



**Brighton & Hove  
City Council**

# **COUNCIL ADDENDUM 01**

**4.30PM, THURSDAY, 23 JULY 2020**

**VIRTUAL MEETING - SKYPE**



## ADDENDUM

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**WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC**

A period of not more than fifteen minutes shall be allowed for questions submitted by a member of the public who either lives or works in the area of the authority at each ordinary meeting of the Council.

Every question shall be put and answered without discussion, but the person to whom a question has been put may decline to answer. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion.

The following written question has been received from a member of the public.

**1. QUESTION From: Tony Amos**

I have heard from three separate people who work at Cityclean that the contents of the recycling bins on the seafront go into the same pile as the general waste bins and are therefore not in fact recycled.

So please, is this true?

**Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.**

**2. QUESTION From: Rob Shepherd****CovId-19 and Reduced A259 Commuter Bus Capacity.**

CovId-19 reduces peak bus capacity by 1173 passengers. Its temporary bus lane extends the A259 Greenways' queue past Roedean Road, causing additional pollution. 100 people forced to switch to cars further extends this queue past Black Rock, obstructing emergency services' eastbound access.

What figures for queues, delays and any increases due to the temporary bus lane and to extra traffic, did officers use planning for this CovId-19 Emergency and determining the bus lane would be beneficial, checking its viability with Emergency Services and what plans are in place to provide extra buses for longer distance commuters to reduce this problem?

**Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.**

**3. QUESTION From: David Trangmar**

Last November residents presented a petition to ETS about Bristol Gardens in East Brighton being used as a rat run.

A consultation was promised in the spring. Can you please confirm that this has been rescheduled and will still take place as this road is increasingly dangerous for pedestrians and cyclists now that COVID restrictions are being lifted?

**Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.**

**4. QUESTION From: Craig Jones**

**Safe Pedestrian and Cycle Access to Roedean, The South Gateway to SDNP and Roedean School**

The community of Roedean, Roedean School and the gateway to the National Park have no footpath or cycle lane connecting to the City. Some walk alongside dangerous and fast-moving traffic on Roedean Road others access the hazardous and overgrown A259 pathway. The elderly, disabled and young people must leave Roedean by car. Last month BHCC turned down 3 needed family homes on Roedean Road on grounds of road safety. (BH2020/00971).

A foot and cycle path on Roedean Road are essential to the safe development of this community. Does the Council agree that this footpath is essential, and will they prioritise it?

**Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.**

**5. QUESTION From: David Wilson**

Thousands of cyclists, pedestrians and dogs travel along the Undercliff between the Marina and Saltdean every day. We are getting to a situation where it is becoming a Health and Safety issue.

Please would the Council introduce more measures to prevent the minority of cyclists from speeding and spoiling it for the rest of us, and also provide bike racks on the Saltdean Seafront.

**Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.**

**6. QUESTION From: Russell Smith**

**People Need Pavements**

For years, residents in Ovingdean have been asking for various improvements to the main roads through the village including cycle paths, ramps and

electronic signs to slow traffic down and pavements where none exist so that residents can safely walk to the bus stops and local facilities.

Cycle paths and pavements would be uncontroversial easy wins that would help the council meet its COVID and carbon neutral objectives.

How can we ensure that our requests do not fall on deaf ears?

**Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.**



**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 deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the spokesperson for the deputation be thanked for attending and its subject matter noted.

Notification of one Deputation has been received. The spokesperson is entitled to speak for 5 minutes.

**(1) Deputation concerning Support for the review of the temporary cycle lane extension on Old Shoreham Road  
Spokesperson Samantha Goddard**

Supported by:

Tony Francis  
Winnie Barrett  
Jenny Marshall  
Mick Clifton  
Nina Keating

**Ward affected:**

Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.

**(2) Deputation concerning the Deneway  
Spokesperson Katherine Sykes**

Supported by:

Michael Whitty	D. Sannister
Sarah Mitchell	M. Chapman
John Simmonds	D. Pidgley
S. Jefferies	J. Clarke
J. Freer	D. Clarke

**Wards affected: Patcham and Withdean**

Councillor Wilkinson, Deputy Chair of the Environment, Transport & Sustainability Committee will reply.

