

BRIGHTON AND HOVE CITY COUNCIL

**Brighton and Hove
Infrastructure Capacity
Assessment: 2005 - 2026**

Final Report

June 2006

BAKER
ASSOCIATES

Acknowledgements

The work has been undertaken as an independent exercise by planning consultants Baker Associates, in partnership with Brighton and Hove City Council. The information on transport in sections 6.8 and 7.8 of the report, has been prepared by PBA working directly with the City Council, and drawing upon work prepared by Transport Planning International.

The views expressed are those of the consultants or of the service provider as reported by the consultants.

The assistance of the infrastructure service providers, local authority officers and other parties is gratefully acknowledged.

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1 Context

- 1.1 Brighton and Hove is a vibrant urban area and major retail and tourism destination. The next decade should be an exciting time for the City with several large and innovative mixed use developments currently being progressed, some in key waterfront locations.
- 1.2 The Community Strategy sets out a vision for Brighton & Hove to become the 'City of Opportunities' by the year 2020. It focuses upon eight priority areas:
- An enterprising city
 - A safer city
 - A healthy city
 - An inclusive city
 - An affordable city
 - An attractive city
 - A mobile city
 - A customer focused city
- 1.3. The Local Development Framework (LDF) is one of the principle ways of achieving this vision. The City Council has started work on its Local Development Framework following adoption of the Local Plan in July 2005. Baker Associates has been commissioned to undertake an Infrastructure Capacity Assessment to act as a background paper to inform the LDF preparation process.
- 1.4 The Brighton & Hove Local Plan makes it clear that future development will be located within the existing urban area, no urban extensions are planned. The East Sussex and Brighton & Hove Structure Plan states;
- "To protect the landscape and its setting, the Structure Plan envisages no further outward expansion of Brighton and Hove's built-up area".*
- 1.5 This policy approach will encourage current development densities to continue to rise within the urban area.
- 1.6 The focus on growth at higher densities within the urban area could have both positive and negative effects on the infrastructure of Brighton and Hove. Higher densities and mixed uses can lead to less demand for travel and more economical provision of services, with jobs, housing and retail close together. PPG13 states that planning authorities should;
- "accommodate housing principally within existing urban areas, planning for increased intensity of development for both housing and other uses".*
- 1.7 However, higher development densities must be planned for. More people living and working in the same space could potentially result in increased stress on the existing services and infrastructure.

Brighton & Hove

- 1.8 The City of Brighton & Hove is defined by its coastal location in terms of transport infrastructure and urban form. The coast also provides a valuable asset in attracting tourists and economic growth to the area. The City's population in 2001 was 247,817; an increase of just under 2% since 1991 and the average household size was 2.1 compared to 2.3 nationally. The administrative area of the city covers about 8500 hectares and development densities are about 29.15 people per hectare.
- 1.9 Demographically Brighton & Hove has much higher proportions of 20 - 44 year olds, single people, and professionals. The City has much lower proportions of skilled manual workers, children and married people than the English average.
- 1.10 NOMIS and other sources have been used to provide some contextual information about Brighton and Hove:
- 41% of the population are between the ages of 20 - 44 compared to a national average of 35%
 - The population aged under 16 is only 16% compared to a 20% average for England and Wales, however the number of children has grown significantly since 1991
 - The proportion of older people aged over 65 has dropped from well above average in 1991 to the national average in 2001
 - The city has higher than average levels of unemployment and significantly 22% of its population are students, compared to only 14% nationally
 - A relatively low level of the city's economically inactive residents are retired (35% compared to 40% nationally) contradicting notions that the city remains a traditional retirement seaside resort
 - Despite its significance, Brighton and Hove's retail market only accounts for 14% of employment (compared to 17% nationally) and relatively few people are employed in manufacturing
 - Sectors with a higher proportion employed than the national averages include Hotels & Catering, Transport and Storage, Public Services, and Financial Services
 - Brighton was the 23rd largest retail destination in the UK, turning over £892m in 2004 - 2005¹.
- 1.11 These demographics are also reflected in the employment types of the City. Much higher proportions than nationally are employed as professionals or managers; higher level occupations account for 48% of employment compared with 40% in England & Wales.

¹ CACI Ltd. (2005)

2 Task

2.1 Planning Policy Statement 12 states;

“The capacity of existing infrastructure and the need for additional facilities should be taken into account in the preparation of all local development documents. ‘Infrastructure’ here includes services such as transport facilities, water supply and sewers, waste facilities and other community facilities. Local planning authorities must develop a strategic approach to infrastructure provision when preparing local development documents”.

2.2 The Draft revised Circular on Planning Obligations (Nov 2004) states;

“It is important that any planning obligations policy contained in a Local Development Framework has the potential to require contributions to all aspects of public infrastructure that may be affected by development (e.g. health, education, flood defence, highways, culture and sport)”.

Purpose of the Study

2.3 There are three main aims of the study taken from the study brief. These are:

- to identify the existing infrastructure capacity across the city
- to identify infrastructure requirements for future major residential development and strategic housing provisions
- to inform the future policy of infrastructure providers, to ensure services can match demand and that growth is sustainable

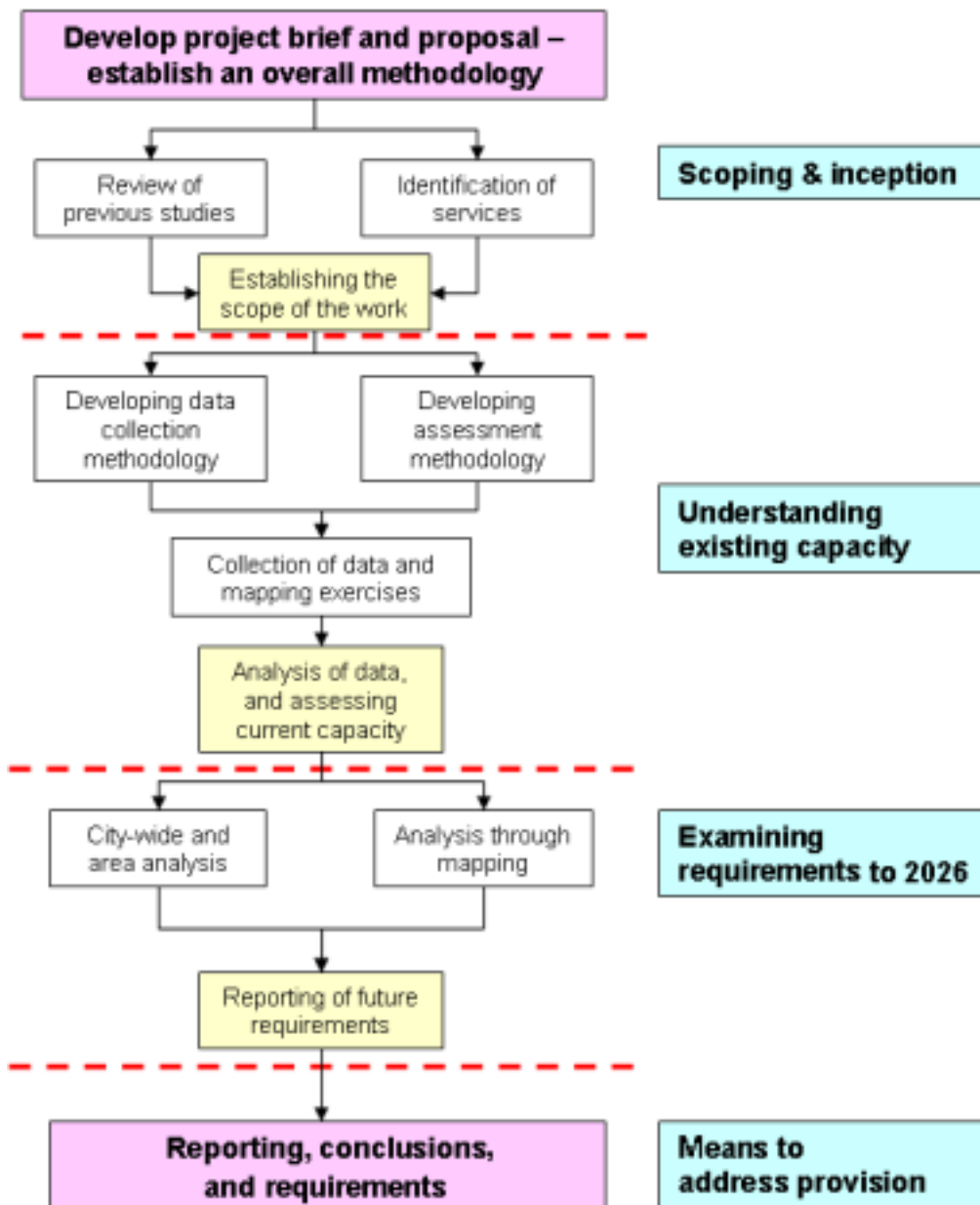
2.4 The study will become part of the evidence base informing the preparation of spatial policy in the Local Development Framework (LDF). It will assist the Council and other service providers to identify and prioritise infrastructure provision as part of an integrated approach to planning and infrastructure development.

3 Methodology and Approach

3.1 The principal process has been:

- the identification of existing capacity and provision of services in the city by service;
- an assessment of what infrastructure may be required in order to serve the proposed level of strategic housing provision.

3.2 The stages required to progress the work are summarised below:



4 Review of Previous Studies

4.1 The review of other studies of a similar nature has informed the methodology of this assessment. Previous studies have been useful in establishing methods and standards.

4.2 ***'Milton Keynes Growth Scenarios: Draft Final Report' - DTZ Pieda Consulting, October 2004.***

The Milton Keynes Study looks at the implications of growth in Milton Keynes specifically on Utilities and Transport in the sub area and beyond.

4.3 ***London Stansted - Cambridge Corridor - Initial Assessment of Growth Potential in London - Roger Tym & Partners, October 2004.***

The study concentrated on assessing the potential for growth in the north eastern part of London along the corridor from London to Cambridge.

4.4 ***Costing the Infrastructure Needs of the South East Counties - Roger Tym & Partners, June 2005.***

Roger Tym and Partners report shows the financial costs of future infrastructure needs and establishes useful standards for provision.

4.5 ***Good Practice Guide and 'Kitbags' - Sport England, May 2005.***

The Sport England Good Practice and 'Kitbags' set out national standards for sports facilities provision and methodology to establish future needs.

4.5 ***Various - National Playing Fields Association, at May 2005.***

The National Playing Fields Association promote long established standards on the provision of open and recreation space along with the protection and promotion of playing fields and urban open space.

4.7 ***Assessing the Net Capacity of Schools - Department for Education and Skills (DfES), 2002.***

Confirming the capacity assessment methodology used by LEAs in England and suggesting ways of assessing future requirements.

4.8 ***A New Approach to Developer Contributions - East Sussex County Council, October 2003.***

East Sussex County Council has produced Supplementary Planning Guidance for developers on the level of financial investment required to continue quality provision in the future, given current needs and predicted future requirements.

4.9 ***Shaping Neighbourhoods, A Guide for Health, Sustainability, and Vitality - Barton, Grant and Guise, SPONS press 2003.***

An academic source for urban design professionals, which includes standards for facilities and detailed design information.

5 Scope of Work and Identification of Services.

- 5.1 The scope of the work has been established from the brief and project proposal and has been agreed by the project team and Brighton & Hove City Council.
- 5.2 The scope of facilities that have been investigated:

Category	Facility Type
Education	Nursery Provision Primary Schools Secondary Schools Further Education
Health	Primary Secondary Further
Leisure	Open Space Playgrounds Sports Grounds Leisure Centres
Emergency Services	Police Fire Ambulance
Social	Social Services
Community	Community meeting space Libraries
Transport	Accessibility Road Capacity Public Transport Walking and Cycling
Utilities	Telecommunications Electricity & Gas Water Supply / Disposal Waste Management

6 Existing Capacity

6.1.1 This section outlines the capacity situation for each infrastructure type by firstly investigating the organisation responsible and how the service is provided, and then by assessing current provision using available evidence from the council, infrastructure providers, or available national data sources such as Best Value reports. Where appropriate, geographical information systems (GIS) analysis has been employed.

Education

6.2.1 Councils as Local Education Authorities have a statutory obligation to provide education according to Department for Education and Skills (DfES) guidance. Funding is provided through Revenue Support Grants or other sources relating to specific initiatives either from the Office of the Deputy Prime Minister (ODPM) or DfES.

6.2.2 Four types of facility have been identified within education; Nursery Schools, Primary Schools (5-11), Secondary Schools (11-15) and Further Education facilities located in either secondary schools or purpose built colleges.

Capacity of Existing Facilities

6.2.3 The 'Supply of School Places' (SoSP) and 'School Organisation Plan' (SOP) documents outline existing capacity for education in the city.

6.2.4 Table 6.1 is derived from the SoSP and outlines the number of surplus spaces for each type of educational facility. There is a surplus for all the facility types.

TABLE 6.1²: Overall Capacity of Education

Service Type	Number on Roll	Capacity (2004)	Surplus Places	% of places in surplus
Nursery Places ³	1,063	1,333	+ 270	20%
Primary Schools	16,604	17,912	+ 1308	7%
Secondary Schools	12,455	13,289	+ 834	6%
Further Education ⁴	830	950	+ 130	14%

6.2.5 The surplus places in secondary schools were mainly in two schools; East Brighton College of Media Arts (51.2%), and Falmer High School (34.4%). The East Brighton College closed in the summer of 2005. This has reduced the figure of surplus places from 834 to 390.

