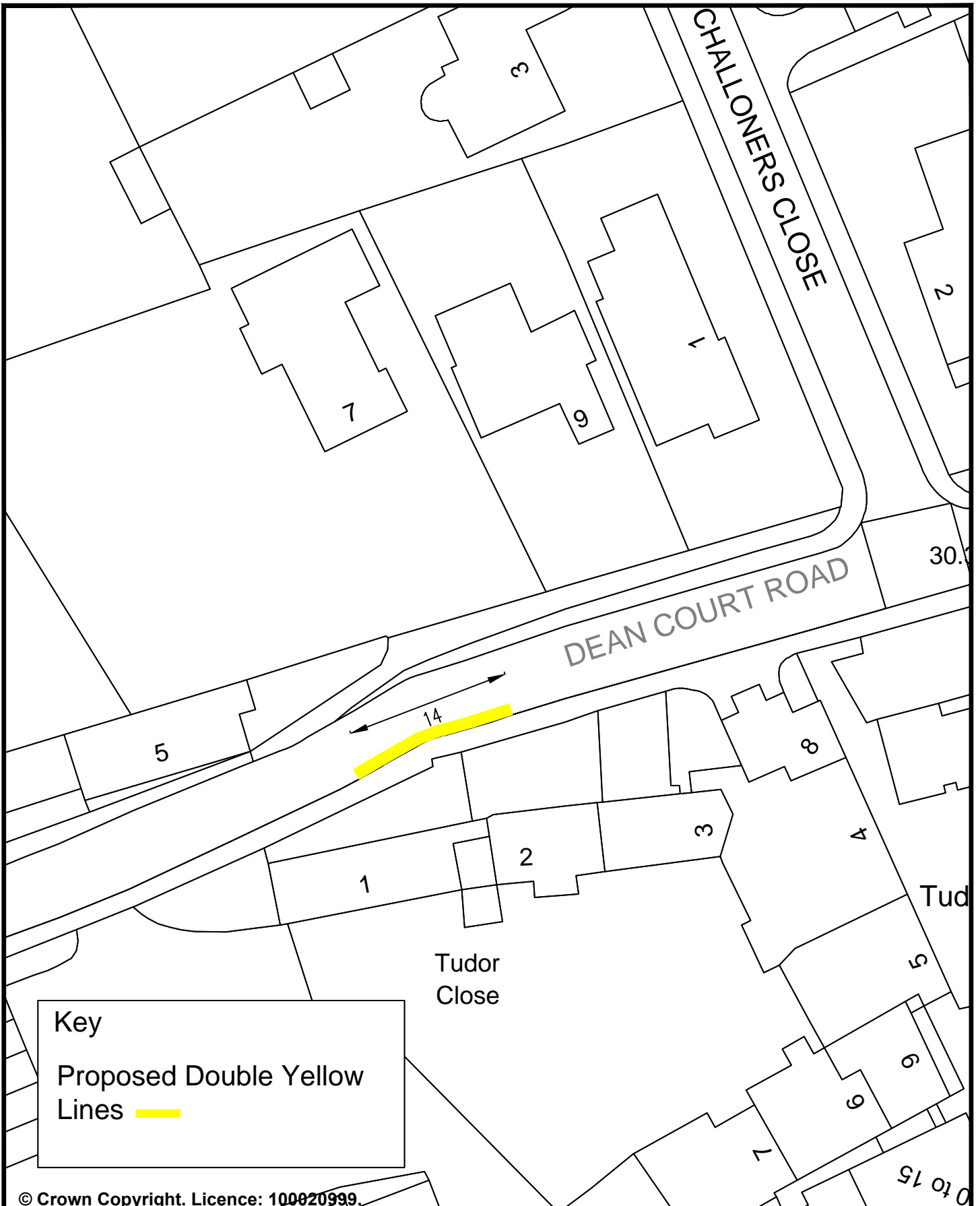
| | | | |
|----|--------------|----------|--|
| 80 | Roedean Road | Support | Coach parking affects both driving and pedestrians |
| 81 | Roedean Road | Support | Has had difficulties crossing the road, particularly to get to bus stop. |
| 82 | Roedean Road | Support | Improve road safety |
| 83 | Roedean Road | Support | Help pedestrians to cross |
| | | | Need somewhere to find a permanent safer place for coaches to park. |
| 84 | Roedean Road | Support | Improving road safety |
| 85 | Roedean Road | Support | Improving road safety |
| 86 | Roedean Road | Support | |
| 87 | Roedean Road | Support | |
| 88 | Roedean Road | comment | Objects to the coach parking dangerously, no room for two way traffic. |
| 89 | Roedean Road | comments | Difficult to see exiting The Cliff due to the parked buses. |
| 90 | Roedean Road | Comment | Coaches cause major hazard. |