**(3) Deputation concerning Madeira Drive  
Spokesperson Trevor Archard**

Supported by:

JJ Bralden  
Kirsty Pollard

Greg Harman  
Ian MacKenzie  
Jason Papanicola  
Dave Rochford

**Ward affected:**

Councillor Appich, Chair of the Tourism, Equalities, Communities & Culture Committee will reply.

**(1) Deputation concerning Support for the review of the temporary cycle lane extension on Old Shoreham Road - Spokesperson – Samantha Goddard**

The Old Shoreham Road provides connection of Shoreham-by-Sea, Lancing and Worthing with Brighton and Hove. It is a main access road for those travelling between these locations. Since 10<sup>th</sup> May 2020 a temporary cycle lane has been in place, specifically resulting in one full lane being lost to drivers along the dual carriageway. Hence this deputation, not in opposition of cyclists along this route or cycle lanes in general but because I strongly disagree with any cycle lane that would take away a lane in its entirety for use by cars on this or any dual carriageway which so clearly requires at least two lanes to function.

No doubt there is environmental motivation behind the implementation of this cycle lane, acknowledging strong concerns within the UK for climate change. Yet regardless of a desire to move towards cycling as a chosen method of transport, we cannot ignore the current situation, being that cars are a leading means of transport for so many people. To think that reducing lane access for drivers will make them disappear from the road or that it will make a cyclist out of someone who was not already is both short sighted, and in my opinion, not in connection with reality. Instead we must remember and consider the vast proportion of people who may always choose to drive due to health, the distance being travelled and of course due to preference and choice. In that respect electric cars will have a large part to play in moving towards a more harmonious relationship between transport and the environment. That said this temporary cycle lane is and has been a huge inconvenience and cause of frustration for drivers, and no doubt a matter of negative mental health for those who must use this road every day or on a regular basis.

I must also point out the safety risk that the temporary lane has posed, with clear confusion by drivers not knowing if or when they can use the temporary cycle lane when turning left or right. This has resulted in at least one near collision witnessed by my partner whose place of work is based on the roadside of the affected area and who took the photos provided below, demonstrating the now daily sight of backed up traffic queues and cars remaining stationary for long periods of time, something which is surely causing an increase in local car emissions if anything.

It is also important to mention how the introduction of this temporary cycle lane has felt underhanded in its timing and justification; reading in a letter from Brighton & Hove City Council (below) to local residents wording such as (related to covid-19) ‘there are fewer journeys being made by car’ ... ‘we expect this to continue even after current movement restrictions are eased.’ I find this to be a misdirection given how at the start of lockdown the public were instructed not to drive with exception for key workers and the most essential of journeys. In contrast the public were encouraged to take outside exercise including walking and cycling. Such an involuntary change in travel pattern should therefore not be taken to indicate a norm once restrictions are eased. It therefore feels underhanded to have made such an assumption and particularly, to have informed local residents of the project the very day before (Thursday 7<sup>th</sup> May 2020) the bank holiday during which the works were undertaken.

I feel that to re-evaluate and review this temporary cycle lane would not be to deny the desire or intention to accommodate cyclists here but to acknowledge it as completely inappropriate to lose one of two lanes for car drivers on the prominent dual carriageway that is the A27, a road which clearly requires both lanes to function. It is this point that I hope I have made most clear. Acknowledging appetites and reasonings behind the creation of a larger cycling network, I still believe that we must seriously review the loss of a full road lane accessible only to cyclists, particularly as use has been sparse, creating unnecessary suffering for drivers.

