





**Brighton & Hove  
City Council**

# Transport Committee

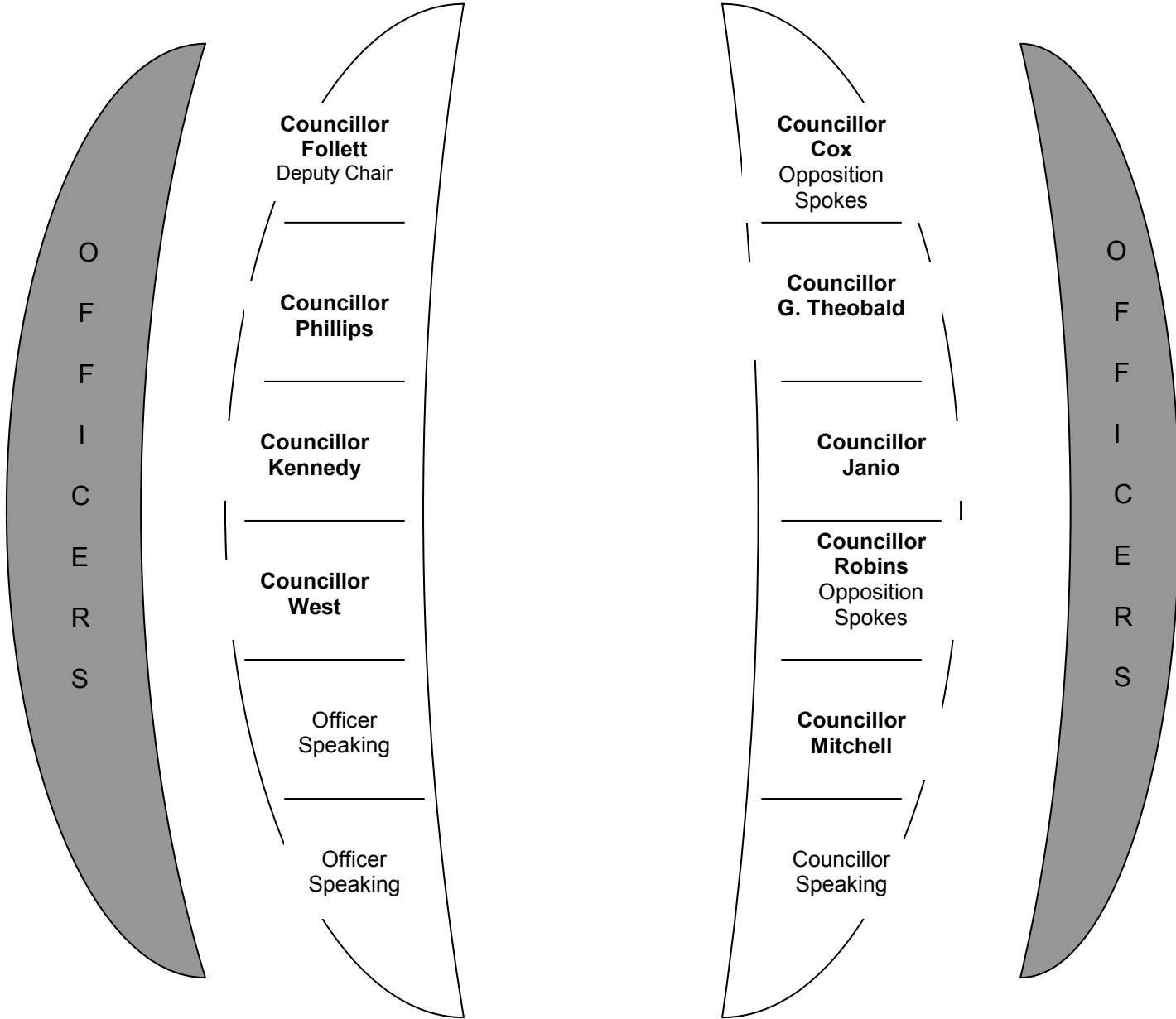
Title:	<b>Transport Committee</b>
Date:	<b>30 April 2013</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> Davey (Chair), Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Kennedy, Mitchell, Phillips, Robins, G Theobald and West
Contact:	<b>John Peel</b> Democratic Services Officer 01273 291058 <a href="mailto:john.peel@brighton-hove.gov.uk">john.peel@brighton-hove.gov.uk</a>