6.2.6 Table 6.2 shows how some individual facilities are at or over capacity despite a city wide surplus.

² Source: LEA direct and the 'Supply of School Places' return.

³ LEA Maintained sector places only

⁴ At 2003 January

TABLE 6.2: Number of facilities under or over capacity

Facility Type	Number of facilities under capacity	Number of facilities over capacity
Nursery Places	22	0 (1 at capacity)
Primary Schools	33	23
Secondary Schools	7	3
Further Education	4	0

6.2.7 The primary schools with the largest surplus were; Hertford County Junior (52.1%), Moulsecomb Primary (41.1%), Coldean Primary (36.4%), Whitehawk Primary (34.7%), and Coombe Road Primary (32.5%).

6.2.8 41% of primary schools are at or over capacity. Schools with more pupils on the roll than capacity include; Balfour County Junior School (+53), Westdene Primary School (+37), St Bernadettes R.C. Primary (+17), and St Nicolas C.E. Junior School (+26).

6.2.9 Two secondary schools were notably over subscribed; Cardinal Newman Catholic School and Hove Park School.

Spatial Distribution

6.2.10 Maps 1 and 2 show the spatial distribution of Primary and Secondary schools in Brighton and Hove. Urban design guidance suggests that people should have primary schools within 800m and secondary schools within 1500m, which is about a 20 minute walk within urban areas⁵. These distances have been drawn on the maps to show coverage of the city.

6.2.11 For primary schools between 70 and 75% of the built up area is within these distance standards. The level for secondary schools is about 75%. Maps 1 and 2 and the SoSP demonstrate where distance to local schools with available places is good and where it declines.

Overall Capacity

6.2.12 The geographical spread of primary schools across the city is generally good, although less so in western and central Hove. For secondary schools, central and western Hove and central Brighton are less well served by nearby local schools with available places. With the closure of the East Brighton College of Media Arts, eastern Brighton will have only one secondary school serving the area.

⁵ Based on urban design guidance, various sources including 'Shaping Neighbourhoods'. Although the law defines 'walking distance' as two miles for pupils under eight and three miles for all other pupils. This would result in a one hour walk for secondary schools.

Health

- 6.3.1 Health care remains the responsibility of central government through the Department of Health (DoH). A number of organisations implement the provision of health care to all within the United Kingdom.
- 6.3.2 In England, Strategic Health Authorities represent higher level organisations within the NHS and direct resources into the various Primary and Secondary care trusts. 'Primary Care Trusts' (PCTs) are local bodies, which can direct financial resources and regulate the primary care activities of General Practitioners (GPs), Dentists, Optometrists, and Pharmacists. They also direct funds to secondary care providers such as hospital trusts and ambulance trusts, which are usually independent bodies.
- 6.3.3 Ambulance trusts have been located under the emergency services section as they do not directly provide long term health care above their role of incident response and emergency hospital transportation.
- 6.3.4 GPs are free to make their own decisions concerning the location and expansion of their practices. New GP practices wishing to establish themselves in an area would require the support of the PCT for the funding of infrastructure costs such as premises and I.T. The PCT is only likely to seek to create a new GP practice where there is a clearly identified need such as under provision within a specific area.
- 6.3.5 If a practice needed expanding the decision would be partly made by the GP using an assessment of financial viability. With the introduction of the new Medical Services contract in April 2004, the funding arrangements have changed so that GP practices can secure additional funding from the PCT for delivery of a broader range of services to achieve higher quality standards. The PCT may also facilitate the pooling of resources and provision of other services in a single building for example a GP, Dentist and Pharmacy within a larger clinic.

Capacity of Existing Facilities

- 6.3.6 Brighton & Hove, South Downs, and Mid Sussex Primary Care Trusts, the Hospital Trusts, and Sussex Ambulance Trust, have recently carried out a number of capacity assessments along with proposals for the future provision of services.
- 6.3.7 In November 2004 these organisations jointly produced a public consultation document entitled "Best Care, Best Place" which sets out proposals for the future of hospital services over the next ten years in their area. The future emphasis will be on better integration of primary and secondary care, working in partnership with social services and implementing efficiency measures with an emphasis on capacity building of staff skills and knowledge rather than facility capacity.

Primary Care

- 6.3.8 In 2005 Brighton and Hove had 156 NHS General Practitioners (GP) in 49 practices⁶. This is roughly 1,589 people per GP. The national average ratio is roughly one GP to 1754 people⁷. Although there are no Government targets the Department of Health (DoH) recommends one GP per 1818 as a minimum standard.

TABLE 6.3: GP's per 1000 people

Brighton	National Average	National 'Standard' ⁸
0.63 / 1000 pop	0.57 / 1000 pop	0.55 /1000 pop

- 6.3.9 Brighton & Hove Primary Care Trust (BHPCT) has stated that GPs in Brighton and Hove have more patients on their books than the census population of the City. BHPCT believe this is mainly, but not entirely explained by people living outside of Brighton and Hove being registered with GPs in the City. In the interests of clarity and consistency with other sections the census population has been used to assess capacity. However, either figure produces a ratio of GPs per 1,000 people, which is significantly better than the national average.
- 6.3.10 Access to Dentistry is locally measured by the number of people requesting registration with an NHS dentist but unable to find one within a five-mile radius of their home⁹. BHPCT informs that under this criterion there remains capacity and that it is their understanding that there are still free places available with NHS dentists in the city.

Spatial Distribution

- 6.3.11 With regard to some elements of Primary Care, local access is important. A maximum distance of 800m to a GP surgery is a standard employed in some urban design guidance and has been used here to illustrate local access. Map 3 shows GP surgeries with 800m distances around them and shows that GP surgeries are concentrated in the central and southern areas of the city, with overall coverage very good. GIS analysis estimates that around 85% of the built up area is within 800m to its nearest GP surgery.

Overall Capacity - Primary Care

- 6.3.12 Brighton and Hove's primary care services are well within capacity limits, being both below the national average and DoH minimum standards in terms of GP and population ratio. About 85% of the city is within 800m of a GP surgery suggesting coverage is very good. BHPCT comment that they do not plan GP services solely on spatial distribution. Their view is that this could create a lot of small premises, which economically are very difficult to maintain to the required standards. They are therefore likely to move to larger surgery premises where several practices combine with other extended services, which might previously have been located in a hospital.

⁶ Brighton and Hove PCT direct.

⁷ Parliamentary Question - 24th April 2002. Figures are September 2001. NHS GP's Only.

⁸ As outlined in the parliamentary question (above).

⁹ Locally agreed standard of NHS trusts.

6.3.13 There is recognition that "one size fits all" is not appropriate. Transport in and out of an area and the makeup of the population served are also important considerations. One concern is the lack of ability to expand existing facilities.

Secondary Care

6.3.14 Brighton and Hove is served by 5 main hospitals only 3 of which are within the city boundaries.

6.3.15 The two principal hospitals are:

- Royal Sussex County Hospital (Brighton)
- The Princess Royal Hospital (Haywards Heath)

6.3.16 Further hospital facilities include:

- Hurstwood Park Neurological Centre (Haywards Heath)
- Royal Alexandra Hospital for Sick Children (Brighton)
- Brighton General Hospital (Brighton)

6.3.17 The Brighton and Hove University Hospitals Trust provides general hospital services to some 460,000 people and a range of specialist care to a population of about 1,000,000. The trust employs 5,500 staff and has an annual budget of over £300 million¹⁰.

6.3.18 The provision of secondary care does not necessarily have to be local and national policy continues to specialise facilities over greater distances. Within the city the Royal Sussex County Hospital is the largest provider of care and has the largest A&E department.

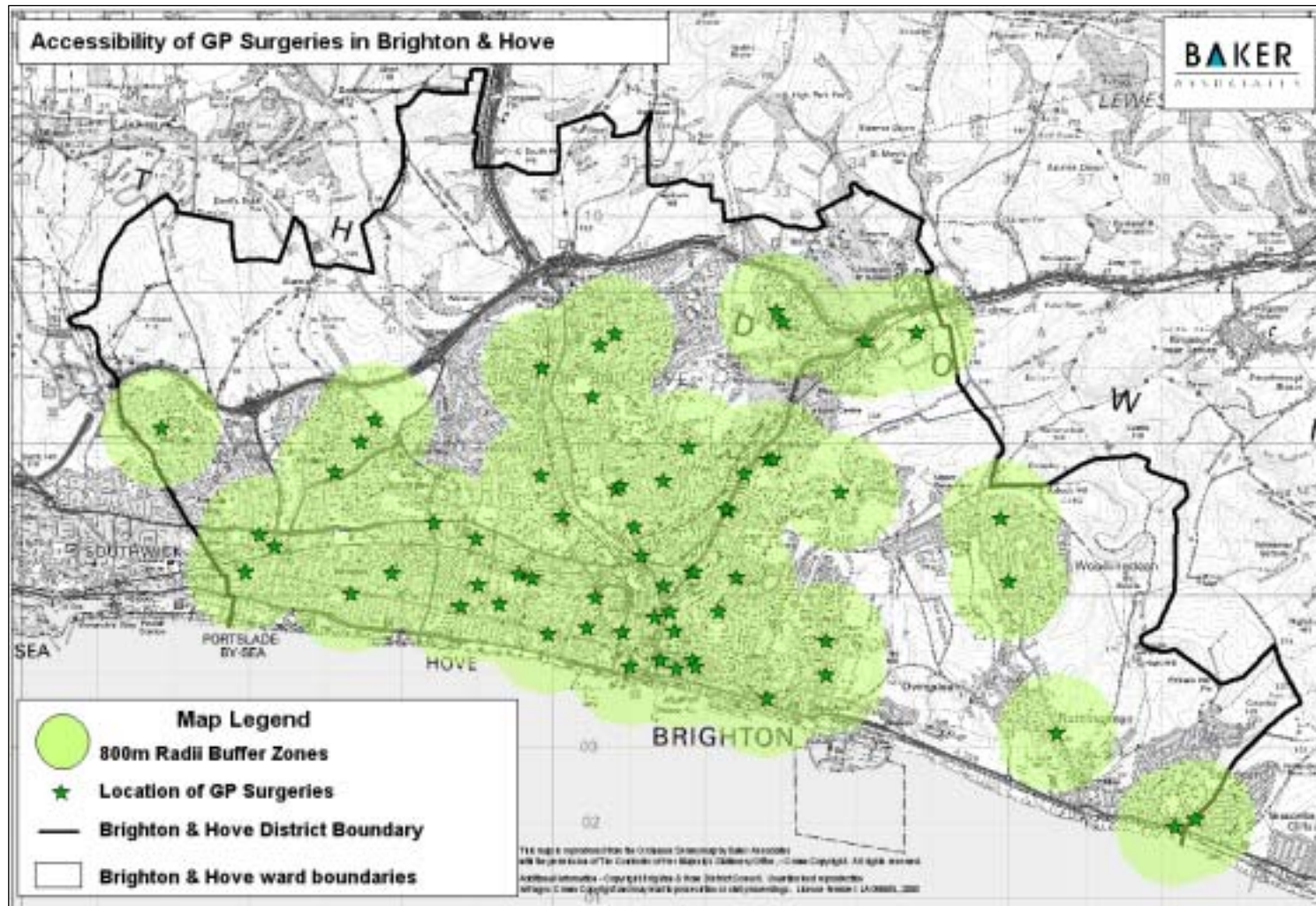
Overall Capacity - Secondary Care

6.3.19 The service provider has ensured that supply has kept up with demand in the past. The 'Best Care, Best Place' document demonstrates that the local NHS organisations are moving away from traditional forms of 'capacity' planning of wards or beds and towards more modern working practices and more efficient ways of working.

6.3.20 The service provider reports no areas of urgent concern and that in their opinion secondary health care within the City is within acceptable limits.

¹⁰ B&H University Hospital Trust, website, 2005.

MAP 3: (Source: CityStats, BHCC)



Leisure and Open Space

- 6.4.1 In a densely built up urban area such as Brighton and Hove the provision of formal and informal recreation space, areas for outdoor sports and children's play are essential to the wellbeing and quality of life of the community. However, due to the existing urbanised nature of the built up area increasing provision can be problematic.
- 6.4.2 The National Playing Fields Association's (NPFA) 'Six Acre Standard' is a long established standard for outdoor recreation and play space. The standard attempts to ensure that sufficient land is available and accessible to enable people of all ages, to participate in outdoor play, games and sports.
- 6.4.3 The six-acre standard for outdoor playing space is 2.4 hectares or 6 acres per 1000 people. This is made up of 1.6 - 1.8 hectares (approx 4 acres) of outdoor sport and recreation space and 0.6 - 0.8 hectares (approx 2 acres) for children's play, about 0.25ha of which should be formal equipped play space (approx 0.6 acre).

Recreation Space, Parks, Gardens and Playgrounds

- 6.4.4 A detailed assessment of open space is beyond the remit of this study, and BHCC is currently assessing the level of formal and informal open space within the city through an open space audit. However, based upon figures supplied by the Council an estimate of current provision has been made which is useful for this study. Table 6.4 compares these estimated levels against the standards outlined by the NPFA.

