

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

4.00pm 10 OCTOBER 2017

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

MINUTES

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

Other Members present: Councillor Moonan

PART ONE

20 PROCEDURAL BUSINESS

20(a) Declarations of substitutes

20.1 Councillor Page was present as substitute for Councillor Littman.

20(b) Declarations of interest

20.2 There were none.

20(c) Exclusion of press and public

20.3 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).

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

21 MINUTES

21.1 **RESOLVED-** That the minutes of the previous meeting held on 27 June 2017 be approved and signed as the correct record.

22 CHAIRS COMMUNICATIONS

22.1 The Chair provided the following Communications:

“Since our last committee meeting in June, Richard Bradley, the Assistant Director for City Environmental Management has left us to take up the post of Commercial Director at Scarborough Borough Council.

Richard spent three years here at the Council and oversaw the implementation of the textile collections service, wheelie bin recycling, garden waste collection, the new waste enforcement service, the Stanmer Park restoration programme, the extension of our refuse and recycling service and our Open Spaces Strategy.

Richard will be missed and I would like to place on record our best wishes to him in his new job.

I have just one other point to make that is in view of the interest in the George Street report, I am proposing moving that up the agenda to be taken first should the item be reserved for discussion”.

23 CALL OVER

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

- Item 27: George Street Opening Hours
- Item 28: Parking Annual Report
- Item 29: Parking Scheme Priority Timetable
- Item 30: Resident Parking Scheme Update Report

23.2 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 31: Citywide Traffic Regulation Orders

24 PUBLIC INVOLVEMENT

(a) PETITIONS

(i) Parking in the Surrenden Road Area

24.1 The Committee considered a petition signed by 307 people requesting the extended Surrenden area be included in the 2017 Resident Parking Scheme consultation.

24.2 The Chair provided the following response:

“Thank you for your petition and we do understand the concerns of residents in your area.

At this stage we would certainly be looking to consider the proposed area based on the correspondence that has been received to date, however, the final consultation area will be determined following discussions with ward councillors and taking account of any further correspondence that we might receive from residents. The committee will be asked to give approval to the final proposed consultation area in 2018/19”.

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

(b) WRITTEN QUESTIONS**(i) George Street opening hours**

24.4 Mitchie Alexander put the following question:

“I ask myself how a trial of opening up George Street to traffic after 4pm be judged a success or not. Success or failure shouldn't be measuring profit against the health and safety of people. I imagine that a report will include all pedestrian/traffic accidents and would need to measure asthmatic children lungs that walk down George St after school before and during the trial. Some traders may report a small increase or loss of profit. Will a trader's increase in profit out-weigh the possible loss of life to traffic and higher pollution level for shoppers?”

24.5 The Chair provided the following reply:

“Thank you for your question.

Officers and the Committee are aware of the concerns of users of George Street and the wider air pollution issues.

However, it is felt that the businesses' concerns alongside the representations from Ward Councillors also must to be considered following the changes to parking in the Tesco's Car park that has impacted the shops along George Street.

The recommendation is to undertake a trial of the revised pedestrian hours in George Street that would allow comments for a 6 month period on how the new hours of operation are working and any difficulties being encountered. Obviously, road safety issues would form part of those reports back. All comments would then be reported back to this Committee for a final decision on the way forward.

This trial will be considered by Members of this Committee as part of the report being presented later at the meeting”

24.6 Mitchie Alexander put the following supplementary question:

“Can we have a six month George Street improvement trial instead? Where the council helps the traders by promoting the area and provide the shop fronts with hanging baskets and holding community events in the street?”

24.7 The Chair provided the following reply:

“One of the ward councillors is here, Councillor Clare Moonan, she will be making her representation in advance of the committee making a decision on the report, and I believe she will be outlining some of her ideas and some of her fellow ward councillors ideas for doing exactly that- improving George Street”

(c) DEPUTATIONS**(i) To bring the extended Surrenden Road area residents parking consultation to the front of the council's timetable**

24.8 The Committee considered a deputation requesting that the parking consultation for the extended Surrenden Road area be brought forward to the front of the proposed timetable.