Key
 Proposed Double Yellow Lines


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 Brighton & Hove City Council, 2012.

| | | |
|---|------------------|---|
| | TRANSPORT | PARKING INFRASTRUCTURE |
| Address: Court Ord Road, Rottingdean | Scale : N.T.S. |  Brighton & Hove |
| Reason: To prevent obstruction to all road users | Date : July 2017 | |
| | Drawn : D.A. | Drawing Number : B&H-DYLS-001 |



Key
 Proposed Double Yellow Lines 

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| | | |
|---|------------------|---|
| | TRANSPORT | PARKING INFRASTRUCTURE |
| Address: Dean Court Road, Rottingdean | Scale : N.T.S. |  Brighton & Hove |
| Reason: To prevent obstruction to all road users | Date : July 2017 | |
| | Drawn : D.A. | Drawing Number : B&H-DYLS-002 |



Key

Double yellow lines

Pay by phone Max stay 4 hours no return within 4 hours

Pedestrian walkway

*Double yellow lines shall also apply to the pedestrian walkway *

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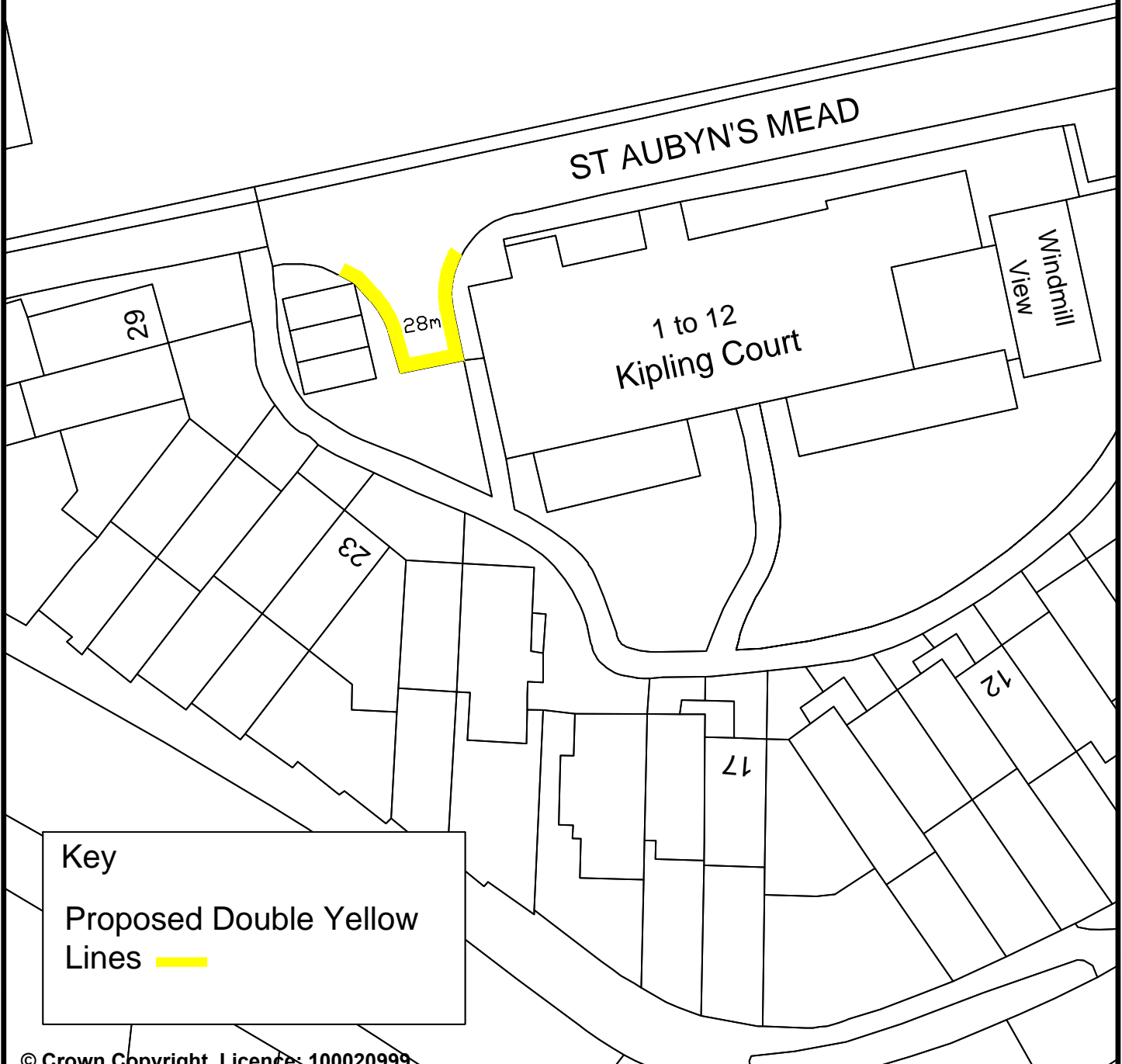
| | |
|-----------|--|
| Client | PARKING INFRASTRUCTURE |
| | TRANSPORT |
| Job title | Introduction of pay by phone parking, double yellow lines and relocation of pedestrian walkway |