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# Democratic Services: Transport Committee

Legal Officer	<b>Councillor Davey</b> Chair	Strategic Director Place	Democratic Services Officer
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## AGENDA

### PART ONE

Page

#### 68. PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
  - (a) Disclosable pecuniary interests not registered on the register of interests;
  - (b) Any other interests required to be registered under the local code;
  - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

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

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

- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

*Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public.*

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

#### 69. MINUTES

1 - 8

To consider the minutes of the meeting held on 5 March 2013 (copy attached).

Contact Officer: John Peel

Tel: 29-1058



### 70. CHAIR'S COMMUNICATIONS

### 71. CALL OVER

- (a) Items (75– 85) will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

### 72. PUBLIC INVOLVEMENT

9 - 14

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

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or at the meeting itself.
  - (i) Stanford Avenue residents against Parking Permit scheme- Jane Baker
  - (ii) Objection to a taxi rank on Frederick Place- Philip Lobatto
  - (iii) Petition to turn Westbourne Street into a 'Play Street'- Ray Cunningham
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 23 April.
  - (i) Juliet Mitchell- Parking on The Drive, Hove
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 23 April.
  - (i) Adam Campbell- Loading restrictions on Western Road

### 73. ITEMS REFERRED FROM FULL COUNCIL

15 - 30

To consider the following matters referred from the Full Council meeting of 28 March 2013 (copies attached)

- (a) **Petitions:**
  - (iv) Elm Tree at Seven Dials- Millie Ferguson
- (c) **Deputations:**
  - (ii) Public health, road safety and nuisance caused by licensed taxis in Paston Place, Kempton- Stefanie Krachen-Lashbrook (referred from Licensing Committee)



**74. MEMBER INVOLVEMENT 31 - 32**

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions submitted to the full Council or at the meeting itself;
- (b) **Written Questions:** To consider any written questions;
- (c) **Letters:** To consider any letters;
  - (i) Taxi Rank on Paston Place- Councillor Mitchell
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.

**75. SEVEN DIALS ELM TREE – CONSIDERATION OF DESIGN ALTERNATIVES 33 - 62**

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

*Contact Officer: Robin Reed Tel: 29-3856*  
*Ward Affected: Regency*

**76. BETTER BUS AREAS 63 - 92**

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

*Contact Officer: Emma Sheridan Tel: 293862*  
*Ward Affected: Queen's Park; St Peter's & North Laine*

**77. BRIGHTON STATION GATEWAY 93 - 154**

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

*Contact Officer: Jim Mayor Tel: 29-4164*  
*Ward Affected: All Wards*

**78. TRAFFIC ORDER CONSULTATION - RESIDENT PARKING SCHEMES 155 - 200**

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



## TRANSPORT COMMITTEE

*Contact Officer:* Charles Field *Tel:* 29-3329  
*Ward Affected:* Hollingdean & Stanmer;  
Preston Park; St Peter's &  
North Laine

**79. LIVELY CITIES - REGENERATION IN THE LONDON ROAD AREA 201 - 214**

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

*Contact Officer:* Alan Buck *Tel:* 29-2287  
*Ward Affected:* St Peter's & North Laine

**80. WEST HOVE & SOUTH PORTSLADE RESIDENTS PARKING CONSULTATION 215 - 224**

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

*Contact Officer:* Owen McElroy *Tel:* 29-0368  
*Ward Affected:* South Portslade;  
Westbourne; Wish