24.9 The Chair provided the following response:

“Thank you for your deputation perhaps it is worth briefly outlining how we go about consulting on and implementing parking schemes. We always consult on a wider area, what we hope to end with therefore, is often a smaller area but one where a majority of residents are in favour of a parking scheme. Contrary to some opinion, the council does not impose parking schemes against people’s wishes. Therefore, that is the approach we have taken

I do understand the concerns of residents in your area and as you are aware this area is being considered in the parking scheme priority timetable report later in the meeting alongside a number of other areas.

Residents in those areas who haven’t been consulted on a parking scheme have also come forward to request a consultation.

But we also need to consider parking schemes that are currently already in the process, parking schemes that are being consulted upon at the moment and schemes that are part way through their implementation and the reports on this committee agenda outline some of that progress. We also made a commitment as a Committee to review the Hanover parking schemes after a period of 12 months and they are both currently being implemented at the moment.

I appreciate it may be disappointing to wait for a consultation but we can reassure you that your area has been considered for inclusion in the proposed timetable and between now and then, any further representations from residents that are sent either to the committee or to officers will certainly be taken into consideration when determining the final area for that consultation”

24.10 Councillor West stated that where the council were introducing controlled parking zones, the displaced area would always return to the committee to request that they too be included in a scheme. Councillor West found that an inefficient and expensive process and the council in his view, needed to communicate better. Furthermore, Councillor West believed the proposed four year wait for the Surrenden area was too long.

24.11 **RESOLVED-** That the deputation be noted.

(ii) George Street opening hours

24.12 The Committee considered a deputation that set out potential air quality, road safety and sustainable transport issues that may arise in relation to the proposal to open George Street to traffic earlier in the day.

24.13 The Chair provided the following response:

“Thank you for your deputation.

You mention road safety concerns; those have been laid out that is before Members to consider.

It is felt that the businesses' concerns alongside the representations from ward councillors do have to be considered following changes to parking in the vicinity including Tesco's Car park.

As representations to amend George Street opening times have been made to this Committee on several occasions, and taking account the strength of feeling for a change more recently, it is therefore the recommendation in the report that a trial in the road takes place which would allow comments for a 6 month period on how the scheme is working and any difficulties being encountered. I'm sure the bus company would want to partake in that trial. Everything would then be reported back to this Committee for a final decision on the way forward.

This trial will be considered by members of this Committee as part of the report being presented later at the meeting".

24.14 **RESOLVED-** That the deputation be noted.

(iii) Parking in Upper Hollingdean Road

24.15 The Committee considered a deputation requesting the introduction of parking controls in Upper Hollingdean Road.

24.16 The Chair provided the following response:

"Thank you for your deputation and I do understand the concerns of residents in your area.

I think you can see from the parking scheme timetable being presented today there is a lot of demand throughout the city for a consultation on resident parking schemes based on representations from those areas.

While we can't explicitly include an additional consultation for that section of Upper Hollingdean Road within the proposed new timetable, there is an opportunity to look at this part of the ongoing review process for Area G and Area J and report the findings back to a future Committee and we are hoping to do that review in Spring next year".

24.17 **RESOLVED-** That the deputation be noted.

25 ITEMS REFERRED FROM COUNCIL

(c) DEPUTATIONS

(i) Air pollution in Woodingdean

25.1 The Committee considered a deputation referred from the meeting of Full Council of 20 July 2017 requesting measures to be taken to improve air quality in Woodingdean.

25.2 The Chair provided the following response:

"Like all local authorities, Brighton and Hove City Council has a duty to regularly review and assess air quality to determine whether the national objectives are being met.

The city is compliant with all pollutants listed in the national air quality strategy with the exception of nitrogen dioxide for some areas where there is an exceedance.

Air pollution is an important public health issue and it is for this reason that officers in transport and public health work closely together on strategies and policies to improve it. A detailed report on all of this work will be coming to a future ETS committee.

How air quality should be monitored and assessed is clearly defined in national policy with technical guidance and any monitoring has to be representative which is why it is carried out over a 12 month period.

The observations and information submitted as part of the deputation have been considered by the council's air quality officer and following the July council meeting officers did make contact with the people that brought the deputation to set up a meeting and I understand it was thought preferable to meet following the school holidays. So I hope that this meeting, to include the Head Teacher of Woodingdean Primary School, can take place soon so that your survey can be discussed in more detail".

25.3 Councillor West commended those involved in the deputation adding the council perhaps did not have a full picture of air quality levels in the city and he hoped this and other areas, could be brought forward and looked at.