## Supporting information Item 17 (1)

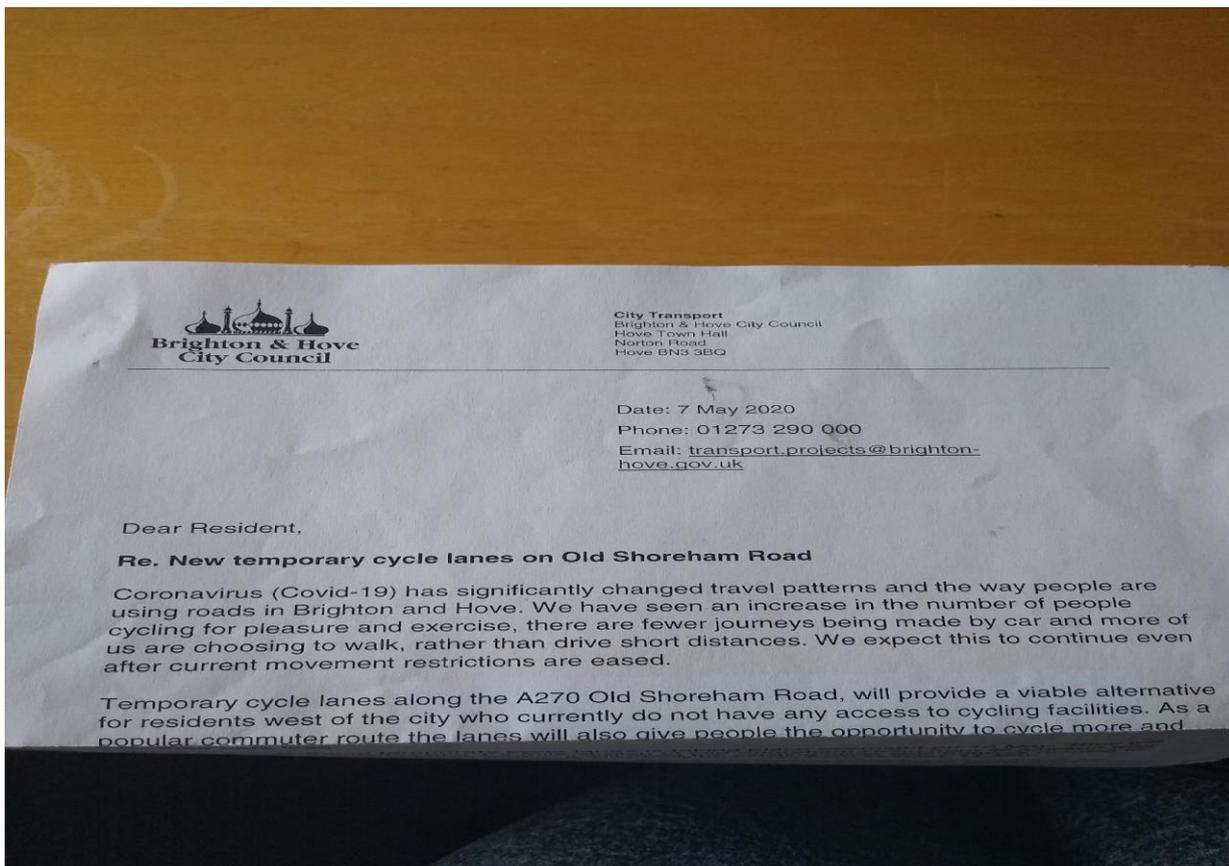
Since its implementation, use of this temporary cycle lane has been minimal by cyclists whilst use by vehicles remains heavy and consistent, as is to be expected on a dual carriageway that is used to cover the longer distances between numerous towns and the city of Brighton.

Images 1 & 2: Cars at the Boundary Road junction along Old Shoreham Road with queues stretching as far as the eye can see, beyond Olive Road. With cars not permitted to use the second road lane to their left, this queue includes cars intending to go both left and straight over after the lights.





Image 3: A letter from Brighton & Hove City Council sent to local residents and businesses on Old Shoreham Road on 7<sup>th</sup> May 2020, notifying of works that were to begin 3 days later.



**(2) Deputation concerning, a request for the whole of The Deneway (BN1 8QR and BN1 5AZ) to have safe road markings - Spokesperson – Katherine Sykes**

In September 2019 local residents, and the WWLAT, asked for the whole of The Deneway to be urgently reviewed for the introduction of safe road markings and we provided extensive evidence of the issues to support this request. However only sections of the east side were considered in order to meet “the minimum required to improve safety for pedestrians and for the safe movement of vehicles.” We understand that historical objections from 2010 were used to justify the decision not to include the whole of The Deneway in the TRO and it remains unclear how, or even if, the West side was ever considered in this decision. This can't be right- if nothing else over the last 10 years the roads have become busier, and in addition, the veterinary hospital has expanded, the Withdean Sports Complex has expanded, and Westdene school has grown by a third. This has contributed to a disproportionate increase in parking and traffic on The Deneway. Due to lack of any road markings the people who park here also have no indication of where it is safe to park or to comprehend the busyness of this road at certain times. This is unsafe, and it demands urgent review.