**81. BLAKERS PARK ROAD SAFETY SCHEME - TRO FOR PARKING RESTRICTIONS 225 - 238**

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

*Contact Officer:* Jo Brooksbank *Tel:* 29-1819  
*Ward Affected:* Preston Park

**82. DYKE ROAD (SEVEN DIALS) - FORMAL TRAFFIC REGULATION ORDER CONSULTATION 239 - 246**

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

*Contact Officer:* Robin Reed *Tel:* 29-3856  
*Ward Affected:* Regency

**83. AMEX COMMUNITY STADIUM RESIDENTS PARKING PROPOSALS - CONSIDERATION OF OBJECTIONS AND REPRESENTATIONS TO TRAFFIC REGULATION ORDERS 247 - 264**

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



## TRANSPORT COMMITTEE

**Contact Officer:** Owen McElroy **Tel:** 29-0368  
**Ward Affected:** Hollingdean & Stanmer;  
 Moulsecoomb &  
 Bevendean

<b>84. FIVEWAYS SAFER ROUTES TO SCHOOL SCHEME OBJECTIONS</b>	<b>265 - 280</b>
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Report of the Executive Director Environment, Development & Housing  
(copy attached).

Contact Officer: Matthew Thompson Tel: 29-3705  
Ward Affected: Preston Park; Withdean

85. PRESTON PARK PARKING REVIEW - RESPONSE TO TRO	281 - 288
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Report of the Executive Director Environment, Development & Housing  
(copy attached).

Contact Officer: Jan Jonker Tel: 29-4722  
Ward Affected: Preston Park

## 86. ITEMS REFERRED FOR COUNCIL

To consider items to be submitted to the 9 May 2013 Council meeting for information.

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



## TRANSPORT COMMITTEE

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

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

Agendas and minutes are published on the council's website [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk). Agendas are available to view five working days prior to the meeting date.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

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

Date of Publication - Monday, 22 April 2013



**BRIGHTON & HOVE CITY COUNCIL**

**TRANSPORT COMMITTEE**

**4.00pm 5 MARCH 2013**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Davey (Chair) Councillor Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Kennedy, Mitchell, Phillips, Robins, G Theobald and West

**Other Members present:** Councillor Hawtree

**PART ONE**

**58. PROCEDURAL BUSINESS**

**58(a) Declerations of substitutes**

58.1 Councillor Morgan present as substitute for Councillor Mitchell

**58(b) Declarations of interest**

58.2 There were none.

**58(c) Exclusion of press and public**

58.3 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100(l) of the Act).

**59. MINUTES**

59.1 Councillor Kennedy asked for a correction to minute item 52.2 to replace the word "vouch" with "confirm there were many".

59.2 **RESOLVED-** That the minutes of the previous meeting held on 15 January 2013, as amended, be approved and signed as the correct record.

**60. CHAIR'S COMMUNICATIONS**



60.1 The Chair stated that he had no specific communications.

**61. CALL OVER**

61.1 **RESOLVED-** That all items on the agenda be reserved for discussion.

**62. PUBLIC INVOLVEMENT**

**(a) Petitions**

**(i) Brighton Station and Seven Dials proposals- Rob Heale**

62.1 The petitioner did not attend the meeting therefore, the response was provided in writing and is set out below.

“Public consultation on both the Seven Dials and Brighton Station schemes was undertaken in 2012, and the specific scheme elements mentioned in the petition were made publicly available as part of the plans.

The response to the Seven Dials proposals was overwhelmingly positive and the scheme was approved by the Council’s Transport Committee on 15<sup>th</sup> January 2013. Work was due to commence on-site on 4<sup>th</sup> March and will be ongoing for approximately 9 months.

In both cases, the scheme design has been undertaken by qualified professionals with all relevant design guidance and best practice adhered to. Both schemes will also be subject to a 3 stage independent Safety Audit process, as is the case with all significant transport schemes promoted by the Council”.

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

**63. ITEMS REFERRED FROM FULL COUNCIL**

**(a) Petitions**

**(i) Opportunity to improve residents’ car and cycle parking, Eaton Road, Hove- Councillor Sykes**

63.1 The petitioner did not attend the meeting therefore a response was provided in writing and is set out below. At the request of a member of the Committee, the response was also read out at the meeting.