25.4 **RESOLVED-** That the deputation be noted.

26 MEMBER INVOLVEMENT

(c) LETTERS

(i) Anti-social parking and enforcement

26.1 The Committee considered a letter from Councillors Janio and Wares requesting the committee receive a report to a future meeting outlining various measures to address illegal and anti-social parking outside schools.

26.2 The Chair provided the following response:

"Thank you for your letter - I think it raises some pertinent points.

As your letter reflects, there is a lot of work going on but perhaps not in an easily identifiable or accessible format so I'm very happy to agree to your request for a report to come to the committee that will cover the issues that you have raised. Hopefully that will come to the January Meeting.

The officers leading on this work will be Paul McCann from Parking Strategy and Contracts"

26.3 **RESOLVED-** That the committee receive a report on the matter.

(ii) Refuse collection, Poets Corner

26.4 The Committee considered a letter from Councillors Nemeth and Peltzer Dunn detailing issues that had arisen in relation to the introduction of wheelie bins in the Poets' Corner area.

26.5 The Chair provided the following response:

"I have always been very clear that the additional wheeled bins are not a one-size-fits-all solution and, particularly in relation to the more built up areas of the city, different approaches should be considered.

After having successfully delivered nearly 45,000 of the new bins we are taking time now to get the remaining areas right, Poets Corner is one such area.

I discussed Poets Corner with officers two weeks ago and they will be in touch with you as a priority to review the area. Following that meeting an officer was assigned to address the swaps requests in that area and we are steadily working through the remaining swap requests.

The introductory leaflet that residents received in advance of the bins being delivered did indeed give the option of a smaller bin.

We will also re-emphasise to collection crews that residents can continue to use a black box placed near the kerbside if they cannot easily accommodate a wheeled bin.

I think it is worth reminding ourselves why we are doing this. The trial of the bins showed that they increased recycling rates by 4% over the trial period with a commensurate reduction in residual waste. And, Councillor Page, I know that you will be especially pleased to hear this, given your recent email comments to a resident that you kindly copied me into to your residents about "bad recycling rates". Our overall rate now stands at 29.1% compared with the dismal 24% we inherited from the Green Party and we will increase that rate further. I would like to thank all residents whose recycling efforts are contributing to this success.

Given this increase in recycling rates, we obviously want the new bins to be used as widely as possible but do appreciate some areas and some roads with differing housing types, a careful approach and we are committed to working through those remaining areas with residents and ward councillors."

- 26.6 Councillor West stated that it was his administration that had begun a pilot of wheeled bin recycling and its success had led to a further roll-out of the scheme. Councillor West noted that the previous Labour administration had introduced the popular black box recycling scheme and had been reticent to support the measures introduced by his administration to improve recycling and refuse rates.
- 26.7 The Chair stated that she felt the most recent recycling figures spoke for themselves.
- 26.8 Councillor Page thanked Councillors Nemeth and Peltzer Dunn for raising the issue that was not one confined to Poets Corner and was certainly an issue in his ward. Councillor Page added that little could be done to stop residents leaving their wheelie bins in the street and with pavement obstruction such an important issue, he hoped certain area based refinements could be made to the roll-out.
- 26.9 The Chair stated that she understood that Councillor Page had met with Cityclean officers recent and the issue in Hanover & Elm Grove would be dealt with appropriately.
- 26.10 **RESOLVED-** That the letter be noted.

(d) NOTICES OF MOTION

(i) Cycling Strategy

26.11 The Committee considered a Notice of Motion referred from the meeting of Full Council held on 20 July 2017 that requested a report be brought to the Committee outlining options for implementing a specific and ambitious cycling strategy for Brighton & Hove.

26.12 The Chair provided the following response:

“As the motion acknowledges, we have made good progress with initiatives and schemes to support and increase cycling in the city and the numbers are rising – the city has been recognised both national and internationally for this work.

In addition to LTP and other core funding, significant additional resources have been bid for and invested such as:

- Growth Fund money for the Bikeshare scheme;*
- The £1.5 Access Fund award that is delivering projects to promote and address the barriers to sustainable travel with a strong emphasis on cycling promotion;*
- The Lewes Road Sustainable Transport Corridor featuring as good practice in the Government’s Local Sustainable Transport Fund evaluation;*
- And the city’s selection for a study visit from the Swedish Government which is taking place later this week to look at planning for successful cycling and how we have done that here.*

The Government’s recently published Cycling & Walking Investment Strategy invited bids for technical support but unfortunately, our bid, although judged ‘good’ did not receive any funding. The bidding process was heavily oversubscribed and it is disappointing not to receive the additional help for us to progress this work.