The recent changes fail to address the ongoing issues or mitigate against any impact the recent changes will have on the rest of The Deneway. There remain no road markings at the east side roundabout or on any part of the west side with the following consequences:

- Complete lack of any safe crossing points including protected drop curbs near the bridge, or where the residents of the Lionsdene, and people accessing the doctors' surgery have to cross the road. *In addition, the road also forks at the Lionsdene crossing point, making this especially dangerous.*
- Cars block the pavement and dropped curb crossing point on the roundabout on the east side, outside the vets. *This is the access point to the bridge. Blocked pavements here force people on to the road and to walk across the roundabout.*
- Cars block pavements on the south west side of the Deneway.
- Cars park close to, and on, the west side as it forks obscuring vision for pedestrians and all other road users. *As a result, drivers have to commit to progress up the west Deneway without adequate visibility.*
- Cars also park on the busy Deneway junctions with Eldred avenue, again obscuring visibility for pedestrians, drivers and other road users and causing bottlenecks

These problems have continued despite less traffic during COVID and will inevitably get even worse as things return to normal. The issues on The Deneway disincentivise walking to school or accessing public transport, because people don't feel safe. Lionsdene and other elderly Westdene neighbours also highlight that it can be impossible for those with limited mobility to manage The Deneway and this destroys confidence, it reduces independence, it increases social isolation, and as a result it doesn't support healthy aging.

**This deputation requests that the council ensures there is an urgent, ward agnostic, transparent, up to date review of the road markings on all of The Deneway, which address the concerns raised by Westdene residents and the LAT and redresses the omissions of the recent TRO.**

## Supporting information Item 17 (2)

The Deneway is a major access road into the Westdene estate. It is located directly off the London road, cutting under the railway line, providing the only thoroughfare between the lower end of Westdene and the London road. The lower end of Westdene has a primary school, a parade of popular shops, and is an access route to the Withdean sports complex and beyond. For people living in lower Westdene and others needing to access it, The Deneway is the route to and from the Westdene and Patcham schools, and into and out of Brighton via the London road and its buses. The Deneway houses the busy New Priory Veterinary hospital and a handful of residences on the east side of the railway line. On the west side of the railway the only residence is the Lionsdene, 36 sheltered housing flats for older people which includes a branch of Warmdene surgery.

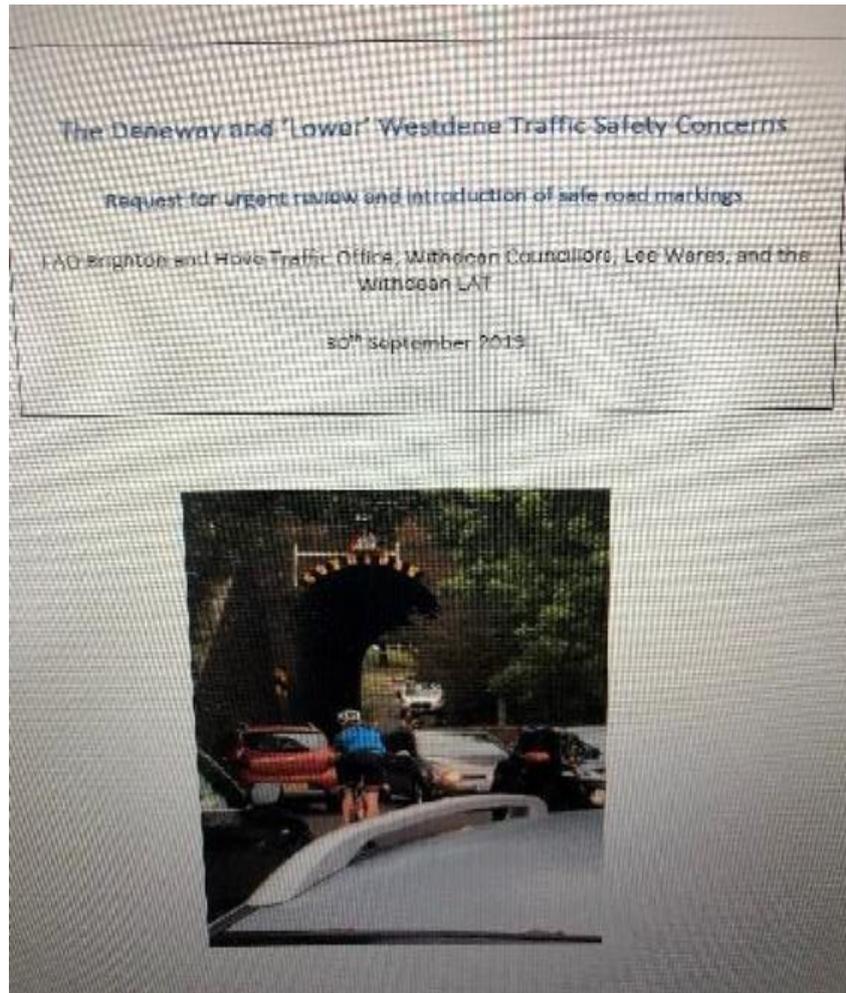
The Deneway is approximately 150m long on the east side, and 100m long on the west side. It is short and complex. The east side has a roundabout and bends narrowing to single track under the railway bridge. The west side rises up from the bridge, on a sharp hill before forking into two sections that continue to rise to the junctions at Eldred Avenue. Both the west side forks effectively become single track due to parking and verges are decimated due to cars coming off the road to avoid colliding with oncoming traffic. Due to its width and design, in significant sections pavements are only on one side, meaning most pedestrians walking the short length of The Deneway will have to cross the road at least once. Until recently there were no road markings along any section of this road.