“The council continue to support the installation of cycle parking facilities across the city as a lack of adequate, well placed cycle parking facilities is a known barrier for those wishing to cycle.

In order to provide facilities and respond to requests for our residents the council maintains a database of these requests which are investigated on a rolling basis. Where cycle parking is appropriate and funding is available we endeavour to install facilities on the footway.

In locations such as the city centre where there is limited pavement space to install cycle parking, carriageway cycle parking is considered. These on-carriageway facilities are known as Pedal Cycle Parking Places (PCPPs). Before they can be installed a full site investigation is carried out to ensure facilities are in the correct location, they do not obstruct the highway and to determine the effects on existing vehicle parking facilities. We have now received the request for cycle parking on Eaton Road opposite the Sussex Cricket Ground and will investigate this request within the financial year 2013/2014. It is not possible to have a shared taxi rank and resident permit bay facility so a decision about these bays would need to be made based on the need for resident or cycle parking, consultation with the Taxi Forum and any other objections which might be received”.

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

(ii) **Pelham Street Crossing- Rohan Lowe**

63.3 The Chair of the Committee provided the following response:

“Officers have been liaising with City College for over a year and have confirmed that driver behaviour is the main issue in this case.

I did personally meet with representatives from the college in 2011 when a petition was previously submitted and we did discuss the matter of the crossing. Road safety officers made suggestions about moving some of the parking to alternate sides of the road which they felt may help reduce traffic speeds. The college were going to get back to us on this but never did.

Pelham Street has been included on the list of pedestrian crossing requests to be assessed, subject to funding, in the financial year 2013/2014. Any improvements suggested will be in line with wider area development plans such as the City College planning application which has recently been discussed at the pre-application stage with Brighton & Hove Authority Planners. We carry out assessments on an annual basis so that we can respond in a relatively proactive way to crossing requests.

As you may be aware, 20mph speed limits are due to be implemented in this area soon and hopefully this will contribute towards pedestrian safety.

The results of the pedestrian crossing assessments and the priority locations identified to be installed are listed on the council’s website. This website also lists those pedestrian crossing improvements that have been installed as a direct result of this process”.

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

64. **MEMBER INVOLVEMENT**



64.1 No items were received.

## **65. VALLEY GARDENS**

- 65.1 The Committee considered a report of the Strategic Director, Place that set out the principles for the Valley Gardens Concept Scheme. The report was supplemented by a presentation at the Committee.
- 65.2 Councillor West asked if the design brief presented to the Committee was the same as the one it had received previously in July 2012. In addition, he asked the Senior Project Manager to acknowledge the issue of traffic neutrality and the presence of elm trees.
- 65.3 The Senior Project Manager clarified the brief was substantially the same as the one presented to Committee in July for all but a few words. He supplemented that the elm trees were a constraint on where roads could be routed and the retention of the gyratory system was considered but this was not deemed practical.
- 65.4 Councillor West asked if a traffic reduction was considered in order to eradicate the need to build across the park.
- 65.5 The Senior Project Manager replied that this had not been specifically tested, but that Traffic Modellers had advised that reducing highway infrastructure to a single lane in each direction would likely have significant impact on traffic flow within Valley Gardens and dispersal of traffic onto alternative roads in the city. The Senior Project Manager stated that if required, the number of traffic lanes in the proposal could be reduced ahead of any construction. However, to achieve this, wider strategies would need to be implemented to reduce levels of traffic in Valley Gardens. These strategies, which would likely need to overcome issues such as clustering of car parks in the city centre, were beyond the scope of the Valley Gardens project being presented.
- 65.6 Councillor Robins stated he had found difficulty in visualising how he would drive from Edward Street to New England Road under the new proposals.
- 65.7 The Senior Project Manager explained that the journey would be made in much the same way as today. The Senior Project Manager confirmed that private vehicles would be able to enter sections of bus lane for local access, but that measures would be implemented to prevent private vehicles driving along the whole length of the bus lanes.
- 65.8 Councillor Morgan noted that items 3.9 and 4.3 of the report highlighted that this was a long-term scheme and therefore needed cross-party support to deliver it effectively. Councillor Morgan stated the Labour & Co-Operative party's support for the current scheme proposals and for the long-term enhancement.
- 65.9 The Chair agreed noting the recent announcement that applications to the Cycle Ambition City grant would need to demonstrate cross-party support as a condition.
- 65.10 Councillor Janio praised officers for the work they had conducted thus far. He agreed that consensus on a masterplan was needed from all parties. Councillor Janio noted that recommendation 2.5 referred to the establishment of a management team. He asked for