So, in terms of the measures outlined in the motion, we will be progressing along with our existing plans that have committed funding that officers are already working on to deliver cycling via the Local Transport Plan.

We will have opportunities presented by the introduction of the Community Infrastructure Levy and the emerging City Plan Part 2. The scoping work for the consultation document for City Plan Part 2 had already identified sustainable transport and active travel as key issues for consideration.

Cycling and walking both feature as identified solutions and officers will be ensuring that they will be given an appropriate level of priority within the Transport section of the Plan and the draft document that is being prepared for summer 2018. This also will strengthen bids for further funding.

Work on cycling will therefore continue as part of our existing priorities and we will continue to apply for external resources to further this work wherever we can.

A report will come to the November meeting of this committee that will cover the government’s current consultation on its draft Transport Accessibility Action Plan that has a whole section on making cycling more accessible And so I can give a clear undertaking that reports will come to this committee or to other relevant committees such as Tourism, Development and Culture, as the programme to support and invest in cycling and sustainable travel is progressed and also, of course, to update Members.”

26.13 Councillor West stated that he was disappointed by the response as he understood that the Motion had been referred unanimously by Full Council to the committee with the expectation that a report would be agreed. Councillor West stated that he hoped Members would agree to adhere to the wishes of Full Council and agree to an officer report. Councillor West stated that there was a rise in cycling rates in the city however; the facilities and training in the city were currently inadequate. Councillor West added that now was an opportune moment to secure funding for such improvements and clarity

and vision on how to deliver that was very important and delivery through the LTP was not the same as a specific, bold strategy.

26.14 The Chair stated that she believed she had outlined all the work and reports that would be considered by this and other committees, in relation to cycling strategy.

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

27 GEORGE STREET OPENING HOURS

27.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that proposed amending the opening hours to traffic in George Street, Hove. A report setting out options had been requested by the committee at its previous meeting held on 27 June 2017.

27.2 Councillor Moonan addressed the Committee on the proposals. Councillor Moonan noted that her fellow ward councillor, Councillor Wealls, was also fully in support of the proposals but was unable to attend the committee due to prior commitments. Councillor Moonan stated that a petition had been collated by the local traders and residents that had acquired over 2,600 signatures and a survey carried out and circulated to members of the committee in advance of the meeting that showed 74% support for the proposed change. Councillor Moonan stated that the issue was a difficult one with strong feeling on either side however; the proposals detailed in the report represented a compromise that kept George Street viable to the benefit of the community. Councillor Moonan explained that the removal of the two hours free parking by the local supermarket had led to a huge impact upon levels of trade on George Street with many reporting a 10% to 32% decline in takings. Councillor Moonan added that 75% of those who had answered the survey that also had mobility or visual impairment had said they could visit George Street more easily if the road was open to traffic earlier in the day. Councillor Moonan supplemented that the key to making the proposals a success was increased enforcement as well as increased signage for disabled users and pay and display parking machines. Councillor Moonan stated that the proposals were the beginning of a wider campaign to improve the pedestrian environment on the street and that could include taking action on the persistent driving of cars and bicycles the wrong way down the street, improving safety for pedestrians, introducing street planters and furniture and undertaking measures to reduce anti-social behaviour. Councillor Moonan reminded the committee that the proposals were for just a trial undertaking and she hoped they could be supported by the committee.

27.3 Councillor Peltzer Dunn stated that the change in parking arrangements had exacerbated existing issues on George Street. Councillor Peltzer Dunn added that it was uncertain whether trading issues in the street were related to its closure to traffic or a separate issue and a trial arrangement would be a worthwhile exercise to investigate. Councillor Peltzer Dunn stated that the recommendations were incorrect in so far that the trial period would be for seven months, not six.

27.4 Councillor Atkinson stated that the proposals struck a balance between the comfort of shoppers and the need of local businesses. Councillor Atkinson noted that the proposals were for a trial and was by no means permanent and the committee owed it to traders to take action on the concerns they had raised.