TABLE 6.4: Comparison of current provision against target provision

Facility	Standard	Target	Actual (est.)	Surplus / deficit
Outdoor Sports, Parks and Gardens	1.7 ha p/1000 people	421 ha	331.32	- 90 ha (79%) (Estimate).

Formal and Indoor Sport Facilities

- 6.4.5 Sport England sets out standards for indoor facilities such as swimming pools, bowling rinks and sports halls¹¹:
- One 25m Swimming Pool per 21,000 people
 - One indoor sports hall with 4 courts per 13,500 people
 - 6 Green Bowls rinks per 110,000 people

¹¹ Sport England & others, primary source - Good Practice Guide, Feb 2001

TABLE 6.5 Comparison of current provision against target provision

Facility	Standard	Target	Actual	Surplus / deficit
Swimming Pools	1/21,000	11.6	3	- 9
Sports Halls	1/13,500	18.9	5	- 14
Green Bowls rinks	6 rinks / 110,000	13.80 rinks	12 rinks	- 2 rinks

Spatial Distribution

- 6.4.6 There are 6 council run leisure centres in Brighton and Hove; central Brighton, central Hove, north Portslade, Withdean, Moulsecoomb and East Brighton. Facilities are also provided by the commercial and voluntary sectors.
- 6.4.7 The six sports centres offer a range of services. The two biggest sports centres; the King Alfred for wet and dry facilities and the Prince Regent Swimming Pool Complex, are located in highly accessible locations in central Hove and central Brighton.
- 6.4.8 Map 4 shows the distribution of children's play areas. ODPM guidance in 'Shaping Neighbourhoods' suggests that in urban areas residents should have access to play space within a 500m walking distance.
- 6.4.9 GIS assessment estimates that between 50 - 60% of the built up area is within a 500m walking distance of a local playground. Access to play space declines in central Hove, and north and north east Brighton.
- 6.4.10 No locational data was available for sports pitches or formal parks, although a survey of this is currently being carried out by the Council.

Overall Capacity

- 6.4.11 The Brighton and Hove Local Plan makes the council's view on the provision of sport facilities and playing fields clear;
- "There is a considerable shortage in terms of quantity and quality of sports facilities and playing fields in Brighton and Hove"¹²*
- 6.4.12 The estimated figures in the tables in this chapter would support this statement and that there is also a shortage of play space in the City.

¹² Second Deposit Draft, p180

Emergency Services

- 6.5.1 The main method for assessing capacity of the emergency services has been through dialogue with the service providers, often using national performance indicators to provide context.
- 6.5.2 Police, fire and ambulance services are strongly influenced by central government departments and policy but all three emergency services have a relatively high level of control over their own internal policies. Emergency services are mainly funded by central government through revenue support grants either via the Home Office or ODPM in the case of police and fire or through the PCT for ambulance services. Various other funding streams supplement all three and fire and police services are supplemented through a Council tax precept.

Capacity of existing facilities - Police Service

- 6.5.3 Police Forces are under the jurisdiction of the Home Office. Sussex Police is the local force and covers the whole of Sussex (East and West) including the City of Brighton & Hove.
- 6.5.4 Brighton and Hove receives 23% of the forces funding and officer allocations within the Sussex Police force area. Resource allocation is based upon actual crime levels for previous years rather than a ratio of officers to population. This means about 470 officers are assigned to the City's police division.
- 6.5.5 This figure does not take account of the fact that the Sussex force has a number of specialist units, e.g. search and firearms units, which are available to the city's police according to specific requirements. Table 6.6 shows a comparison between the Sussex Force and the immediate surrounding forces and with similar forces in the rest of the country.

Table 6.6 Officer Distribution for Surrounding Forces and Family of Forces

		Total Officer Strength	Constables	Total Officers per 100k Population	Constables Per 100k	Residents per Constable	Residents per Officer	Monthly Crime/100000 Pop	Crime/Off
Surrounding	Surrey	1959	1464	184	138	725	543	582	3.16
	Hants	3803	2929	212	163	613	472	763	3.60
	Kent	3630	2899	227	181	552	441	748	3.30
	Sussex	3094	2326	205	154	649	498	732	3.57
Family	Avon & Somerset	3398	2663	225	177	565	444	912	4.05
	Dorset	1475	1142	211	163	613	474	812	3.85
	Gloucester	1308	1028	230	181	552	435	866	3.85
	Devon & Cornwall	3399	2675	212	167	599	472	665	3.23
	Essex	3230	2555	198	157	637	505	N/A	
	UK	141,059	110,392	267	209	478	375	N/A	

Capacity of existing facilities - Ambulance Services

- 6.5.6 There are two ambulance stations in the City, located in positions, which give good coverage. It has not been possible to draw any further conclusions about the current capacity of ambulance facilities as no comments were received from the service provider. There are publicly available performance figures for the ambulance service although these would not be a valid source on which to base any sort of assumption about capacity, as they concentrate on operational performance rather than facilities.

Capacity of existing facilities - Fire Service

- 6.5.7 There are three fire stations in Brighton and Hove, which are located so as to give good coverage of the whole City.
- 6.5.8 East Sussex Fire and Rescue report that current provision is adequate for current demands, both in terms of response to emergencies and in the services' preventative role. The latest 'Best Value' report also suggest that with regard to fixed facilities there are no major issues and that any capacity issues are dependent on staffing and equipment.

Social Services

- 6.6.1 The emphasis in social care is on support for the individual rather than physical facilities. Care within the community, fostering and a national policy emphasis on care within the recipient's own home are altering the traditional notions of residential institutions. Public and private sector partnership is increasingly the main delivery mechanism.
- 6.6.2 There are three main types of social care in Brighton and Hove:
- care for children and families;
 - care of the elderly;
 - care for vulnerable adults and the disabled.
- 6.6.3 Other services including helping those with drug issues or domestic violence are often provided in partnership with the Health Trust and agencies including charities. Care of adults with learning difficulties within the community is often the result of partnership working between social services, charities and registered social landlords.

Capacity of Existing Facilities

- 6.6.4 The main method for assessing current capacity has been the judgement of the service provider. In 2003/04 social services accounted for 19.18% of the council's budget, a figure of £51.9m or £440 per household¹³.

Spatial Distribution

- 6.6.5 For most social services there is no need for local provision of services within a certain distance from people's homes. The implication of this is that any assessment on the location of facilities is unnecessary.

Overall Capacity

- 6.6.6 Brighton and Hove City Council Social Services judge that the entire city is considered a potential stress area in terms of future need with particular reference to residential and nursing home provision. It is the view of Brighton and Hove Social Services that there is little excess capacity and pressure on services is significant.
- 6.6.6 The provider also considers that new development will generate need for additional services and as the population of the city increases so will the need for social workers, care managers, occupational therapists and other related staff.

¹³ Brighton and Hove City Council, 2005

Community

- 6.7.1 Community facilities including community centres, meeting space and libraries are important parts of contributing to education and community vibrancy. Meeting space allows for active civic societies and libraries contribute to life long learning. Under the 1964 Public Libraries and Museums Act, the City Council is obliged to provide a “*comprehensive and efficient*” Library service.

Capacity of Existing Facilities - Community Meeting Space

- 6.7.2 Community Centres and meeting space may or may not be funded or run by the Council. Churches, community groups, or charities may all provide community meeting facilities, in some cases councils may meet all, part, or none of the financial cost. Commercial interests may also provide meeting space such as pubs and nightclubs. The variety of facility delivery leads to several conflicting sources of information on the provision of community centres in Brighton and Hove.
- 6.7.3 The Community and Voluntary Sector Forum report that there are over 100 churches, which can provide meeting space within the city. The websites www.communitybuildings.org.uk and www.communitybase.org list around 320 rooms for hire at various prices, throughout the day (including nightclubs) and 120 rooms for day and evening events for smaller groups in lower price ranges or free.

Spatial Distribution

- 6.7.4 The citystats service lists 16 dedicated community centres most of which are located in central Brighton as shown on map 5¹⁴. The city centre represents the most accessible area of the city maximising people’s ability to access community centres.

Overall Capacity

- 6.7.5 On the evidence gathered it would be difficult to make conclusions as it has not been possible to draw together a comprehensive list of community centres and meeting space.

Capacity of existing facilities - Libraries

- 6.7.6 There are established national standards from the Department of Culture Media and Sport (DCMS) for library provision on which existing capacity can be assessed. In terms of infrastructure i.e. library buildings and coverage, computers available for use and books available for lend, Brighton and Hove Library services are within the top quartile of national library services.

¹⁴ Locations and numbers as provided by the council from the ‘citystats’ service.

TABLE 6.8¹⁵:

Accessibility - Within one mile		Population served - per library		Computers available p/1000		Book Stock p/1000	
Standard	B&H	Class aver. ¹⁶	B&H	Standard	B&H	Class aver.	B&H
88%	98%	18,000	15,600	0.600	0.63	1,904	2114

Spatial Distribution

6.7.7 Map 6 shows the locations of Libraries within Brighton and Hove, 98% of the population live within one mile of a static library.

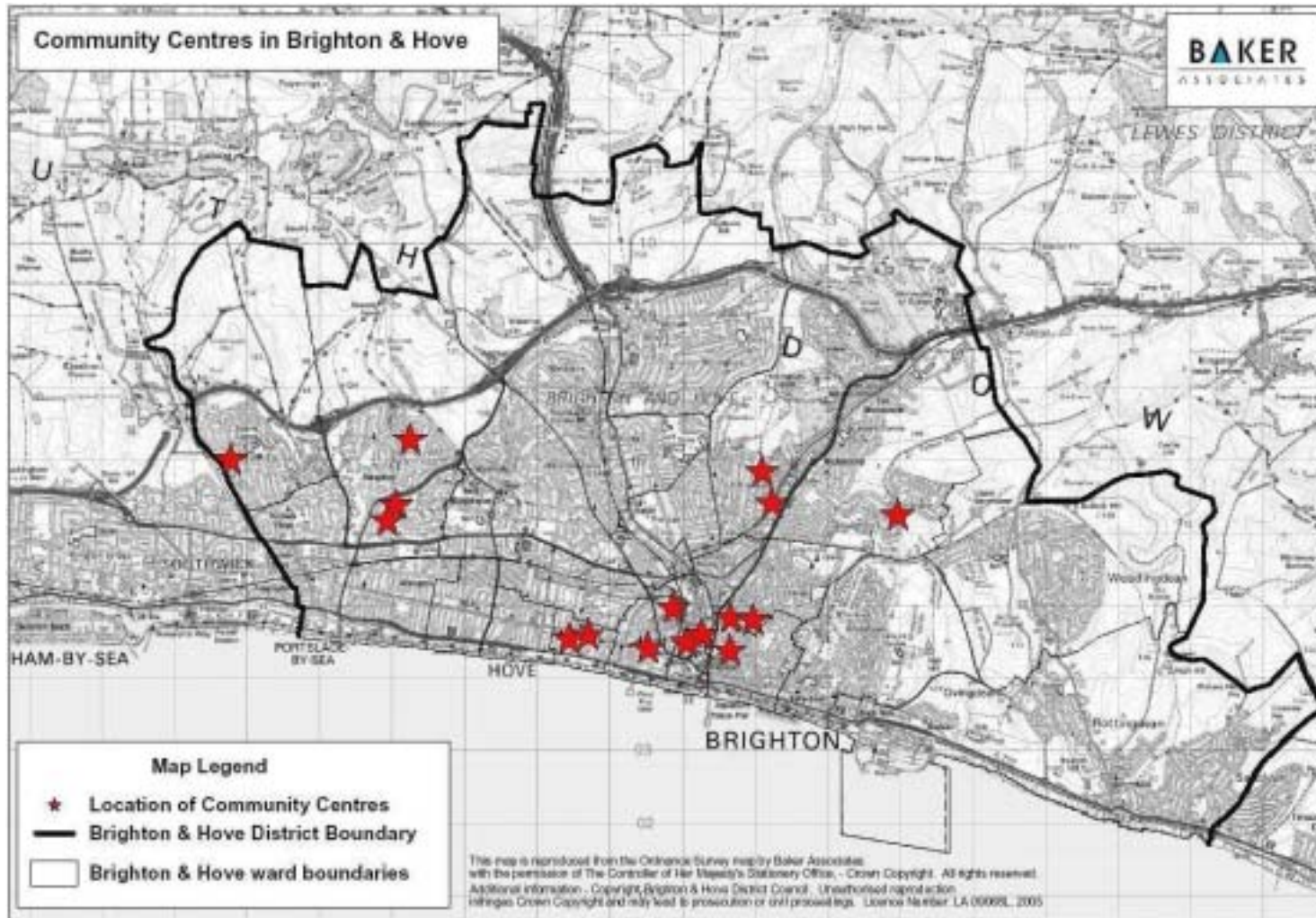
Overall Capacity

6.7.8 Table 6.8 and Map 6 suggest that provision of the library infrastructure and current facilitates well within capacity.