clarification that this be formed by existing staff and budgets and not be a consultancy organisation.

65.11 The Head of Transport confirmed that this team would be formed by existing staff and there may be Member involvement.

65.12 Councillor Kennedy thanked Transport officers for work undertaken on the project. She agreed that cross-party support for a vision would be best for the project which, with its public realm and environmental improvements, had very exciting potential. The proposals would bring significant enhancement to an area that often gave the impression of neglect.

65.13 Councillor West stated that whilst he believed there were many good aspects to the proposed scheme which would deliver improvements, he had numerous concerns. Councillor West stated that he was uneasy about the impact of two lanes of traffic in the natural open spaces of Valley Gardens including a possible third stretch of road on Marlborough Place. Councillor West noted that he had checked the brief provided to Committee in July 2012 which he believed differed to the one presented to Committee at this meeting. Specifically, there was less traffic and more tranquillity and that the potential of the scheme had not been met with the current proposals. Councillor West added that whilst he appreciated that aspects of the scheme had been consulted on, he believed that the specific details of the scheme, particularly the new elements, should be consulted on again as the public must have ownership of the Valley gardens scheme. Councillor West stated that he believed the scheme could be improved adding that because of the constraints of a traffic neutral scheme and the narrowing of green spaces, the current design would create little more than a central reservation.

65.14 Councillor Janio asked the Senior Project Manager if the proposals would lead to a significant loss of green space as described by Councillor West.

65.15 The Senior Project Manager replied that it was important to differentiate between quality and volume of green space. In terms of quality, the current plans would enhance the ambience, connectivity, safety, ecology and character of the area. In terms of quantity, and excluding new swales and trees on hardscaped areas, a scheme that included the realignment of the road to the west of Victoria Gardens south would lead to a reduction of around 7% in green space. Leaving the road in its current alignment would result in a 1% increase in green space. The Senior Project Manager added that the stated figures did not include the flexibility within the scheme to amend the design details at future points.

65.16 Councillor West formally moved the following amendments to the recommendations as shown below:

The existing recommendations 2.1 and 2.2 to be replaced with:

*2.1 That Committee notes the Valley Gardens Concept Scheme proposals.*

*2.2 That Committee instructs officers to undertake a full public consultation on the Valley Gardens Concept Scheme proposals and to bring the results of the consultation back to a future Committee.*



Recommendation 2.5 to be amended to read:

*2.5 That Committee agrees that a management team should be established to oversee consistent development of the Concept Scheme, and to ensure synergy between the proposals and surrounding schemes and policies.*

65.17 The motion did not receive a formal seconder and therefore, was not put to the vote.

65.18 Councillor Cox stated that he support the proposals. The overall vision was to a high standard and realistic should funding be achieved. Councillor Cox stressed the importance of as much cross-party support as possible as it was a long-term project and likely to be delivered over more than one administration. Councillor Cox added that the current design problems at Valley Gardens demonstrated that lessons needed to be learned in consistent delivery of such schemes over a number of administrations. Councillor Cox supplemented that he hoped funding would be forthcoming and investigated as much as possible.

65.19 Councillor Theobald expressed his support for the Concept Scheme and his thanks to the Senior Project Manager and his team for their work on the project thus far and how the design had appreciated or included a broad spectrum of opinion. Councillor Theobald believed that the Valley Gardens area was currently underused, in a very poor condition and lacking in smooth transition for pedestrians and cyclists.