3rd July 2020 3.30pm- Cars parked on corners of the west side of The Deneway at Lionsdene crossing point as the road forks.



3rd July 2020 3.30pm- Cars blocking pavement outside of the Vets on the East side of the Deneway.



Front page of summary and evidence sent to Withdean councillors and the council September 2019

**(3) Deputation concerning, Madeira Drive: Spokesperson – Trevor Archard****Madeira Drive Traders offer up compromise**

Members of Madeira Drive Traders Association have been left disappointed after a recent meeting with Councillors to request Madeira Drive Is immediately re-opened. Councillors were told some traders are facing financial ruin if the road remains closed for the Summer, and many are unable to pay their rent. Others are unsure about rent payments and have not paid as the terms of their leases have been varied with the road closure. Now there is also a proposed further eighteen-month experimental closure when this one finishes.

Like all businesses Covid-19 has hit business hard but those situated on Madeira Drive have suffered a double blow with the road closed to visiting tourists who would normally access this area by car. There is no public transport to Madeira Drive.

The traders want to make it clear that they are keen to work with the council in the future to assist with plans and perhaps see fully pedestrianised areas of the road, but only when improvements have been put in place first to make the road safe, accessible and attractive. To close a road without any improvements or a sustainable transport plan in place totally disregards the livelihoods of the traders who keep the place going year-round, as well as the lives of the people who use their businesses."

Madeira Drive is situated behind what is a cliff. In terms of access users need to be able to cycle, walk 15 mins or more if using public transport and descend 84 steep steps. This affects those with young children in buggies, wheel-chair users, those who cannot walk 15 minutes or who are not on a bus route.

Councillor Lee Wares has approached the Traders Association with what he believes is a workable compromise. To provide good access and space for people to exercise, together with a solution for access to tourists. The plan has been well received at a meeting with the traders on July 3rd.

Brighton Marina are very concerned that cars are using the Marina car park instead of Madeira Drive. This is taking up valuable parking space for our customers this summer. Once the terraces and lift are repaired, people will have much more space to exercise and walk on the terraces that run the whole length of the road.

The Madeira Drive Traders Association now also has the backing of the Brighton Tourism Alliance to progress the proposed compromise. The Association has recommended to members that as soon as a reasonable compromise is reached, and the road is open in some way, the rents can start to be paid again.

The Council should be supporting local businesses and jobs and livelihoods. Three recent surveys have supported the re-opening.