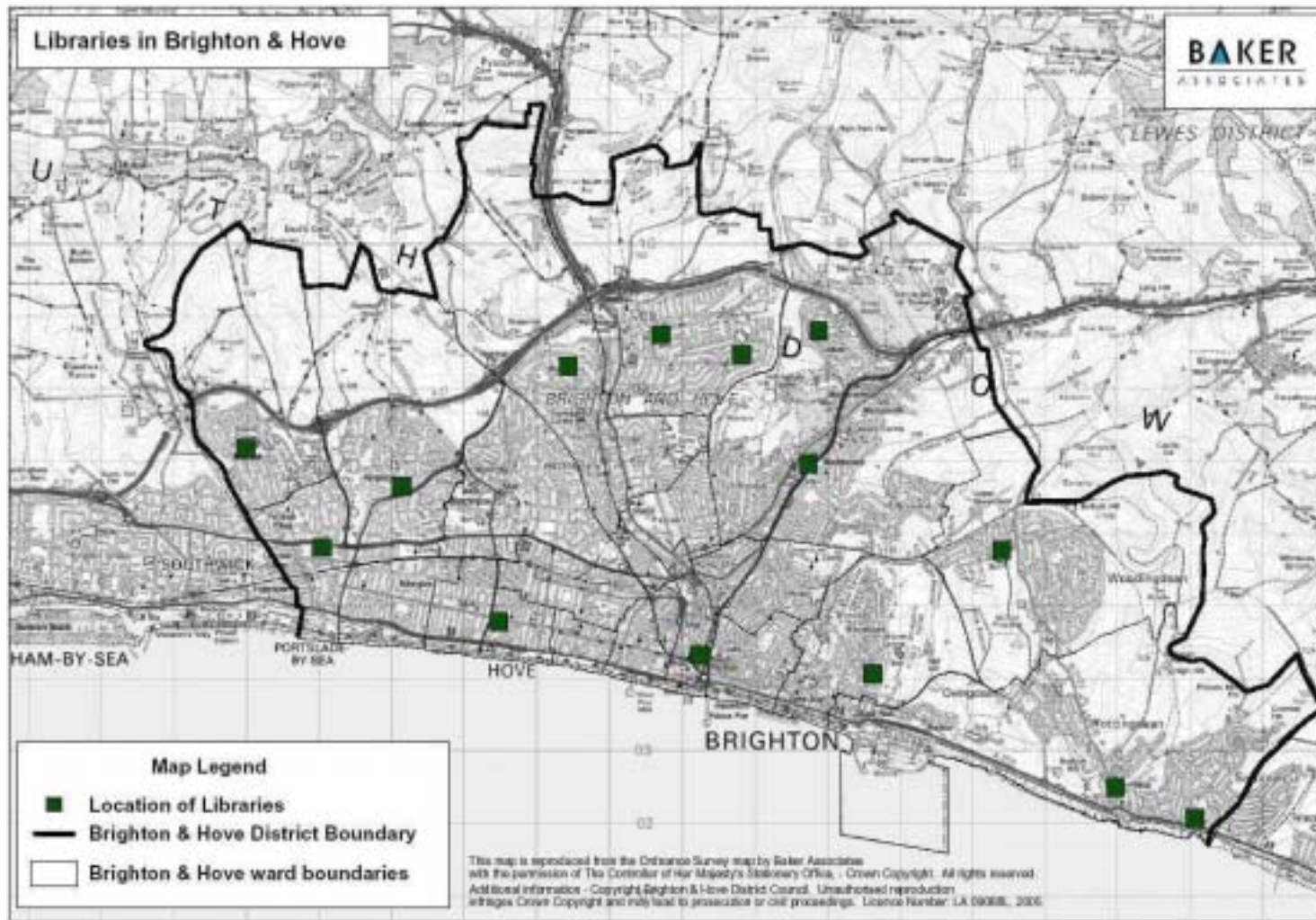
¹⁵ Public Libraries Planning Profile - Brighton and Hove - 2004 - DCMS

¹⁶ Class - group of authorities with similar characteristics. The figure is an estimate.

MAP 5: (Source: CityStats, BHCC)



MAP 6: (Source: CityStats, BHCC)



Transport

- 6.8.1 This section has been prepared by PBA in partnership with Brighton and Hove City Council and provides an assessment of current transport infrastructure capacity within Brighton and Hove. It builds upon work carried out by TPI and Baker Associates. The section also outlines future travel demand trends and infrastructure needs as well as identifying the factors that constrain the Council's approach to meeting these needs.
- 6.8.2 Like many cities, Brighton and Hove has a well established but constrained road network. Current traffic levels, at certain times of the day and year, result in congestion and therefore both policies and measures must reflect the established Council objective that alternatives to the private car will have priority in investment and development decisions. The road network will be managed to balance transport demand and any increase in capacity will focus on sustainable transport solutions to enable growth in demand for travel, both within and into the city, to be met. Changing travel behaviour will be essential to keep the city mobile and accessible while reducing reliance on the private car.

Context

- 6.8.3 Brighton & Hove is a major regional centre for shopping, employment and higher education, concentrated within a relatively small area. The city also has significant tourism and leisure activity and is a diverse, thriving and cosmopolitan centre with many requirements of its transport system.
- 6.8.4 Combined with a high population density this leads to considerable parking pressure, but also provides the critical mass to support high frequency public transport services which can offer an attractive alternative to car use. This is reflected in the travel to work mode share of 12.5% for bus in Brighton & Hove, compared to 4.4% in the south east region and 7.5% nationally. The population density also leads to higher than average walking to work (17.2% compared to 10% regionally and nationally).

Geography

- 6.8.5 The city has some unusual topographic conditions which historically have constrained transport options. The hilly nature of the area means that north-south traffic flows are focused on a limited number of corridors which consequently experience congestion and localised air quality problems. East-west movements are similarly constrained by the topography of suburban areas and the barrier created by the London-Brighton rail line, leading to a focus on the seafront and city centre, again causing congestion. The A27 provides an alternative east west route, some distance out of the city.
- 6.8.6 The city centre is compact and historic, with a built environment and streetscape that requires a high degree of traffic restraint to preserve the amenity of the area and afford an attractive public realm. Several areas are pedestrianised and in others traffic is restricted to buses and taxis.
- 6.8.7 Throughout the city, there are a considerable number of listed buildings including the fine Regency architecture of central Hove and Kemp Town. Protection of this heritage necessarily limits the scope for expansion of traffic and highway infrastructure.

Walking and Cycling

- 6.8.8 Walking is a popular choice and therefore a high priority in the city with numbers increasing in recent years to the extent that the proportion of residents walking to work is well above regional and national averages.
- 6.8.9 Cycle use for travel to work in the city is 2.7%, which is similar to the national average (2.8%) and slightly below the regional average (3.1%). However, this figure represents a growth of 50% between 1991 and 2001¹⁷. Local surveys indicate that there has been a further 50% increase in cyclists entering and leaving the city centre between 2000 and 2003¹⁸. The city's Sustainable Transport Strategy has led to the development of extensive cycle lanes and public cycle racks across the city, examples of the former including the Seafront, Victoria Gardens and Lewes Road.
- 6.8.10 The Council's Cycling Strategy (2003) identifies the objectives of maximising cycling, developing transport infrastructure, and ensuring that cycling is integrated into related planning and transport strategies.

Bus

- 6.8.11 The city has a comprehensive network of bus services, most of which are provided commercially at no direct cost to the Council by the Brighton & Hove Bus Company. Partnership working by the bus company and the Council has seen substantial investment in a number of improvements:
- new fully accessible low-emission vehicles, all of which are equipped with CCTV
 - accessible bus stops
 - automatic vehicle tracking by satellite and associated real time passenger information displays at many bus stops
 - extensive bus priority measures including bus lanes and traffic signal priorities
 - improved bus service frequencies, and
 - Innovative marketing, including a flat fare system and high quality branding.
- 6.8.12 The combined effect of these measures has been to deliver consistent and sustained growth in passenger numbers of 5% per annum since 1993.
- 6.8.13 Notwithstanding the excellent achievements in developing the bus market in the city, there is still a high level of car use for local trips, with two-thirds of vehicles on the road at any one time making trips which begin and end within the city. In addition, car use for travel to work is high in some parts of the city, particularly in the suburbs where bus service provision and frequencies are relatively low.

¹⁷ Census 1991 and Census 2001

¹⁸ Brighton & Hove City Council Provisional Local Transport Plan 2006/7 – 2010/11

6.8.14 This highlights the opportunities that exist for further development and enhancement of the bus network - investment in services and infrastructure on radial corridors such as Dyke Road and Old Shoreham Road, in estates such as Westdene and on orbital links would continue the increasing trend of bus use in the city.

6.8.15 There is a radial pattern to much of the current bus network with services radiating from city centre hubs at Churchill Square, Old Steine and Brighton Rail Station. Orbital links connecting outer suburban areas of the city are limited. There is little spare capacity at the key interchange locations as currently configured and further expansion of services would be therefore be problematic. In addition, bus congestion and capacity are issues on North Street and Western Road.

Coach

6.8.16 Coach travel is important to the city, both for inbound tourism and as a means of affordable medium and long distance travel for residents. Existing infrastructure comprises the Black Rock coach park which has been recently improved by the Council and the Pool Valley coach station, used by National Express for scheduled coach services. Pool Valley serves both as a passenger facility and as a coach park for the layover of vehicles between journeys.

6.8.17 Coaches also park in Roedean Road, which is environmentally inappropriate, and therefore a coach parking strategy is required to secure suitable alternative arrangements.

Rail

6.8.18 There are three rail lines in the city, all terminating at Brighton Station on the edge of the city centre:

- Brighton Main Line
 - to/from Haywards Heath, Gatwick Airport and London
 - daytime service level of 7 trains/hour
 - peak usage of 70-90% of line capacity¹⁹
- East Coastway
 - to/from Lewes, Seaford, Eastbourne, Hastings and Ashford
 - daytime service level of 5 trains/hour
 - peak usage of 30-70% of line capacity²⁰
- West Coastway
 - to/from Shoreham, Worthing, Littlehampton and Portsmouth
 - daytime service level of 5 trains per hour
 - peak usage of 70-90% of line capacity²¹

¹⁹ Network Capability Document, Network Rail (2004)

²⁰ Network Capability Document, Network Rail (2004)

6.8.19 Brighton Station has step free access to all eight platforms and a 600-space car park. Annual passenger use is 10.4million²²

6.8.20 Other stations within the city, in order of passenger use²³, are as follows:

Station	Line	Annual Use (2004)
Hove	West Coastway	1,650,000
Falmer	East Coastway	730,000
Portslade	West Coastway	566,000
London Road	East Coastway	314,000
Preston Park	Main Line	248,000
Moulsecoomb	East Coastway	178,000
Aldrington	West Coastway	92,000

Highways

6.8.21 The highway network in Brighton and Hove experiences significant levels of congestion during peak traffic hours both on key national routes, such as the A23 and A27T trunk roads, and on major distributors within the centre such A259 King's Road/Kingsway, A259 Marine Parade and A23 Old Steine.

6.8.22 Peak hour traffic conditions within Brighton and Hove do not just occur during the traditional commuter rush hours (0800 – 0900 and 1700 – 1800), since additional demand is put onto the transport network by tourist/leisure traffic, especially during peak seasons and weekends.

6.8.23 Although the rate of growth of motorised highway traffic within peak hours appears to be decreasing within Brighton and Hove over the last few years, this could be due to the level of congestion, the impact of de-criminalisation of parking enforcement (DPE) and more informed choices of mode of travel; and not a decrease in growth of overall demand for travel. It is evident that the highway capacity is reaching saturation level and that peak spreading is occurring, i.e. the hours immediately either side of the traditional peak are busy. This consequentially leads to a greater amount of the highway network being congested for longer periods.

6.8.24 However, bus prioritisation/lane implementation on the A23 and other locations has increasingly led to a reallocation in highway capacity from private car use to public transport in line with the policies as set out within the Council's Local Transport Plan.

6.8.25 Freight, whether on through trips around the city or deliveries in the city centre adds much to the economy of Brighton and Hove, but will necessarily also add to congestion. The Council generally does not restrict delivery and loading to the extent that is seen in other cities, but seeks to optimise freight movements at certain times of the day, particularly in the historic city centre.

²¹ Network Capability Document, Network Rail (2004)

²² Strategic Rail Authority

²³ Strategic Rail Authority

- 6.8.26 New approaches to managing car use in the city include the establishment of Car Clubs, which have provided flexible access to private transport since 2003. Linked with travel behaviour change programmes, including travel plans and travel awareness campaigns, such “softer measures” can alter the balance between modes and enhance their image.
- 6.8.27 Increasing use of motorcycles and scooters have led the Council to address not just road safety issues for such vehicles, but also parking and the contribution they can make to reducing overall congestion in the city centre.

Parking

- 6.8.28 Despite vehicle ownership in Brighton & Hove being the lowest in the south east, with an average of 0.9 cars/vans per household compared to 1.3 regionally and 1.1 nationally, density of population in the city generally and in its southern half in particular, leads to pressure on parking. This is partly because over 50% of all properties in the city are flats or maisonettes compared to less than 20% nationally.
- 6.8.29 Following DPE in the city in 2001, greater priority for managing residential parking has been pursued through the issue of residential parking permits and the introduction of additional residents parking schemes. There are currently 14,863 permits on issue and 14,635 spaces allocated to permit holders, although 5,463 are shared use with Pay & Display parking²⁴.
- 6.8.30 The Council has sought to rationalise and manage parking capacity in the city and has reduced off-street parking by 1,100 spaces and on-street by 1,350 since 2001.
- 6.8.31 On-street parking in the city centre is covered by a series of controlled parking zones (CPZs) with high tariff voucher parking in the central area, lower tariff voucher parking in surrounding areas and Pay & Display parking on the Seafront, as illustrated in Map7. The current off-street car parking capacity within the city centre is around 5,400 publicly available spaces, distributed across a range of Council and NCP managed car parks. Many are concentrated in a small area around the Old Town and this creates local traffic management pressures, as well as the significant pressures that develop around the Churchill Square car parks.