65.20 Councillor Robins stated that the Concept Scheme was very good and essential in an area at the heart of the city.

65.21 The Chair thanked Members for their positive comments and the discussion. He added that whilst he appreciated the concerns raised, public engagement was ongoing which would help refine the scheme to resident's priorities and preferences.

**65.22 RESOLVED-**

1. That Committee agrees that the principles established by the Valley Gardens Concept Scheme as outlined in this report should guide future improvements in and around Valley Gardens.
2. That Committee agrees that further work should be undertaken, incorporating full public consultation, to develop the public realm aspects of the Concept Scheme, specifically the public parkland spaces and hard landscaped civic spaces.
3. That Committee agrees that continued financial allocations to the Valley Gardens project should be made within the council's Local Transport Plan capital programme to enable the continued development of the project, and that £100,000 should be allocated for this purpose in 2013/14.
4. That Committee agrees that early consideration should be given to the preparation of bids for external funding that would assist in developing and implementing elements of the Valley Gardens proposals.



5. That Committee agrees that a management team should be established to oversee consistent delivery of the Concept Scheme, and to ensure synergy between the proposals and surrounding schemes and policies.

**66. AWARD OF ON-STREET PARKING MANAGEMENT CONTRACT**

- 66.1 The Committee considered a report of the Strategic Director, Place that requested approval for the award of the on-street Parking Management Contract to the preferred bidder for a three year duration with the option to extend for a two years plus a further option to extend for an additional two years.
- 66.2 Councillor Janio asked if the three tenderers had applied to the same criteria, in particular with regard to the movement of staff.
- 66.3 The Head of Transport Operations confirmed that this had been the case.
- 66.4 Councillor Morgan noted his concern that the Committee were considering financial, contractual information and that it perhaps should have done so in private session. Councillor Morgan noted that there was only one tenderer which he believed demonstrated that outsourcing of contracts was not as effective as often claimed. Councillor Morgan stated that he could not support the recommendations on this basis.
- 66.5 The Acting Assistant Head of Law clarified that there was no information contained within the report to merit consideration being held in confidential session. She added that there was a conscious effort on behalf of the authority to restrict reports where absolutely necessary.
- 66.6 **RESOLVED-** That Transport Committee authorises the Strategic Director Place to approve the award of the on-street Parking Management Contract to the preferred bidder for a three year duration with option to extend for two years plus a further option to extend for a further two years, in line with the recommendations of the Tender Evaluation Report produced by the evaluation team.

**67. ITEMS REFERRED FOR COUNCIL**

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

The meeting concluded at 5.15pm

Signed

Chair



Dated this

day of



**Subject: Petitions****Date of Meeting: 30 April 2013****Report of: Monitoring Officer****Contact Officer: Name: John Peel Tel: 29-1058****E-mail: john.peel@brighton-hove.gov.uk****Wards Affected: Various****FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

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

**2. RECOMMENDATIONS:**

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

**3. PETITIONS****3. (i) Stanford Avenue residents against parking permit scheme- Jane Baker**

To receive the following E-Petition signed by 24 people:

*"We the undersigned petition the council to register our objection as residents of Stanford Avenue to the proposed extension and ask Brighton & Hove City Council to remove Stanford Avenue from the Area J Residents Parking Scheme".*

**(ii) Objection to a taxi rank on Fredrick Place, Brighton- Phillip Lobatto**

To receive the following E-Petition and paper petition signed by 1006 people:



“We the undersigned petition the council to reject this version of the project to install a taxi rank on Frederick Place, bringing increased traffic congestion plus air and noise pollution to the North Laine and its consequent detrimental impact on the lives of residents, traders and visitors. As a scheme, it has no positive planning merit. As Frederick Place can only contain a small percentage of available taxis, and with no taxi supply line designated outside the North Laine, residential roads, already full of parked vehicles, will undoubtedly be used by queuing taxis creating further danger to pedestrians, children, cyclists and other drivers. The North Laine should remain a conservation area, not become a disaster area”.