Drawing Title
Roedeon Road Brighton.



| | | | | | |
|----------------|------------|--------------------|---------|----------|-----------|
| Scale | 1:1000 | Original drg. size | A1 | Date | July 2017 |
| Drawn | R McMillan | Checked | - | Approved | - |
| Drawing status | Current | Drawing Number | B&H 852 | Rev | - |

Sports Court



Key
 Proposed Double Yellow Lines

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 Brighton & Hove City Council, 2012.

| | |
|---|-------------------------------|
| TRANSPORT | PARKING INFRASTRUCTURE |
| Address: St Aubyns Mead, Rottingdean | Scale : N.T.S. |
| Reason: To prevent obstruction to all road users | Date : July 2017 |
| | Drawn : D.A. |
| | Drawing Number : B&H-DYLS-003 |



Brighton & Hove

| | | | |
|--------------------------|--|---|---------------------|
| Subject: | George Street – Opening Hours | | |
| Date of Meeting: | 10th October 2017 | | |
| Report of: | Executive Director Economy, Environment & Culture | | |
| 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 a recent deputation that was received to this Committee on 27th June 2017 that proposed amending the opening hours to traffic in George Street. It was agreed at this meeting that a report would be presented to a future Environment, Transport & Sustainability Committee.
- 1.2 The Deputation from Central Hove Ward Councillors requested that officers produce a report to the committee considering options for George Street, Hove. The suggestion was that it could be opened to vehicles from 3.00pm, all year round due to significant changes to the local trading environment since 2015.

2. RECOMMENDATIONS:

- 2.1 That Committee agrees that a trial takes place through an experimental Traffic Regulation Order for George Street to open to traffic from the months of April 2018 to October 2018 after 4pm (instead of 6pm). An Experimental Order would be advertised before April 2018 through a notice on street, in the press and on the Council website which would allow comments from the start of the trial for a 6 month period.

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 the response above (para 3.7) was based on the information supplied before the meeting that only 55 people had signed the

petition up to that stage. 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.
- 3.11 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.
- 3.12 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.
- 3.13 8 of these (**14.5%**) wanted 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%**).
- 3.14 Five stakeholders wanted 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
- 3.15 One stakeholder KA Taxis supported the proposed changes.
- 3.16 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.
- 3.17 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.
- 3.18 The following road safety issues have also 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 conflicts are anticipated.

- **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.

3.19 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.
- 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.

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

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

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 The other option is to keep the current opening hours of traffic.

4.2 The proposed recommendation would mean changes would be taken forward due to the reasons outlined in the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

5.1 The consultation on changing the hours of restriction in George Street (to 4pm all year round) was reported to the Environment, Transport & Sustainability Committee on 24th November 2015 and it was agreed not to proceed for the following reasons.

- The licence to place advertising boards and tables and chairs on the public highway is for pedestrianised hours only.

- Some stakeholders wanted to keep the restrictions as they currently are.
- The Council received submissions from the public during the period of consultation and 85% were against any changes.
- A number of road safety issues were identified.

5.2 However, it is appreciated that the situation has now changed following the change in policy by Tesco's who now require a minimum spend of £5 to allow parking for greater than 30 minutes in their car park.

5.3 Therefore, following the deputation it was agreed that officers would relook at this and this report has been brought forward to consider the road safety and licensing concerns if vehicles are allowed to enter George Street from 3.00pm, all year round and to consider if a Traffic Order should be advertised which would then give a further period of consultation.

6. CONCLUSION

6.1 Officers in the Transport Department have looked into this and feel that the issues highlighted above are still valid and would be increased if the street opened at 3pm during school pick up time.

6.2 However, it is felt that the businesses concerns need to be considered following the changes to parking in the Tesco's Car park. Therefore, it is proposed that a trial takes place opening George Street at 4pm for a 6 month period (April 2018 to October 2018). An Experimental Order would be advertised before April 2018 which would allow comments for a 6 month period on how the scheme is working and any difficulties being encountered.