²⁴ Brighton & Hove City Council Provisional Local Transport Plan 2006/7 – 2010/11

Utilities

6.9.1 The principal method for assessing the current infrastructure capacity and future requirements has been discussion with the service providers and below is the list of service providers contacted;

- British Telecom (privatised telecoms company),
- National Grid (privatised company),
- EDF Energy (privatised company),
- Southern Gas Networks (privatised company),
- Southern Water (privatised company),
- NTL (private cable communications company),
- Environment Agency (government agency),
- Cityclean (council waste management),
- Royal Mail (nationalised company, did not supply any information).

6.9.2 Statements and the overall assessment of existing utilities capacity has been based in the main upon the judgement and submission of the provider.

Telephone and Communications

6.9.3 British Telecom reports that in their opinion there are currently no problems in any part of the city and that adequate infrastructure capacity is available at present.

6.9.4 At present the NTL digital cable network serves the majority of Brighton and Hove. NTL have reported the following exceptions due to limitations associated with the original construction of their infrastructure.

- *Central Brighton – North Laine* – limited network – exceptional build difficulties,
- *Brunswick and Adelaide* – very limited network – conservation and build issues,
- *Kemptown – St George’s Road area* – limited network – build difficulties,
- *Brighton Marina* – no network – wayleave and build difficulties.

6.9.5 There are no immediate plans to provide infrastructure to the above areas on a “full coverage” basis. As examples: Parts of Brunswick cannot be built due to reliance of their network on street cabinets. NTL could not agree sufficient sites with the Council in this densely populated conservation area.

6.9.6 Brighton Marina has not been served in the past due to failure of negotiation of a cost-effective wayleave with the freeholder.

Electricity Supply

6.9.7 The National Grid has reported no current issues with provision and that the electricity service provider EDF is responsible for securing supply. EDF Energy is aware of a significant number of potential developments throughout the City of Brighton and Hove all of which represent a substantial increase in the demand for electricity.

- 6.9.8 Unlike many major cities and towns Brighton and Hove can often see its 'peak' load demands occurring in the summer due to its major industry of tourism. In addition the city can only be approached from 180 degrees due to its coastal location, which is a major consideration when seeking routes in to reinforce the electricity network.
- 6.9.9 There are a number of major EDF Energy substations within the City most of which are close to or at their optimum capacity and EDF have carried out a number of investigations in order to identify how best to overcome this problem.
- 6.9.10 In order to minimise road disruption (which is also a major factor in Brighton and Hove) EDF Energy has taken an approach of moving loads around major substations with the aim of 'freeing up' spare capacity to meet new demand . These network changes are being planned now and will take place during 2005/12. It is envisaged that there will be no issues with electricity supply in the foreseeable future.

Gas Supply

- 6.9.11 There are no current issues with gas supply. Further information from the gas supplier, Southern Gas Networks is outlined in section 7.

Water Supply

- 6.9.12 Southern Water provides water to Brighton and Hove. Improvements to supplies for new developments are funded at least in part by the developer. The assumption is that per capita water consumption will stabilise over the next few years and demand will not grow in line with households. They also have a number of schemes in their current 5-year plan for improvements in the area.
- 6.9.13 Southern Water as the statutory water and sewerage undertaker has an obligation to serve new developments. The planning authority will be informed of any lapse in capacity for any particular development so that improvements can be made prior to occupation of the premises.
- 6.9.14 The Environment Agency has supplied information regarding water extraction for future development, which is outlined in section 7.

Waste

- 6.9.15 Cityclean is the council department, which handles the city's waste. Information provided by Cityclean is reported in section 7.

Overall Capacity - Utilities

- 6.9.16 The nature of utilities provision means that a simple capacity assessment is difficult. It is not anticipated that supply of utilities will be an issue as they are often linked to national or international supply chains. The introduction of a market for gas and electricity also means supply affects demand via pricing. There may be an issue with specific infrastructure relating to supply in specific parts of the city.

7 Future Requirements

7.1.1 This study has looked at two future housing growth scenarios. One of 500 additional dwellings per year and the other of 600 additional dwellings per year. In the context of the South East Plan, the City Council has recently consulted on a proposal for 11,000 additional dwellings in the city 2006 to 2026 (550 per annum).

7.1.2 There are a number of specific proposals listed below which could have a significant impact given the number of homes that could be delivered. The proposals and indicative amounts of housing are for the purposes of assessing demand for infrastructure in the context of this Study. No assumptions are made as to the likelihood of particular schemes receiving planning permission.

- **Brighton Marina Site;** 990 units, Rottingdean Coastal
- **Hove King Alfred Site;** 300 - 600 flats, Central Hove
- **Preston Barracks;** 400 units, Preston Park
- **New England Qtr / Brighton Station;** 335 Units, St Peters & North Laine
- **Brighton Library Development;** 70 units, St Peters & North Laine
- **Black Rock;** 60 - 100 residential, Rottingdean Coastal
- **Brighton Centre;** Unknown housing yield, estimated at 30
- **Shoreham Maritime;** around 400 units, South Portslade & Wish
- **Ocean Hotel Conversion** 290 units in Rottingdean Coastal.

7.1.3 It is assumed that the identified sites will be completed within 11 years up to 2016 although in practice some may take longer, for example the Brighton Centre redevelopment.

7.1.4 The number of identified units totals 3,185 or 290 units a year for 11 years. The remaining unidentified requirement of between 210 - 310 dwellings has been split equally between the wards for the purposes of forecasting.

Population Scenario and Planned Growth

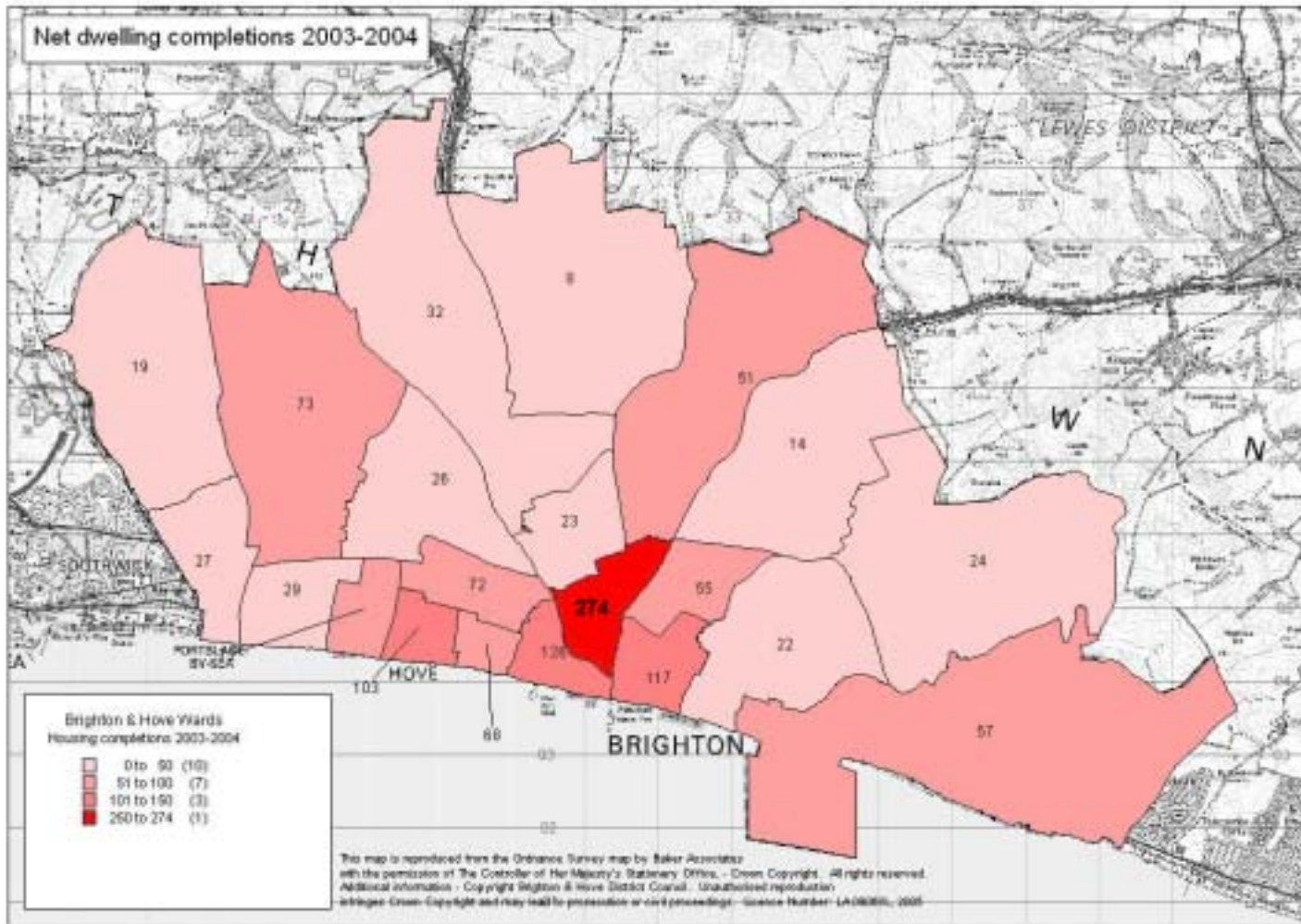
- 7.1.5 The study will not be making detailed demographic forecasts and will be basing assumptions on population growth on housing supply, current household composition and demographic data from the 2001 census.
- 7.1.6 Section 1 outlined the current situation with regard to population and demographics. Table 7.1 shows the number of houses and the corresponding level of population growth for the lower and higher ends of the scenario.

TABLE 7.1: Number of houses and population used in forecasting

	Houses 2005 - 2016	Population 2005 - 2016	Houses 2005 - 2026	Population 2005 - 2026
Lower end	5,500	11,550	10,500	22,050
Higher end	6,600	13,860	12,600	26,460

- 7.1.7 The scenario is based on the following assumptions;
- the current average household size in Brighton and Hove is 2.1 compared to a national average of 2.3;
 - the average household size will remain constant;
 - the housing supply is constant for the whole plan period.
- 7.1.8 Map 8 shows the distribution of housing completions in 2003/04. Seven central wards and Hangleton and Knoll, account for 70% of all completions between 2002 and 2004.

MAP 8: (Source: BHCC)



Education

- 7.2.1 Previous studies, DfES guidance and other sources such as Supplementary Planning Guidance have developed some standards for forecasting future provision²⁵. Schools act as one of the focal points for a community and locating schools close to their communities can reduce the need to travel.
- 7.2.2 As a standard, 130 primary school places and 100 secondary school places should be provided per 1000 households²⁶. The standard size of a primary school is 350 places and 1500 places for a secondary school²⁷. Standards for nursery and further education facilities have not been estimated as these services are planned shorter term according to demand.
- 7.2.3 The DfES standards have been altered to reflect the lower average household sizes in Brighton and Hove. The Great Britain average is 2.3 people per household whereas Brighton and Hove has a household size of 2.1; this alters the standard to just under 120 places per 1000 households and 90 places for secondary schools.
- 7.2.4 Using these standards the following needs have been calculated:

Nursery Schools

- 7.2.5 The 'School Organisation Plan' (SOP) sets out the Local Education Authority's (LEA) strategy for the service and outlines nursery provision needs. The SOP aims to improve provision quality and increasing capacity in other areas such as skills and staff. The SOP recognises that some facilities have a number of empty places and it may be necessary to review these in the future.

Primary Schools

- 7.2.6 Table 7.2 outlines the number of primary school places that may be required in order to provide for the demand created by additional development.

TABLE 7.2: Number of required primary school places

Lower end 2005 - 2016	Top end 2005 - 2016	Lower end 2005 - 2026	Top end 2005 - 2026
660 Places	792 Places	1260 Places	1512 Places
1.9 Schools (2)	2.26 Schools (2)	3.6 Schools (4)	4.3 Schools (4)

²⁵ Milton Keynes Partnership Committee Business Plan Consultation, Draft 2005, <http://www.teachernet.gov.uk/management/resourcesfinanceandbuilding/>, and others

²⁶ Academic and DfES

²⁷ Roger Tym Partners, although MK Partnership puts primary schools at 420

Secondary Schools

- 7.2.7 Table 7.3 outlines the number of secondary school places that may be required in order to satisfy the demand created by the growth levels outlined.

TABLE 7.3: Number of required secondary school places

Lower end 2005 - 2016	Top end 2005 - 2016	Lower end 2005 - 2026	Top end 2005 - 2026
495 Places	594 Places	945 Places	1134 Places
0.3 Schools (0)	0.4 Schools (0)	0.6 Schools (1)	0.8 Schools (1)

Further Education

- 7.2.8 Further education can be provided in a variety of ways, most commonly in Brighton and Hove this is by 'sixth form' classes within existing secondary schools. Their provision is estimated to cost the same as a secondary school place²⁸. The present 'stay on' rate of school leavers attending Further Education is 70%²⁹ in Brighton and Hove. Using this figure the following forecasts have been made.