- 27.5 Councillor West asked if there had been any consultation on the proposals with Brighton & Hove Bus Company and other partners and whether the committee decision to be made was to undertake consultation via the advertisement of an experimental order. Furthermore, Councillor West noted that the Road Safety Manager had observed in 2015 some risk associated with right turning traffic and asked whether those concerns remained. Councillor West enquired as to how the trial would be properly evaluated as there was no detail on assessments within the report.
- 27.6 In response to the questions raised by Councillor West, the Head of Parking Services replied that formal consultation would be undertaken with Brighton & Hove Buses and other partners and stakeholders as part of the six month consultation period, confirmed that if the committee were minded to approve the recommendations that the trial would begin on 1st April 2018 and provided assurance that throughout period of consultation there would be ongoing dialogue with road safety and accident prevention officers who would also have input into how the trial was working. The Head of Parking Services clarified that the main evaluation would be the comments received to the consultation that would then be presented to the committee alongside the view of officers to make a decision on whether to make the order permanent, revoke the order or amend the order.
- 27.7 Councillor West stated his shock at the proposals detailed in the report. Councillor West observed that in response to a deputation presented to the committee in June, the Chair had highlighted the reasons behind not changing the access arrangements two years previous, including licensing arrangements, that the consultation had reported 85% of people against any change and that a number of road safety issues had been identified. Councillor West noted that there had been no further consultation with partners or the public and he had hoped to see a report that restated the concerns from 2015 with further assessment on the possible causes of a fall in trade on George Street such as the rise in online shopping, whether there was insufficient strength of draw and quality of public place improvements. Councillor West stated that in his view, the problems experienced on George Street were not related to traffic and parking and opening the street to vehicles earlier in the day risked public safety. Councillor West outlined his concern that relations with Brighton & Hove Bus Company were deteriorating and that such a proposal could further sour relations and put potential investment opportunities at risk. In addition, the report did not quantify the effect of the earlier opening of George Street on other road users and residents. Councillor West stated that he fully supported the traders on George Street and that the council was doing them a disservice in not considering the wider reasons for a drop in trade. Councillor West repeated that the council needed to support sustainable transport initiatives and it was a well researched fact that people that arrived in shopping areas on foot or by bike spent more money in shops. Councillor West stated the survey and report before the committee was not based on fact and was reckless in its approach to road safety.
- 27.8 On behalf of the Green Group, Councillor West moved a motion to defer the report to consider wider issues.
- 27.9 Councillor Page formally seconded the motion.
- 27.10 Councillor Wares stated that the two Central Hove ward councillors had worked very hard on the matter and it was wrong of them to be accused in such a way by a fellow

councillor. Councillor Wares noted that the traders campaigning were well aware of the licensing requirements of their premises. Councillor Wares noted that the 2015 consultation resulting in 85% of people being against the proposal to open George Street earlier to traffic was based on thirty three email submissions yet the petition conducted by the ward councillors and traders had received over 2,600 signatures. Councillor Wares that the committee were uncertain of the reason for the drop in trade in George Street and advertising the experimental order would provide them the information required to make a sound decision, based on fact from officers, traders, local councillors, partners and stakeholders.

27.11 Councillor Page stated that George Street had become more pedestrian friendly over time and the only change that had triggered the proposals was the decision of the nearby supermarket to begin charging for parking on their premises. Councillor Page noted that clear evidence had been provided by a local sustainable transport organisation that demonstrated that more money was spent in shops by people arriving by foot or by bike. Councillor Page stated that the survey by the ward councillors appeared to be contradicted by evidence provided by Brighton & Hove Buses. Councillor Page highlighted that the issue was not one simply relating to transport but covered air quality, public realm, road safety and equality of public spaces and the proposals went against the council's own sustainable transport ambitions.

27.12 Councillor Nemeth stated that in the context of a unified approach from the George Street traders and ward councillors and it was important for the committee to be minded towards that in reaching a decision.

27.13 Councillor Robins concurred with the comment made by Councillor Nemeth and reminded the committee that the proposals were for a trial period alone.

27.14 The Chair moved a motion to correct the typographical error on recommendation 2.1 to read "7 months" rather than "6 months".

27.15 The Committee were in agreement with the proposal.

27.16 The Chair then put the Green Group motion to the vote which failed.

27.17 The Chair then put the recommendation to the vote that was agreed.

27.18 **RESOLVED-** 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 7 month period.