<b>Subject:</b>	<b>Declare Brighton &amp; Hove to be an Anti-Racist City</b>		
<b>Date of Meeting:</b>	<b>23 July 2020</b>		
<b>Report of:</b>	<b>Executive Lead Officer for Strategy, Governance &amp; Law</b>		
<b>Contact Officer:</b>	<b>Name:</b>	Mark Wall	Tel: 01273 291006
	<b>E-mail:</b>	<a href="mailto:mark.wall@brighton-hove.gov.uk">mark.wall@brighton-hove.gov.uk</a>	
<b>Wards Affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****Officer clarification****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 Under the Council's Petition Scheme if a petition contains more than 1,250 signatures and is not petition requesting officer evidence, it will be debated by the Full Council.
- 1.2 The e-petition has resulted in triggering a debate at the council meeting, having exceeded the threshold with a total of 1,949 signatures confirmed at the time of printing the report.

**2. RECOMMENDATIONS:**

- 2.1 That the petition is noted, and referred to the Tourism, Equalities, Communities & Culture Committee.

**3. RELEVANT BACKGROUND INFORMATION / CHRONOLOGY OF KEY EVENTS:****3.1 The Petition:****Declare Brighton & Hove to be an Anti-Racist City**

On 12th June 2020 Brighton & Hove City Council issued a statement pledging to be an anti-racist council. We welcome this statement and ask the council to go further and declare the city of Brighton & Hove to be an Anti-Racist City. To drive inclusion in our city, embrace cultural diversity and encourage equity of opportunity, our community must work together to be actively anti-racist. Building on the history of the people of Brighton, who have always turned out on mass to protest against far-right marches and meetings that have descended on our city, including the landmark moment when Mosely gathered the far-right at The Level in 1948 and the people of Brighton turned out to protest and successfully halted this event.

Lead Petitioner – Mo Kanjilal

## Additional Information:

Brighton has the spirit to lead the way in being the beacon city for anti-racism and true empowerment to black people and people of colour, as it has shown for our LGBTQIA+ community. Brighton is a city of inclusivity, recognised both nationally and internationally, and we believe this city is capable of setting the example for what it means to be a truly Anti-Racist City.

Brighton And Hove City Council has already demonstrated the commitment and ambition to achieve this, however, it is vital that this is demonstrated through concrete and visible actions. By bringing all of our city's organisations, services, community groups and individuals together to combat racism and prejudice. We can make Brighton & Hove an example to the rest of the country on how to create a truly inclusive city.

Our requests are:

- **Terminology** - Brighton & Hove City Council (BHCC) should use appropriate terminology when referring to people who are targets of racism because they are not white. People of Colour is the appropriate term to use. BAME and BME also refers to minority ethnic people, which can include any group of people that find themselves in an ethnic minority, but they may not experience racism due to the colour of their skin. To address the needs and lived experiences of people who have experienced racism, People of Colour is a good term to use.
- **Schools** - we welcome the news that BHCC are working on a schools' program. The council should actively work with schools ensuring a safe, anti-racist, non-hostile environment is created for children, families and staff. This work should address recruiting People of Colour to redress the lack of representation throughout the hiring in schools for teachers, head teachers and governors. Schools should recruit at least two parent governor positions for POC and actively recruit for the positions to be filled. There should be a format for people to raise concerns about racism they are experiencing or witnessing within their school anonymously with a link directly to the council which is monitored and responded to. Brighton schools should have anti-racism, history of POC, British imperialism and colonialism taught at a significant level throughout the school curriculum across all year groups. Schools should also be included in the education program in the next point.
- **Adult education program** - an anti-racism education program needs to take place in workplaces, and service providers throughout Brighton. The most effective delivery of this is through specialised theatre education projects that involve both performance, interactive workshop, and in-service training. This is an effective delivery system which has proven success in both delivery and outcomes. BHCC should commission this work to be created and delivered throughout education establishments,

workplaces and service providers to ensure effective education to facilitate the creation of an anti-racist city.