TABLE 7.4³⁰: Number of required further education places

Lower end 2005 - 2016	Top end 2005 - 2016	Lower end 2005 - 2026	Top end 2005 - 2026
69 Places	83 Places	132 Places	159 Places

Comparison with the Existing Situation

- 7.2.9 Table 7.5 shows an estimate of when the existing surplus of school places city-wide are likely to be taken up.

TABLE 7.5: Summary of places, demand and current supply

	Rates of increase of new pupils per year city wide		Current estimated surplus	Estimated year capacity will be reached up to 2026	
	Low	High		Low	High
Primary	60	72	1,308	N/a	2022
Secondary	45	54	834	2023	2019
Further	6.3	7.6	120	2023	2020

- 7.2.10 Taking account of the current surplus of school places, over the whole 21 year period there may be a requirement for 0 - 204 *additional* primary places and 111 - 300 secondary school places citywide. For further education there is a shortfall of 12 - 40 places over the 21-year period.
- 7.2.11 Within the Supply of School Places return to the DfES, the LEA has forecasts up to 2011. In all sectors the LEA has forecast a reduction in the number of pupils to 2007/08. This assessment is based upon live birth rates and historic migration data.

²⁸ Milton Keynes Partnership Committee

²⁹ Year 2000, DfES LEA Key Statistics, number of Students 17.6k in 2000 rising to 21.8k in 2001/02 in Brighton and Hove.

³⁰ Based on dividing the forecasts in table 7.3 by five (year groups) and calculating the 70% 'stay on' figure.

Conclusions

- 7.2.12 Although there is a city wide surplus of school places for all types of facilities, some schools and some parts of the city were experiencing capacity issues. Those schools at or over capacity tended to be in central Brighton and central Hove.
- 7.2.13 Given the need for smaller and more local primary schools there may be a requirement to provide additional places in those areas where the LEA know there to be issues with capacity.
- 7.2.14 There is less of a requirement to ensure local access to secondary schools given their size but some areas are a relatively long distance away from a secondary school with spare capacity.
- 7.2.15 There is also a relatively strong suggestion that much of the new development in the city will be located in areas where the local schools do not have surplus places. This is especially the case in central Hove.
- 7.2.16 The provision of further education is less dependent on local area provision than other aspects of education. It has therefore been assumed that the current excess capacity could be used before any additional places are provided. This would result in no spaces being required until 2025 for the lower end of the scenario and until 2021 at the higher end of the scenario.
- 7.2.17 The education situation in eastern Brighton may also need some investigation given the level of development and closure of East Brighton College of Media Arts.

Health

Primary Care

- 7.3.1 General Practitioner (GP) services in Brighton and Hove are above nationally recommended levels in terms of GP and population ratio. The forecasts below are based on maintaining current levels. Table 7.6 outlines the numbers of GPs required in order to maintain this standard based upon the scenario outlined earlier. The range up to 2026 is between 14 and 17 additional GPs.
- 7.3.2 Each additional GP will require practice facilities. Floor space needs are based on the Department of Health's (DoH) "Guide to the Provision of Leasehold Premises for GP Occupation"³¹ from which the study has established an average need of 110 sq.m per GP³². Based upon Hove Polyclinic, the cost of providing GP surgeries has been estimated at £1000 per sq.m³³.

TABLE 7.6: Number of GPs required and associated cost

Lower end 2005 – 2016	Top end 2005 - 2016	Lower end 2005 - 2026	Top end 2005 - 2026
7.3 GPs	8.7 GPs	13.9 GPs	16.7 GPs
£803k	£957k	£1.53m	£1.84m

- 7.3.3 National NHS policy for primary care is moving towards the pooling of resources into larger multi practice clinics, possibly providing extra services that in the past would have been carried out in hospitals. There is also the suggestion that future practices could include GPs, Dentists and Optometrists within the same practice as well as the future provision of new opportunities for nurses to gain skills in order to perform duties traditionally carried out by doctors.

Secondary Care

- 7.3.4 Previous studies³⁴ have established standards from NHS sources and a level of 2.8 beds per thousand people has been used in the past³⁵. 'Spon's Architects and Builders Price Book' has been used to estimate a financial value to this provision at £110,000³⁶. These estimates are used in table 7.7 in order to represent possible resource levels that may be required by secondary care.

³¹ "A Guide to the Provision of Leasehold Premises for GP Occupation", DoH, c.2005

³² "Health Building Note 36" - Case studies, NHS, 1996

³³ Source: Nightingale Associates, as the firm contracted to design and build Hove Polyclinic

³⁴ Main source Roger Tym & Partners, 2004

³⁵ Based upon a Thames Valley Health Authority Assessment, 2003

³⁶ Spon's suggests a price of £82k - £122k. This study considered the top figure too high given that a modern new build hospital should have day cases and other modern facilities, which should minimise the number of actual beds. £110k is also a roughly average figure between the two.

TABLE 7.7: Number of 'beds' required and associated cost

Lower end 2005 – 2016	Top end 2005 - 2016	Lower end 2016 - 2026	Top end 2026 - 2026
32.3	38.8	61.7	74
£3.553m	£4.268m	£6.787m	£8.140m

7.3.5 Secondary care requirements may be between £6.7 and £8m over the 21-year period. How these resources are used will be dependent on many factors including, specific local needs, national policy and technological advances. There will be a move towards reducing the number of beds in traditional 'general' hospitals given national policy.

Other Factors

7.3.6 National NHS policy emphasises several key policies, which should be taken into account:

- the pooling of resources into larger multi practice clinics, possibly providing extra services that in the past would have been carried out in hospitals
- capacity building through staff training such as the 'Practitioners with Special Interests' initiative. This seeks to give nurses and doctors skills in order to fulfil roles traditionally only carried out by doctors and consultants respectively
- a reduction in overall bed numbers though an emphasis on short stay and day patients
- better partnership working with social services to reduce the amount of time spent in hospital, (especially relevant to elderly patients)
- the increasing specialisation of hospitals above the traditional 'general' hospital and removal of A&E departments, which could be replaced with Minor Injuries Units.

7.3.7 The 'Best Care, Best Place' document described in chapter 6 outlines the way in which these resource level requirements may be delivered, by carrying forward those points above. The document states;

"The local NHS collectively believes that advances in technology and new ways of working will create a sea change over the coming years in the way we access health care"

7.3.8 Specific proposals from the Health Authorities, relevant to the study are:

- To allow other hospitals to deal with scheduled surgery without interruption the A&E departments at the Royal Sussex County Hospital in Brighton & Hove and the Princess Royal Hospital Campus in Haywards Heath will be retained and improved;
- Increase in the levels of day cases for minor surgery and as a result of advanced technology and improved working practices.

- 7.3.9 Hove Polyclinic is the clearest manifestation of the proposed direction of change for the City's health service. Integrating primary and secondary care in an efficient modern environment.
- 7.3.10 Nightingale Associates, the Architects and Project Managers for the project report a cost of £1,000per sq.m. for Hove polyclinic. The total floor space is 2,575per sq.m. resulting in a totals cost of £2.575m for the building.
- 7.3.11 Best Practice, Best Place proposes three polyclinics for the city, one in east, one in west and one in central Brighton as well as the development of the Hove Polyclinic. A proposal for one of these in east Brighton on the Brighton General Hospital Site is specifically mentioned in the document. In addition to this significant development in the general improvement of primary care premises is also taking place.

Conclusions

- 7.3.12 The provision of health care in Brighton and Hove is very good in terms of capacity and access. There is good coverage of GPs and most can access GPs and Dentists with available capacity. There are some local issues with specific practices and facilities; these are outlined in 'Best Care, Best Place'.

Leisure

- 7.4.1 The provision of open space, leisure and playground facilities is essential and difficult to provide within densely built up urban areas.
- 7.4.2 The assessment (see Chapter 6) of current leisure and sports facilities, playgrounds and open space confirmed a deficit in amenities. It is anticipated that because of the difficulty in providing additional facilities especially informal recreation space in urban areas the forecasts should be used to estimate a resource level which could then be directed into providing better quality or higher capacity facilities elsewhere in the city.

Future Requirements

- 7.4.3 The National Playing Fields Association (NPFA) and Sport England requirements for open space and leisure facilities outlined in the previous chapter are used to forecast future requirements.
- 7.4.4 Table 7.8 illustrates the theoretical level of provision required for new development in Brighton & Hove by 2026 according to Sport England and NPFA standards.

TABLE 7.8: Level of required future provision

	2016 Lower	2016 Higher	2026 Lower	2026 Higher
Outdoor Sport	19.6 ha	23.5 ha	37.5 ha	45 ha
Playspace	2.9 ha	3.5 ha	5.5 ha	6.6 ha
Swimming Pools	0.55	0.66	1.05	1.26
Sports Halls	0.85	1	1.63	1.96
Bowling centres	0.1	0.13	0.2	0.24

- 7.4.5 These requirements can be expressed as financial values. The Sports Facilities Calculator³⁷ calculates costs factoring in the latest regional building cost variations and data from the Building Costs Information Services and Royal Institute of Chartered Surveyors. The calculator has been used for Sports Halls, Indoor Bowls and Swimming Pools.
- 7.4.6 A standard pitch identified by Sport England is 6,400 sq.m. (100x64m). The NPFA estimates that an outdoor - sports field costs £6 per sq.m. This figure is based on conversion of green field land to playing fields and totals £38,400 (6,400 sq.m x £6). SPON's report that the same pitch is around £20,000 including drainage and the Sport England Kitbag (as in the table above) estimates £53,000. This report has used the average figure of £37,000 a pitch or £57,800 per hectare.
- 7.4.7 Equipped play space has been estimated in the West Berkshire SPG as costing £7,500 p/100m² and other studies vary, putting the figure at £7,000 p/100m² depending on the type and level of equipment (including amenity

³⁷ Sport England

space between equipment). The figure used here is £7,250 p/100m² as the average figure

TABLE 7.9: Financial and facility requirements to 2026

	2016 Lower	2016 Higher	2026 Lower	2026 Higher
Outdoor Sport	19.6 ha = £1.133m	23.5 ha = £1.358m	37.5 ha = £2.168m	45 ha = £2.6m
Playspace	2.9 ha = £2.102m	3.5 ha = £2.538m	5.5ha = £3.988m	6.6ha = £4.785m
Swimming Pools	0.55 pools = £1.331m	0.66 pools = £1.597m	1.05 pools = £2.541m	1.26 pools = £3.049m
Sports Halls	0.86 halls = £2.129m	1.03 halls = £2.549m	1.63 halls = £4.034m	1.95 halls= £4.851m
Bowling centres	0.11 centres = £155,430	0.13 centres = £183,690	0.21 centres = £296,730	0.25 centres = £339,120

Other Factors

- 7.4.8 The amenity value of the seafront should be noted. The role of the seafront in providing publicly accessible amenity space and encouraging more formal leisure development is clear and this is recognised in the local plan (Paragraph 6.71);

“[providing] an important opportunity for promotion of both formal and informal recreation. The character of the seafront varies in its intensity of activity with both lively and tranquil stretches which contribute to its broad appeal to residents and visitors alike”.

Conclusions

- 7.4.9 Chapter Seven suggests that overall there is a deficit in the current provision of leisure facilities across the whole of the city. There is a need for further provision and it is recommended that resources are directed towards improving and enhancing the capacity of existing facilities, and where possible providing new ones. The redevelopment of a major leisure centre, the King Alfred centre in Hove, should improve overall access and capacity in the city.

Emergency Services

Police

- 7.5.1 The Government vision was presented in 'Neighbourhood Policing - your police, your community; our commitment'. In that central government directed that by 2008 every ward will have an identifiable police staff member dedicated to solving community problems in collaboration with local authorities and partners. In Brighton & Hove this growth in service is being provided by dedicated neighbourhood Specialist Officers and Police Community Support Officers (PCSO).
- 7.5.2 Previously increases in central funding and council tax precept has resulted in increased Police establishment. This is unlikely to continue with reduced settlements from the Strategic Spending Review and the implications of increased local taxation. However, specific funding is being provided for PCSOs. The City is likely to attract funding to recruit around 80 full time equivalents by 2008. Decisions over continued funding may affect their retention.
- 7.5.3 The Police authority expect that total recorded crime is expected to decrease over 2005-06 and that the proportion of crime detected is also increasing. More offenders are being identified and prosecuted.
- 7.5.4. In the opinion of the police authority the main threat facing Brighton & Hove's community safety arises out of illicit drug and alcohol abuse. These drive a high proportion of the acquisitive and violent crime in the City.
- 7.5.5 Increased use of technology will support current crime detection and reduction, for example, the introduction of permanent Automatic Number Plate Recognition cameras.

Ambulance

- 7.5.6 Very little information was available to assess current capacity of the ambulance services. Previous attempts have been based upon new build requirements rather than improvements to existing infrastructure. Any assessment is not meant as a prescriptive solution rather as a representation of resources required.
- 7.5.7 The 18 new 'Mercedes Benz Sprinter' ambulances Sussex Ambulance Trust have recently bought cost around £100,000 each fully equipped. The current ratio of accident and emergency Ambulances is one per 14,190 people for the whole of Sussex³⁸.

³⁸ There are no specific figures for Brighton and Hove

- 7.5.8 Facilities required has been represented using the cost of ambulance stations. SPON's (2005) puts the cost of an ambulance station at £1100 sq.m³⁹. An estimate of 20sq.m has been attributed to the space required per additional ambulance⁴⁰. This is not an estimate of future needs but is designed to represent a resource level required.