The meeting adjourned at 5.50pm and reconvened at 6pm

28 **PARKING ANNUAL REPORT 2016-17**

28.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that requested approval of the publication of the Parking Annual Report 2016-17

for submission to the Department for Transport, Traffic Penalty Tribunal and for general publication under the provisions of the Traffic Management Act 2004.

- 28.2 The Chair commended officers for the high standard of the Annual Report.
- 28.3 Councillor Peltzer Dunn stated that he generally opposed transaction charges and hoped that the income from that could be specified in future reports. Councillor Peltzer Dunn added that he felt the council made it difficult for people to park in some areas and whilst he understood payments could be made in some PayPoint outlets, in some cases the nearest PayPoint shop was a quarter of a mile away from the parking location. Such a journey was exceptionally difficult for people with mobility issues.
- 28.4 Councillor Wares noted that page 13 of the draft Annual Report detailed that no electric vehicle permits had been issued as of July 2017. Councillor Wares added that whilst he understood that electric vehicles were allowed to park for free at charging points for up to four hours, the council would have to be observant of any abuses of that time limit as electric vehicle ownership became more common. Referring to page 37 of the draft Annual Report, Councillor Wares noted that there were capital borrowing costs relating to as long ago as 2001 and asked whether consideration had been given to restructuring that borrowing. In addition, Councillor Wares observed that there was a large amount of detail in the report on enforcement action taken in the city yet the majority of this enforcement was carried out in the city centre alone. As controlled parking zone areas became wider, displacement was now widespread in suburban areas and more effective enforcement support was desperately needed in those areas.
- 28.5 The Policy & Development Manager stated that the transaction charge for Pay by Phone parking had formerly been 15p and had reduced to 10p due to the increase in transactions as the scheme had become more popular. The charge was exactly self-financing and there would be a significant charge to the council if that transaction charge was removed. The Policy & Development Manager informed the committee that there were 150 PayPoint outlets in the city where payment could be made and this was a complimentary service provided to Pay by Phone. In some instances, there was a large distance between parking areas and the nearest PayPoint location however; there were 150 parking machines in the city that continued to accept cash and card payments. The Policy & Development Manager clarified that electric vehicles permits had been disbanded to allow visitors to the city to be able to use the points. Furthermore, officers would be grateful for any interaction from ward councillors about better forms of parking enforcement.
- 28.6 Councillor Wares that suburban areas, such as his ward in Patcham, needed enforcement officers operating to the same methods as in the city centre rather than a targeted approach.
- 28.7 The Assistant Director- City Transport provided assurance that officers were looking at ways to redress the balance in enforcement in the city centre and outer areas of the city.
- 28.8 Councillor West stated that he supported the comments made by Councillor Wares that people were not adhering to parking regulations and an increase in enforcement was required on the basis of safety. Councillor West noted that there had been decrease in slight collisions however; fatalities and serious casualties had increased. Councillor

West stated that this was cause for concern and a more detailed breakdown should be provided. Councillor West stated he was glad the parking surplus had increased however; he was concerned that there had been a gradual reduction in spending from that income in supported bus services, other public services and capital investment perhaps related to the increase in concessionary fare rises. In addition, Councillor West stated that investment was desperately needed in Oxford Court car park as it had now become a serious crime and anti-social behaviour hotspot due to its deteriorating state. Part of that consideration, if the problems could not easily be solved, could be an alternative way for that space to be used.

28.9 The Chair stated that in relation to the points made on decreasing investment in supported bus services, Policy, Resources & Growth Committee had recently agreed an additional £150,000 to be invested in the services from an unallocated underspend meaning there were now more supported routes, not less.

28.10 Councillor Page stated that in relation to the casualty figures, a detailed breakdown would be very useful particularly in terms of vulnerable road users such as pedestrians and cyclists.

28.11 The Head of Parking Services stated that a breakdown of casualty and collision figures could be provided to Councillor Page subsequent to the meeting.

28.12 Councillor Wares noted that his query on capital borrowing costs had not been addressed. Councillor Wares added that it was appropriate that he draw attention to the fact that the No56 bus service to Patcham had been reduced by half without any consultation and to the significant inconvenience to residents, some of whom were elderly.