**(iii) Petition to make Westbourne Street a ‘Play Street’- Ray Cunningham**

To receive the follow paper petition signed by 148 people:

*“We the undersigned petition the council to make the southern hald of Westbourne Street a ‘Play Street’ meaning vehicle access to the street would be restricted to residents, their visitors and deliveries only and that traffic speed in the street would be reduced to a maximum of 10mph”*



<b>TRANSPORT COMMITTEE</b>	<b>Agenda Item 72 (b)</b>
30 April 2013	Brighton & Hove City Council

## **WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC**

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

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

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

### **(a) Juliet Mitchell**

"Would the Council give consideration to increasing the "Permit Holders Only" parking spaces in The Drive by replacing a portion of the centre road "Pay and Display" spaces as is the case in Grand Avenue?

The Drive has lost approximately 12 Permit spaces due to Black Bins and increased double yellow lines at entrance/exits opening and now plans for more recycle bins will mean further loss of spaces

Residents in The Drive are continually having problems finding a parking space during the day as a result of a glut of non permit holders parking for shopping and visiting solicitors/medical businesses."







**DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

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

One Deputation received:

**(i) Deputation:**

The effect of the loading restrictions on businesses on the north side of Western Rd and the lack of response from the transport chair despite repeated emails

**(Spokesperson) – Mr Adam Campbell- Chair Western Road Traders Association**







<b>Subject:</b>	<b>Items referred from 28 March 2013 Full Council meeting- Petitions</b>		
<b>15 January</b>	<b>30 April 2013</b>		
<b>Report of:</b>	<b>Monitoring Officer</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>John Peel</b>	<b>Tel:</b> 29-1058
	<b>E-mail:</b>	<b>john.peel@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>Various</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive any petitions referred from the Full Council meeting of 28 March 2013.

#### 2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

#### 3. PETITIONS

##### 3. (i) Elm Tree at Seven Dials- Millie Ferguson

To receive the following petition referred from the meeting of Full Council on 28 March 2013 and signed by 4318 people:

*"We, the undersigned, strongly object to the feeling of the Elm Tree at Seven Dials".*







**Subject:** Elm Tree at Seven Dials - Extract from the Proceedings of the Council Meeting held on the 28 March 2013

**Date of Meeting:** 30 April 2013

**Report of:** Monitoring Officer

**Contact Officer:** Name: Mark Wall Tel: 29-1006  
E-mail: mark.wall@brighton-hove.gov.uk

**Wards Affected:** All

**FOR GENERAL RELEASE*****Action Required of the Transport Committee:***

To receive the item referred from the Council for consideration:

**Recommendation:**

- (1) That the petition be referred to the Transport Committee for consideration; and
- (2) That officers be requested to prepare a report for the 30<sup>th</sup> April Transport Committee, detailing alternative options for Vernon Terrace and Seven Dials that could retain the tree.

**COUNCIL****4.30 pm 28 March 2013****COUNCIL CHAMBER, HOVE TOWN HALL****DRAFT MINUTES**

**Present:** Councillors Randall (Chair), Meadows (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cobb, Cox, Deane, Duncan, Farrow, Fitch, Gilbey, Hamilton, Hawtree, Hyde, Janio, Jarrett, Jones, Kennedy, A Kitcat, J Kitcat, Lepper, Littman, Mac Cafferty, Marsh, Mears, Mitchell, Morgan, A Norman, K Norman, Peltzer Dunn, Phillips, Pidgeon, Pissaridou, Powell, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls, Wells, West and Wilson.