TABLE 7.11: Requirements and costs for ambulance services

	2016 Lower	2016 Higher	2026 Lower	2026 Higher
Ambulances	0.81	0.98	1.55	1.86
Cost	£81,000	£96,000	£155,000	£186,000
Total Cost	£98,820	£117,340	£189,100	£225,600

Fire

- 7.5.9 The fire brigade sees its role as prevention, protection and response. The number of fires in commercial premises has been reduced significantly over the last few decades and nationally the policy emphasis for fire brigades is on fire prevention in residential properties as the area at highest risk from fire. East Sussex Fire and Rescue service in the future will be concentrating on prevention awareness and prevention through building design.
- 7.5.10 The service sees no foreseeable need for new or additional facilities, although relocation of existing resources may be required to better balance out locations in respect to distribution of risk (e.g. if all new growth was on one side of city). It is estimated that there will be no direct cost associated with the planned development. No priority areas have been identified.

³⁹ Adjusted approximately to South East England prices etc

⁴⁰ Estimate is based on 'Neufert; Architects Data' Third ed. (2003)

Social Services

- 7.6.1 The requirements of social services are complex and many delivery mechanisms are employed to provide the service. The emphasis of future forecasting is on financial and business planning rather than physical facilities as well as an emphasis on public and private sector partnership with a great deal of residential care provided by private companies or charities.
- 7.6.2 National policy continues to move towards care in the home of the recipient and the modification of their homes to suit needs. There is increasingly an emphasis on children being fostered instead of being placed in residential institutions, for example.
- 7.6.3 Most Social Services departments plan on a short-term basis of 3 - 5 years because of the number of issues and variables. Partnership working with the health, housing, private and charity sectors is essential. No conclusions can be drawn through a facilities based infrastructure capacity assessment given the financial resource and revenue support emphasis of forward planning.

Community

Community Centres

- 7.7.1 The assessment of current provision in chapter 6 found it difficult to draw conclusions but suggested that overall provision was below most standards for provision.
- 7.7.2 Using Roger Tym & Partners interpretation of Aldershot's SPG standard of one 750 sq.m. community centre per 7,200 people, the figure proposed is £1,746 p/sq.m. or £1.310m per community centre (including youth facilities). Given that this figure is higher than the basic costs of a GPs surgery this study has used the SPON'S estimate of £1,005⁴¹ p/m² although the size of 750m² has been retained.

TABLE 7.12: Requirements and costs of community centres

	2016 Lower	2016 Higher	2026 Lower	2026 Higher
Community Centres	1.60	1.92	3.06	3.67
Cost (£)	£1.206m	£1.447m	£2.713m	£2.766m

- 7.7.3 Future development should take account of the needs for community centres around the city, especially in outlying areas.

Libraries

- 7.7.4 Chapter 6 outlined how Brighton & Hove's library infrastructure was meeting demand in terms of number and quality of facilities in terms of spatial distribution to maximise access. Because of the good spatial coverage of existing libraries and no plans for extensions to the urban area the following estimates represent resources required to enable an improvement in quality and capacity of existing facilities
- 7.7.5 The East Sussex SPG estimates the cost of a library at £2,415per sq.m (2003 Prices), this is based upon construction costs of £1,265 p/ sq.m and initial book stock and ICT equipment at £1,150 per sq.m. West Berkshire SPG places the size of community libraries at 250 sq.m. The Department for Culture Media and Sport record that Brighton and Hove's Libraries serve 15,619 people each. If this figure is assumed for future facilities then the following projections can be made:

TABLE 7.13:

	2016 Lower	2016 Higher	2026 Lower	2026 Higher
Libraries	0.7	0.9	1.4	1.7
Cost (£)	£422,625	£543,375	£845,250	£1,026,375

- 7.7.6 The Library service is at acceptable levels of provision at present. The re-development of Brighton Central Library in the most accessible part of the city has also improved provision. The geographical spread of libraries is also good. Many of the central areas not near to a local branch library have good access to Brighton Central Library.

⁴¹ Adjusted for region etc.

Transport

Accessibility

- 7.8.1 Initial accessibility planning and analysis undertaken by the council shows that Brighton and Hove is a very accessible city, with most of the city accessible to most people. While the city already benefits from an extensive passenger transport network, it is recognised that this is not sufficient in terms of both offering attractive alternatives to encourage modal shift from the car and providing universal coverage of the city. Further development of the sustainable transport network will address social exclusion by improving access to facilities and services and delivering greater independent mobility to everyone.
- 7.8.2 The accessibility planning agenda is a framework for long-term change through the repositioning of service provision closer to where people live, but in the short term many of the improvements to accessibility will be delivered through changes in the transport network. More detailed work will be required to determine the priorities for enhancement of the transport network to address social exclusion.

Growth

- 7.8.3 Brighton & Hove enjoys a prosperous economy with continuing and sustained economic growth. The number of VAT registered businesses increased by 22% between 1994 and 2003, compared to 14% regionally and 8% nationally, and the expectation is that this expansion of commercial activity will continue.
- 7.8.4 City businesses are more likely to be satisfied with their location than businesses elsewhere, with the city's key strengths identified as its workforce and transport⁴². There is increasing use of all modes in Brighton & Hove with trends rather different to those prevailing nationally, in that bus use is increasing in the city and the rate of growth of car use is lower than regionally and nationally. However, this movement would still lead to increased and unsustainable pressure on the highway network.

Highway Growth

- 7.8.5 Forecast population growth within Brighton and Hove between 2003 and 2016, at 16%⁴³, is twice as high as for the South East Region and despite low car ownership this will put further pressures on the highway infrastructure.
- 7.8.6 It is essential that sustainable forms of transport, other than the private car, are promoted for any future developments within Brighton and Hove area so as not to further contribute to the congestion and delays already experienced on the highway network.
- 7.8.7 If the current levels of public transport availability are retained and no restraint is put on car parking capacity and availability, then between 2003 and 2010 there will be an approximate increase of 58% in over capacity queues on roads within Brighton and Hove, assuming a demand growth of 9%. Since

⁴² OMIS Britain's Best Cities survey 2003-2004

⁴³ TEMPRO, derived from planning data

highway delay rises exponentially when a highway network is approaching and exceeding its capacity, this effect will be even more pronounced after 2010.

- 7.8.8 To assess impacts of proposed developments on both the highway and public transport infrastructure of Brighton and Hove, the Council has developed a multi-modal transport model.
- 7.8.9 The forecasting element of this model estimates growth dependent on a combination of background growth and local proposed development sites. Currently, the overall traffic growth is capped at those levels determined by utilising TEMPRO (Trip End Model Presentation Program)⁴⁴ planning data. The model was developed to, in part, to assist in testing development proposals on a consistent basis in order to determine what transport provision needs to be put in place to facilitate a sustainable growth strategy for Brighton and Hove.
- 7.8.10 To counter this, the Council's vision over the 20-year span of the next Local Development Framework is for continued growth in the population and prosperity of the city, with an increasing emphasis on sustainable travel modes and gradual reallocation of road capacity from the car. To achieve this ambition, the Council will need to adopt a "carrot and stick" approach consisting of:
- Investment in public transport
 - Restrictions on car use
 - Reallocation of road space from car to sustainable modes
 - Awareness raising and travel behaviour change strategies.

Development

- 7.8.11 It is recognised that development activity across the city is at unprecedented levels, with a number of landmark developments proposed that will be of major commercial and cultural importance. To minimise the adverse transport impact of these developments, a comprehensive transport solution is required which effectively manages transport demand and promotes sustainable travel alternatives.
- 7.8.12 When a major development is proposed the Council will assess fully the impact on existing and future travel patterns and review all traffic forecasts. The developer's Transport Assessment is therefore expected to reflect the key policy objectives of the Government, Region and Council, in its proposals for transport improvements, as well as promoting travel behaviour change through travel plans and reducing access by private car.
- 7.8.13 Parking standards will be enforced on all developments in accordance with the Brighton & Hove Local Plan Supplementary Planning Guidance Note 4 (adopted in 1997), Planning Policy Guidance Note 3 (Annex A) and the emerging South East Plan. These set out guidance on maximum car parking allowed for all categories of development use, from retail to residential and meeting these standards is central to any development proposal submitted to the Council. Policy in the Adopted Local Plan and further development of

⁴⁴ <http://www.tempro.org.uk>

policies in the Local Development Framework will relate parking provision in new developments to public transport accessibility.

Utilities

Telecommunications

- 7.9.1 British Telecom does not believe there are any major considerations to providing telecommunication services to the planned growth in any part of Brighton and Hove. Adequate future infrastructure capacity is available across the whole area.
- 7.9.2 NTL operate a New Development policy that reviews provision of infrastructure to all developments. Further, NTL operates a rolling review of capacity and a business-as-usual upgrade policy to ensure capacity in their existing build areas. NTL foresee no problems in accommodating the suggested growth in housing other than as noted in 6.9.4.

Electricity Supply

- 7.9.3 National Grid has stated that the electricity service provider EDF Energy is responsible for any shortfall in capacity. As the local network provider EDF energy will buy in supply from the National Grid and negotiate separately with regard to any shortfalls. The nearest Grid is at Fishergate just to the west of Brighton and Hove.
- 7.9.4 EDF Energy have identified the need for two new major substations, one of which would be best located within one of the new central developments such as the Brighton Centre development. EDF Energy will be talking to the City Council and developers about this very shortly.
- 7.9.5 The second site has been identified at the Droveway (Hove). This site is currently leased by EDF Energy from the City Council and would probably be constructed in 2007/8. EDF view that the Droveway is ideally suited for connecting into major 33kV infeeds into the City centre. This will allow EDF Energy to transfer load away from centrally located substations, 'freeing' them up to meet new demand. The Droveway substation will be connected at 33kV from the Fishersgate grid via underground cables and discussions are already taking place on route planning for these cables.

Gas Supply

- 7.9.6 Southern Gas Networks has completed some basic analysis of the effects of the development volumes under examination on existing gas mains. Southern Gas Networks state that the residential development forecast for the 9 principal developments over the next 10 years (to 2016) should present no supply problem. The Brighton Centre needs further consideration however. The effects of the remaining growth spread throughout the wards could not be analysed to the same extent as the detailed locations are not available.

Water Supply / Disposal

- 7.9.7 Southern Water supply water to Brighton and Hove and stated that the company have an overall strategy for water supply for many years hence. Improvements for off-site reinforcement and improvements for new developments are funded at least in part by the developer. Southern Water assume that the per capita water consumption will stabilise over the next few years and demand will not grow in line with households. Southern Water has a number of schemes in their current 5-year plan for improvements in the area. Southern Water as the statutory water and sewerage undertaker has an obligation to serve new developments.
- 7.9.8 Proposed expenditure has to be assessed by OFWAT to ensure it is in line with requirements of the undertaker and reasonable in cost to the consumers. These plans are reviewed every 5 years. To enable development to be serviced the requisition procedure is available. By this mechanism developers can ask for and be provided with water and sewerage services. The developer is required to pay at least some of the cost of the requisitions.
- 7.9.9 Southern Water has a 20+year plan for water supply. If particular sources of water run to their limit then others will have to be used. This is one of the considerations in the 5-year planning process. More remote water resources require trunk mains to deliver supplies to where development is occurring. As long as development occurs in a planned and timely way Southern Water is able to improve and extend its infrastructure in a measured way.
- 7.9.10 Southern Water holds the majority of water supply information but the Environment Agency has made comments about development within the Brighton and Hove area as the regulatory body on extraction and sewerage discharge.
- 7.9.11 The Agency is aware that Southern Water has recently upgraded their infrastructure so that water supply can be moved through their distribution system. The Agency's only area of concern regards the Balsdean borehole to the east of the Brighton Chalk aquifer, which is prone to saline intrusion.
- 7.9.12 The Agency also highlight the fact that abstraction in the Brighton Chalk aquifer is reasonably close to licensed limits and would encourage further study into how close peak deployable outputs are to daily abstraction limits and whether increased future demand may exceed licensed limits.
- 7.9.13 The Agency would be very wary of any application to increase abstraction in the Brighton Chalk aquifer. Areas such as the Lewes Valley show a long-term decline in water levels due to increased abstraction. The impact of additional housing and increased water demand in and around Brighton needs to be closely monitored in coming years to ensure the environment is not put under further pressure.
- 7.9.14 In response to the Environment Agency concerns, Southern Water replied that they have a 20-year strategy for water supply and distribute the abstraction evenly across the area where possible. They are aware that the Brighton Chalk aquifer is near its licensed limits and have carried out work in order that this will not be exceeded by the proposed future developments. Therefore, Southern Water does not foresee a problem with water supply in the long term.

- 7.9.15 New development also requires sewers and wastewater treatment. Southern Water has put in an application for a new wastewater treatment works (WTW) and trunk sewers having had its previous application for the expansion of its existing Portobello works refused. Improvements to the sewerage system are considered but there is not the same future horizon for the works as there is for water supplies although any sewer works would allow for a certain amount of future development.
- 7.9.16 The new WTW will be sized to allow for all anticipated development until 2025. The scheme will include new sewers to transfer flows to the new WTW. Southern Water have found it difficult to comment about sewer capacity as the proposed location and size of a development is required to assess if spare capacity is available. In many parts of Brighton the drainage is a combined sewer and if redevelopment proposed to dispose of surface water via soakaways etc. then spare capacity would be created.