28.13 The Assistant Director- City Transport clarified that the council had been operating CPZ's since 2001 with some of that borrowing paid back. Generally, it took seven years for scheme's to pay back their initial investment so the information on debt and financing would most likely relate to the previous seven years. Opportunities to restructure the debt would be discussed with colleagues in Finance.

28.14 **RESOLVED-**

- 1) That the Environment, Transport and Sustainability Committee endorse the publication of the Parking Annual Report for 2016-17 under the provisions of the Traffic Management Act 2004.
- 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.

29 PARKING SCHEME PRIORITY TIMETABLE

29.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that the next parking scheme priority timetable up to 2020/21 based on recent requests from residents for consultation on resident parking schemes.

- 29.2 Referring to the proposed priority timetable listed on page 55 of the agenda, Councillor Brown asked why Hove Park had a proposed completion period of two years when all other schemes had a completion period of one year.
- 29.3 The Head of Parking Services clarified that an extra layer of consultation had been applied for the Hove Park scheme meaning there would be three consultation stages rather than two for other areas. That process replicated the consultation undertaken in the West Hove area.
- 29.4 On behalf of the Conservative Group, Councillor Nemeth moved a motion to amend recommendation 2.1 as shown in bold italics as follows:
- 2.1 That Committee agrees to the parking scheme priority timetable outlined in Appendix A; ***subject to the West Hove (Zone L) scheme being amended to be completed by the 1st of March 2018.***
- 29.5 Introducing the amendment, Councillor Nemeth stated that the West Hove scheme already had a timetable and was due for completion by the end of December 2017. The revised timetable pushed that back to the beginning of June 2018. Councillor Nemeth stated that the motion would set a completion date of 1st March 2018 which would not affect the other schemes and the West Hove ward councillors would understand any delay to that date due to factors beyond control such as bad weather.
- 29.6 Councillor Peltzer Dunn formally seconded the motion. Councillor Peltzer Dunn noted that Zone U had a proposed completion date of 2018/19 in the report but a proposed completion date of 2017/18 in the appendix. Councillor Peltzer Dunn asked for clarification on which of the two was accurate.
- 29.7 The Chair stated that the Zone U scheme was due for completion in 2018 but the reports and appendices could be made clearer in future reports.
- 29.8 In relation to the motion proposed, the Head of Parking Services stated that whilst he appreciated the comments made by ward councillors, if the council did announce that the West Hove scheme was due to start on 1st March 2018 and there was slippage to commencement of the scheme for factors outside of the council's control, that may lead to criticism of the authority from residents.
- 29.9 Councillor Page stated that he welcomed the 12 month review of the Hanover & Elm Grove scheme and asked what form the consultation with residents would take.
- 29.10 The Head of Parking Services clarified that the consultation would be in the form of an A4 letter with a plan on the reverse posted to every household in the area concerned.
- 29.11 The Chair then put the motion to the vote that was carried.
- 29.12 The Chair then put the recommendations, as amended, to the vote that was carried.
- 29.13 **RESOLVED-** That Committee agrees to the parking scheme priority timetable outlined in Appendix A; subject to the West Hove (Zone L) scheme being amended to be completed by the 1st of March 2018.

30 RESIDENT PARKING SCHEME UPDATE REPORT

- 30.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that provided an update on progress for three parking schemes and sought agreement for the scope of the initial consultation on two of the schemes and implementation of the other.
- 30.2 Councillor West noted that the proposal for Hove Park was not to include a number of houses at the north end of Dyke Road Avenue in a scheme. Councillor West believed this would become a problem in the future for residents of those properties as they would likely suffer from parking displacement and there was also potential for parking obstruction in the cycle lanes on the same stretch of road.
- 30.3 Councillor Brown stated that she agreed with the proposed scheme on the basis of residents support for that set of proposals; however, her personal preference was for consultation to be undertaken over a wider area owing to the likelihood of displacement if a scheme became operational. Furthermore, Councillor Brown noted the ward councillor's request for extra double yellow lines just outside the proposed scheme area to anticipate the acute displacement that would likely occur.
- 30.4 **RESOLVED-** 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.

31 CITYWIDE TRAFFIC REGULATION ORDERS

31.1 **RESOLVED-** 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)

32 ITEMS REFERRED FOR FULL COUNCIL

32.1 **RESOLVED-** That Item 27: George Street Opening Hours be referred to Full Council for information.

The meeting concluded at 6.40pm

Signed

Chair

Dated this

day of