6.3 A report would then be presented to this Committee within 18 months of the experimental order being advertised outlining all the comments received. This would then determine whether to stop, amend or continue this arrangement from April 2019 onwards.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The option to change the hours of operation would result in costs of making 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: Gemma Jackson

Date: 05/09/2017

Legal Implications:

7.2 Experimental traffic orders are made under the provisions of sections 9 and 10 of the Road Traffic Regulation Act 1984.. Procedural requirements as to the making

of such orders are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 and require public notice of orders ("a notice of making") to be given. Experimental traffic orders cannot come into effect until the expiry of 7 days beginning with the date of publication of the notice of making. The notice of making must state, inter alia, that the Council will be considering in due course whether the provisions of the experimental order should be continued in force indefinitely and allow a period of 6 months during which any person may object to the making of an order for the purpose of such indefinite continuation.

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

Lawyer Consulted: Hilary Woodward

Date: 8 Sept 2017

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:

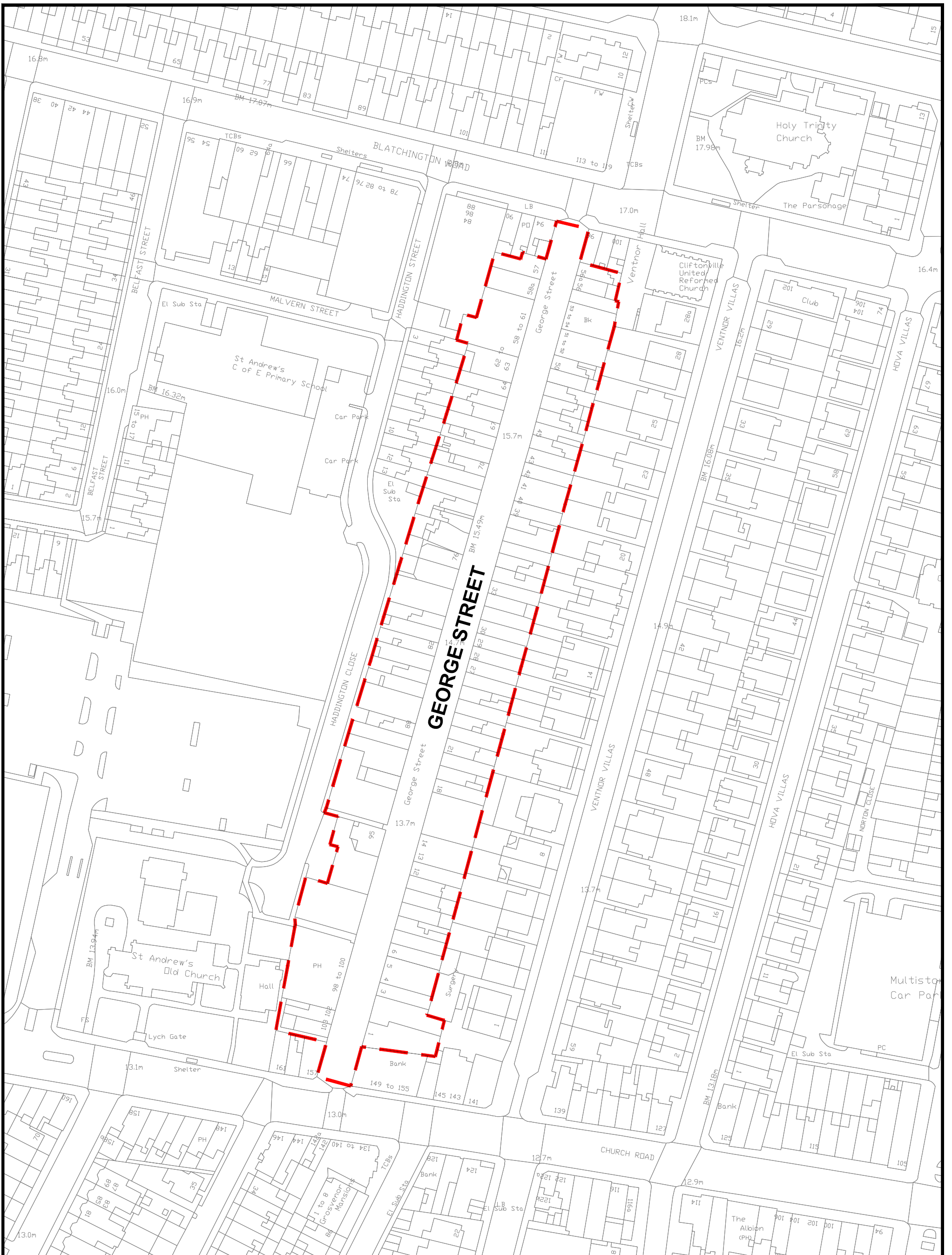
1. Appendix 1 – Plan of George Street

Documents in Members' Rooms

1. None

Background Documents

1. Item 13 – Environment, Transport and Sustainability Committee Meeting Report – 7th July 2015
2. Item 50 – Environment, Transport and Sustainability Committee Meeting Report - 24th November 2015.



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APPENDIX A