- **Businesses** - BHCC should not purchase the services from any provider that has not demonstrated that they have anti-racist policies and employ POC as full-time staff members. Businesses should commit to anti-racism processes in order to bid for council tenders and show that they are actively addressing diversity and anti-racist policies in their businesses. There should be initiatives run with Brighton's business community to set targets and timeframes to increase diversity in these organisations.
- **Council BAME group** - BHCC should create a second paid position on the currently named The BME Worker's Forum, to ensure that it is successful in its ability to take an active role in driving change in the future city council, so the burden is never left to just one person, to be the lone voice in any meeting. There should be a facility for all council staff to anonymously raise concerns about racism they are experiencing or witnessing within their workplace, that is monitored and responded to.
- **Festivals** - BHCC should commit to being the new hosts for the RISE festival, which was ended through funding cuts. As Brighton has proven itself to be outstanding hosts to PRIDE, it can now demonstrate that it leads the way as a city of anti-racism by hosting RISE festival, giving it a new permanent home. BHCC should ensure that Brighton Festival, Brighton Fringe, and the film festival all demonstrate substantial representation of POC and this should be the key factor in them allowing the festivals to take place in the city. Each festival should have a specific space dedicated to showing the work of POC as well as included throughout the festivals.
- **Policing** - Brighton & Hove City Council need to take an active role in addressing the detrimental actions of Sussex Police towards People of Colour, particularly Black people, that have resulted in hostile experiences for POC to live in or visit Brighton. BHCC must conduct an inquiry into Sussex Police practices which disproportionately target and impact Black people and People Of Colour. Particularly the practice of Stop and Search, high amounts of Use of Force, and application of PREVENT involving children and families of People of Colour. Social justice groups and the media have raised concern that Brighton has one of the highest disparities in the country, with 3.5 white people in every 1000 stopped by Sussex Police in the last year compared to 38 in 1000 black people. We find this inequality unacceptable in a council that declares itself anti-racist. BHCC needs to outline an action plan for working with Sussex Police to change this culture in order to ensure their human rights are respected as residents or visitors of Brighton.

- **Funding for cultural research & community spaces** - funding cuts have stripped away services and projects for people of colour in our city such as the Black and Minority Ethnic Young People's Project (BMEYPP). The Black and Minority Ethnic Community Partnership (BMECP) is a useful and highly valued facility, however, People of Colour still feel disenfranchised in our city. Brighton & Hove's Black History Month has done fantastic work and the council could add to this by funding research into the history of People of Colour in Brighton and Hove, and the history of anti-racism, by collaborating with the city's two universities. The research could be displayed on a website. We also propose the council works with residents of colour to create a community-run hub in a central Brighton location. This space could include a community café, workshop training areas, and a performance area to provide a permanent venue for people of colour to share their creativity with our city. This would demonstrate a genuine commitment to anti-racism.
- **i360 Sponsorship** - the council should end sponsorship of council managed spaces by brands that support racist policies - British Airways is the sponsor for the i360 and many residents were appalled at the council lighting it purple to demonstrate an 'anti-racist' stance. British Airways are complicit in the hostile environment and make £30 million per annum from deportation contracts. These deportations of People of Colour are to countries where their lives may be in danger, where they may have no family or friends, and may have never lived there. British Airways have not investigated the death of Jimmy Mubenga who was suffocated whilst being deported on a British Airways flight in October 2010. His last words were 'I can't breathe'. As Brighton and Hove city council are so moved by the last words of George Floyd, they should be equally as moved by the final words of Jimmy Mubenga and end relations with British Airways. They owe the council £3.1 million (10% of annual profits from deportation contracts). We ask that this £3.1 million be ring-fenced for targeted community support for people of colour.

Brighton & Hove has a reputation as an open and inclusive city, but we know there are areas in which we fall woefully short. We ask you to build on the brave ideals this city is known for and lead the way for this country by demonstrating the power of Brighton & Hove as an Anti-Racist City.

#### 4. PROCEDURE:

- 4.1 The petitions will be debated at the Council meeting in accordance with the agreed protocol:
  - (i) The Lead petitioner for each petition will be invited by the Mayor to present the petition and will have up to 3 minutes in which to outline the prayer of the petition and confirm the number of signatures;

- (ii) The Mayor will then open the matter up for debate by councillors for period of 15 minutes and will first call on the relevant Committee Chair to respond to the petitions and move a proposed response. The Mayor will then call on those councillors who have indicated a desire to speak in the matter, before calling on the relevant Committee Chair to respond to the debate;
- (iii) An amendment to the recommendation in paragraph 2.1 of the report or to add additional recommendations should be submitted by 10.00am on the day of the meeting; otherwise it will be subject to the Mayor's discretion as to being appropriate. Any such amendment will need to be formally moved and seconded at the meeting;
- (iv) After the 15 minutes set aside for the debate, the Mayor will then formally put:
- (v) (a) Any amendments in the order in which they are moved, and  
(b) The substantive recommendation(s) as amended (if amended).