Waste

- 7.9.17 The City Council (Cityclean) is responsible for recycling services; refuse collection and street/ beach integrated cleansing operations in Brighton and Hove. The City Council has signed up to a waste management contract in partnership with East Sussex County Council. The contract has to deliver key facilities in order to be able to continue to deliver services in the future. Several major schemes are required in order to deliver waste services in the future in a more sustainable way.
- 7.9.18 Existing facilities to store and bulk materials for recycling do not have sufficient capacity to enable services to continue to develop. For these reasons a Materials Recovery Facility (MRF) is required. A Waste Transfer Station (WTS) is also required as local landfill void is projected to run out by 2008. Refuse collection services will be unsustainable without a WTS as it would result in collection vehicles (which are efficient at collecting refuse, but not efficient at long distance haulage) traveling to distant disposal points with relatively small loads. The fleet of collection vehicles would have to increase in size significantly and costs would escalate. Both the MRF and waste transfer station are proposed adjacent to Hollingdean depot in Brighton and their contractor is currently applying for planning permission for two new installations.
- 7.9.19 Also required is a purpose built composting facility (currently proposed at Whitesmith to the north-east of Lewes); and an energy-from-waste facility to treat residual waste (which has been proposed in Newhaven).
- 7.9.20 Without these facilities the Council (Cityclean) are of the opinion that the service will face significant logistical challenges, reduced efficiencies and non-compliance with legislation particularly in relation to the Landfill Allowance Trading Scheme (LATS).
- 7.9.21 Provided the above facilities are developed on schedule the City should have sufficient capacity to treat household waste arising up to and after 2012.

7.9.22 The proposed increases in housing will result in an increased capacity requirement in terms of staff and vehicles for recycling and refuse collection. The exact scale of the increase will depend on a wide range of factors. On average one suburban residential refuse round consists of 5000 households. However, much of the additional housing will be higher density and the impacts of this will depend on several factors including;

- the location of the housing
- the capacity for recycling and refuse storage at the developments (which will determine the frequency of collection)
- the types of facilities for refuse collection and recycling as the type of containment must be compatible with collection systems.

7.9.23 To deliver services effectively as the quantity of the housing stock increases there will be a need for increased resources to accommodate the growth. The service can only plan for these changes on a project-by-project basis in relation to the capacity and nature of recycling and refuse storage / collection infrastructure.

8 Summary

- 8.1.1 The two parts of this final Chapter summarise the conclusions and information in Chapters 6 and 7.

Existing Capacity

Education

- 8.1.2 In each case, the four types of educational facilities (nurseries, primary, secondary and further) have a surplus in capacity. There is a surplus of school places across the City. Despite this, some individual facilities are at or over capacity and 23 primary and secondary schools have no free places. Around 75% of the city is within the acceptable walking distances of 800m and 1500m for primary and secondary schools.

Health

- 8.1.3 Primary care in the city is operating with capacity limits. The number of GPs when compared to population levels is better than both the Department of Health minimum standards and the national average. About 85% of the city is within 800m of a GP surgery. The Primary Care Trust reports access to NHS registered dentists as good. The service provider reports no areas of urgent concern regarding the secondary health care network within the City and that it is operating within acceptable capacity limits.

Leisure and Open Space

- 8.1.4 The Brighton and Hove Local Plan makes the council's view on sports facilities and playing fields clear;

"There is a considerable shortage in terms of quantity and quality of sports facilities and playing fields in Brighton and Hove".

- 8.1.5 The estimates of open space and leisure provision made in this study concur with a perception that there is a shortage of play space in the city.

Emergency Services

- 8.1.6 *Police:* Resource allocation for Police services is based upon actual crime levels for previous years, this means about 470 officers are assigned to the City's police division. This figure does not take account of the fact that the Sussex force has a number of specialist units such as search and firearms units, which are available to the city's police according to specific requirements.
- 8.1.7 *Ambulance:* It has not been possible to draw any conclusions about the current capacity of ambulance facilities as the service provider provided no information.
- 8.1.8 *Fire:* East Sussex Fire and Rescue report that provision is adequate for current demands, both in terms of response to emergencies and in the services' preventative role. The latest 'Best Value' report suggests that there are no major issues with regard to fixed facilities. Any capacity concerns are likely to be dependent on staffing and equipment.

Social Services

- 8.1.9 Brighton and Hove City Social Services judge that the entire city is considered a potential stress area in terms of future needs with particular reference to residential and nursing home provision. It is the view of Brighton & Hove social services that there is little excess capacity and pressure on services is significant.

Community

- 8.1.10 *Community meeting space*: It has not been possible to draw together a comprehensive list of community centres and other meeting space and so it would be difficult to draw conclusions.
- 8.1.11 *Libraries*: Current library facilities are considered excellent using Department of Culture Media and Sport indicators. Geographically, coverage is also good with nearly the entire City within a mile to the nearest library. The re-development of Brighton Central Library in the most accessible part of the city has improved provision.

Transport

- 8.1.12 Brighton and Hove has a well-established but constrained road network. At certain times of the day and year the result is congestion and considerable pressure on car parking.
- 8.1.13 Walking is popular in the city with numbers increasing in recent years to the extent that the proportion of residents walking to work is well above regional and national averages. Cycle use for work, although slightly below the regional average has grown significantly in recent years.
- 8.1.14 Partnership working between the Bus Company and the Council has seen substantial investment in bus services. The combined effect has been to deliver consistent growth in passenger numbers of 5% per year since 1993. Nonetheless, there is still a high level of car usage for local trips. Opportunities for the further development of the bus network exist, such as on radial corridors, in estates and on orbital links. Coach travel is important to the city, both for inbound tourism and affordable medium and long-distance travel for residents. However, existing facilities need updating.
- 8.1.15 Rail is important to the City with the Brighton main line and west coastway at 70-90% of capacity. The east coastway is operating at only 30 to 70% of capacity.

Utilities

- 8.1.16 *Telecoms*: In BT's opinion there are currently no problems in any part of the city and adequate infrastructure capacity is available at present. The NTL digital cable network serves the majority of Brighton and Hove. NTL have reported some limited exceptions due to methods used during the original construction of their infrastructure.

- 8.1.17 *Electricity*: The National Grid has reported no current issues with provision and that the electricity service provider EDF is responsible for securing supply. EDF Energy is aware of a significant number of developments in the city. Their approach is to move loads around major substations with the aim of 'freeing up' spare capacity to meet new demand.
- 8.1.18 *Gas*: There are no significant issues with regard to gas supply.
- 8.1.19 *Water*: Southern Water assume that per capita water consumption will stabilise over the next few years and demand will not grow in line with households. They also have a number of schemes in their current 5-year plan for improvements in the area.
- 8.1.20 Utilities are often linked to national or international supply chains, which cannot be affected at the local level, although the introduction of a market for gas and electricity means supply can affect demand via pricing.

Future Requirements

- 8.2.1 This study considered two housing growth scenarios: one of 500 additional dwellings per year and the other of 600 additional dwellings per year. In the context of the South East Plan, the City Council has recently consulted on a proposal for 11,000 additional dwellings in the city between 2006 to 2026 (550 p.a).

Education

- 8.2.2 Although there is a city wide surplus of school places, some schools and some parts of the city were experiencing capacity issues in some sectors. Those schools at or over capacity tended to be in central Brighton and central Hove. Primary school provision tends to be provided on a more local level. There may be a requirement to provide additional places in those areas where the LEA know there to be issues with capacity. Some areas of the city are relatively far from a secondary school with spare capacity. Again a consideration of providing more places in those facilities under pressure may be needed.
- 8.2.3 It is likely that much of the new development in the city will be located in areas which already do not have access to local schools with surplus places. This is especially the case in central Hove.
- 8.2.4 The provision of further education is less dependent on local area provision than other aspects of education. It has therefore been assumed that the current excess capacity could be used before any additional places are provided. This would result in no spaces being required until 2025 for the lower end of the scenario and until 2021 at the higher end of the scenario.

Health

- 8.2.5 The number of GPs when compared to population is higher in Brighton and Hove than the national standard or average. Forecasts based on maintaining current levels suggest a requirement of between 14 and 17 additional General Practitioners. Each additional GP will require practice facilities.
- 8.2.6 Secondary care requirements will be dependent on many factors including specific local needs, national policy and technological advances. It is likely that there will be a move towards reducing the number of beds in traditional 'general' hospitals given national policy. Three polyclinics for the city are proposed, one in the east, one in the west and one in central Brighton as well as the existing Hove Polyclinic.

Emergency Services

- 8.2.7 *Police:* By 2008 every ward will have an identifiable police staff member dedicated to solving community problems in collaboration with local authorities and partners. The City is likely to attract funding to recruit around 80 full time equivalents by 2008.
- 8.2.8 The main threat facing Brighton & Hove's community safety arises out of illicit drug and alcohol abuse. These drive a high proportion of the acquisitive and violent crime in the City.
- 8.2.9 *Fire:* There is no foreseeable need for new or additional facilities, although relocation of existing resources may be required to better balance out locations in respect to distribution of risk (e.g. if all new growth was on one side of city).
- 8.2.10 *Ambulance:* There may be some need for new facilities or equipment given population growth. Without direct input from the service provider it is difficult to comment on specific needs.

Social Services

- 8.2.11 The service provider considers that new development will generate need for additional services and as the population of the city increases so will the need for social workers, care managers, occupational therapists and other related staff.

Community Services

- 8.2.12 Future development should take account of the needs for community centres and community meeting spaces around the city, especially in outlying areas. The library service is at acceptable levels of provision at present.

Leisure

- 8.2.13 The assessment of current leisure and sports facilities, playgrounds and open space suggested a deficit in amenities. It is anticipated that because of the difficulty in providing additional facilities, especially informal recreation space the forecasts should be used to estimate the resources needed to provide better quality or higher capacity facilities.

Transport

8.2.14 While the city benefits from an extensive passenger transport network, it is recognised that this is not sufficient in terms of offering attractive alternatives to encourage modal shift from the car and provide universal coverage of the city. In the long term repositioning services closer to where people live can bring about changes in accessibility. In the short-term many of the improvements to accessibility will be delivered through changes in the transport network.

8.2.15 Forecast population growth within Brighton and Hove, between 2003 to 2016 is twice as high as the South East region and will put further pressure on the highway infrastructure. It is essential that sustainable forms of transport, other than the private car are promoted by future developments within the Brighton and Hove area so as to not to further contribute to the congestion and delays already experienced on the highway network. To achieve this ambition, the council will need to adopt a “carrot and stick” approach consisting of:

- Investment in public transport;
- Restrictions on car use;
- Re-allocation of road space from car to sustainable modes;
- Awareness raising and travel behaviours change strategies.

Utilities

8.2.16 *Telecoms:* British Telecom does not believe there are any major constraints to providing telecommunication services to the planned growth in any part of Brighton and Hove. NTL foresee no problems in accommodating the suggested growth in housing.

8.2.17 *Electricity Supply:* EDF Energy has identified the need for two new major substations, one of which would be best located within one of the new central developments.

8.2.18 *Gas Supply:* Southern Gas Networks has completed some basic analysis of the effects of the development volumes on existing gas mains. Of the 9 principal developments over the next 10 years (to 2016) 8 should present no supply problem. The effects of the remaining growth spread throughout the wards could not be analysed to the same extent, as the detailed locations are not available.

8.2.19 *Water Supply/Disposal:* Southern Water supply water to Brighton and Hove and have an overall strategy for water supply for the future. Southern Water assume that the per capita water consumption will stabilise over the next few years and demand will not grow in line with households.

8.2.20 The existing Wastewater Treatment works (WTW) is inadequate and a new one is proposed. The new WTW will be sized to allow for all anticipated development until 2025. The scheme will include new sewers to transfer flows to the new WTW. Southern Water require more specific information on the proposed location and size of a development before being able to comment on local sewer capacity.

- 8.2.21 The Environment Agency has made comments about development within the Brighton and Hove area as the regulatory body on extraction and sewerage discharge. The only area of potential concern regards the Balsdean borehole to the east of the Brighton Chalk aquifer. The Agency also highlight the fact that abstraction in the Brighton Chalk aquifer is reasonably close to licensed limits and would encourage further study into how close peak deployable outputs are to daily abstraction limits and whether increased future demand may exceed licensed limits. The impact of additional housing and increased water demand in and around Brighton needs to be closely monitored in coming years to ensure the environment is not put under further pressure.
- 8.2.22 In response to the Environment Agency concerns, Southern Water replied that they have a 20-year strategy for water supply and distribute the abstraction evenly across the area where possible. They are aware that the Brighton Chalk is near its licensed limits and have carried out work in order that this will not be exceeded by the proposed future developments. Therefore, Southern Water does not foresee a problem with water supply in the long term.
- 8.2.23 *Waste Collection:* The City Council has signed up to a waste management contract in partnership with East Sussex County Council. The contract has to deliver key facilities in order to be able to deliver services in the future. A materials recovery facility and a waste transfer station are required as local landfill void is projected to run out by 2008. Also required is a purpose built composting facility and an energy-from-waste facility to treat residual waste. Provided the above facilities are developed on schedule the City should have sufficient capacity to treat household waste arising until 2012. The proposed increases in housing will result in an increased capacity requirement in terms of staff and vehicles for recycling and refuse collection.