**Council**

23 July 2020

**Agenda Item 24**

Brighton &amp; Hove City Council

**Subject:** Approach to Ongoing Personal Protective Equipment Expenditure – Extract from the proceedings of the Policy & Resources Committee meeting held on the 9 July 2020

**Date of Meeting:** 23 July 2020

**Report of:** Executive Lead Officer for Strategy, Governance & Law

**Contact Officer:** Name: **Mark Wall** Tel: **01273 291006**

E-mail: [mark.wall@brighton-hove.gov.uk](mailto:mark.wall@brighton-hove.gov.uk)

**Wards Affected:** All

**FOR GENERAL RELEASE**

***Action Required of Council:***

To note the item referred for information.

**BRIGHTON & HOVE CITY COUNCIL**  
**POLICY & RESOURCES COMMITTEE**

**4.00pm 9 JULY 2020**

**VIRTUAL MEETING - SKYPE**

**MINUTES**

**Present:** Councillors Platts (Chair); Yates (Deputy Chair), Mac Cafferty (Opposition Spokesperson), Bell (Group Spokesperson), Allcock, Clare, Gibson, Hugh-Jones, Miller and Williams.

**PART ONE**

**18. APPROACH TO ONGOING PERSONAL PROTECTIVE EQUIPMENT EXPENDITURE**

- 18.1 The Executive Director for Health & Adult Social Care introduced the report which outlined the Council's continued provision of Personal Protective Equipment (PPE) both to council services and a range of partner organisations. He noted that despite provision from the Local Resilience Forum (LRF), the demand on the Council to provide PPE remained significant.
- 18.2 The Head of Performance, Improvement & Programmes informed the committee that the council had met all the requests to date for PPE and had built-in some contingency and moved storage to the Brighton Centre. She noted that the key challenge was the uncertainty of demand going forward and it was hoped that direct supplies to other organisations from the LRF and the intended clipper service would help to reduce demand on the council. She also stated that officers were working to take into account the issue of single-use plastics and re-useable equipment in terms of procurement and disposal and she hoped to be able to update the committee at its next meeting on how this was being achieved.
- 18.3 The Chair noted that there was a Green amendment to the recommendation in the report and invited Councillor Clare to move the amendment.
- 18.4 Councillor Clare moved the amendment on behalf of the Green Group and stated that it was intended to add to the recommendations and she wished to thank the officers for the report and all those involved in sourcing and providing the equipment.
- 18.5 Councillor Hugh-Jones formally seconded the amendment and queried whether there was any use of recycling schemes that existed in regard to the provision of lap tops to schools. She also asked that consideration be given to ensuring that the sustainability paragraph in reports in general was given greater emphasis.
- 18.6 The Head of Performance, Improvement & Programmes noted that the provision of lap tops to schools had come direct from government resources and had met the demand.

However, should there be further requests and no government provision then alternative sources for provision would be explored.

- 18.7 Councillor Allcock welcomed the report and stated that the provision of PPE had been a huge success and wished to acknowledge the work and commitment of officers to ensure that all requests were met. He noted that estimated costs for the equipment were reducing and confirmed that the Labour Group were happy to accept the amendment.
- 18.8 Councillor Bell stated that he wished to add his thanks to officers for their work and noted that there was still a long way to go and continued partnership working would be required.
- 18.9 The Chair noted the comments and that the amendment had been accepted and therefore put the recommendations as amended to the vote, which was carried.

18.10 **RESOLVED:**

- (1) That the current estimated monthly council expenditure on PPE as outlined in section 3.2 of the report and approach to purchasing and distribution of PPE be noted; and
- (2) That in recognition of the increase in single-use plastic waste created by the necessary increase in PPE use, the Committee requests the Executive Director of HASC to:
  - further to the council's agreed Single Use Plastics Policy, work with council procurement teams to explore how the impact of single use plastics can be reduced in relation to PPE;
  - work with council services and partner organisations/individuals receiving PPE procured by the council or by the Local Resilience Forum to ensure they have robust arrangements in place for the proper, safe disposal of PPE.