**PART ONE****101. (a) ELM TREE AT SEVEN DIALS**

- 101.1 The Mayor stated that the council's petition scheme provided that where a petition secured 1,250 or more signatures it could be debated at a Council meeting. He had been notified of one such petition which had sufficient signatures to warrant a debate and therefore would call on the lead petitioner to present their petition before opening the matter up for debate.
- 101.2 The Mayor also noted that there was an amendment from the Green Group to the recommendation contained in the covering report on the petition, which Councillor Jason Kitcat would move during his response to the petition.
- 101.3 The Mayor then called on Ms. Ferguson to present the petition concerning the Elm Tree at Seven Dials.
- 101.4 Ms. Ferguson thanked the Mayor and stated that the petition sought to secure the future of the Elm Tree at Seven Dials and called on the Council to review the options in relation to the proposed scheme at Seven Dials so that the tree could remain rather than being destroyed. The petition had been signed by 4,318 people and it was only because of the vigorous campaign to save the tree that it has not been felled on the 7<sup>th</sup> March. She hoped that the council would reconsider and listen to the views of the local residents and find a way to save the tree. The petition stated, "There is an ancient tree at 7 Dials at the corner of Vernon Terrace. There is a plan to cut the tree. Why? The planners say that they want to replace the traffic lights in Vernon Terrace by a zebra crossing. If that happens then according to them, the elm tree which has been there for more than 100 years may obstruct visibility when people are waiting at the kerb for traffic to stop. The planners have decided to chop down the tree to open visibility. This action was not part of the consultation process for 7 Dials and therefore was not considered by residents who in any case find both zebra crossings and the removal of the tree unacceptable. It is better for the survival of this tree (and many users of the crossing at Vernon Terrace) to keep the traffic lights in Vernon terrace and scrap the zebra crossing."
- 101.5 Councillor J. Kitcat thanked Ms. Ferguson for presenting the petition and stated that he was pleased to report that the tree was in good health having recently been checked for any sign of disease. He hoped that a positive way forward could be found and moved an amendment to the report to add a further recommendation requesting officers to bring a report to the transport Committee on the 30<sup>th</sup> April outlining options for the proposed traffic calming scheme and the possible retention of the tree. He also noted that the Seven Dials area was the second most dangerous junction in the city and hence the consultation process on the scheme and the previous report to the committee in January.
- 101.6 Councillor Buckley formally seconded the amendment and stated that she was pleased to do so and hoped that a way to retain the tree within the scheme could be found. She noted that two other elm trees had been previously lost and therefore felt that there was a need to look at saving the current one. She also noted that the last report to the Transport Committee in January had been approved unanimously and



had included the felling of the tree; however she noted the public concern and hoped that a revised scheme could be identified.

- 101.7 Councillor Mitchell stated that she wished to pay tribute to the campaign to save the tree and she fully supported the amendment moved by Councillor Kitcat. There was a need for road improvements in the area but she hoped that changes could be made to save the tree within the scheme. She also noted that the previous report had made it clear that the tree had been designated to be felled and felt that officers had been unfairly treated. However she was now hopeful that a way forward could be found.
- 101.8 Councillor Cox stated that he also wished to pay tribute to the campaign and welcomed the comments of the Leader of the Council. The report had been clear on the proposed loss of the tree as part of the improvement scheme and there had been representations from the Federation for the Disabled on the dangers of the tree, and the need for it to be felled had been made clear at the public meeting on the scheme. He supported the proposed amendment and hoped that an alternative solution could be found.
- 101.9 Councillor Phillips stated that as a member of the Transport Committee she had received representations on aspects of the proposed scheme but not about the felling of the tree. However, she recognised that there was a large amount of support for the tree and that this should be taken into account and welcomed the opportunity to give the matter further consideration.
- 101.10 Councillor Mitchell noted that the consultation process reported to the Transport Committee in January had not been approved by the committee in the first instance.
- 101.11 Councillor Hawtree stated that he had recently spent some time at the request of the Federation for the Disabled going around the Seven Dials area blindfolded and with a guide dog, for which he had tremendous regard. It had been an illuminating experience and one which highlighted the dangers faced by disabled people in the area, albeit that he passed the tree unscathed.
- 101.12 Councillor C. Theobald stated that the elm tree had been saved in past from proposals to fell it and she believed that it should remain in situ. She noted that the improvement scheme did include additional planting of trees but did not think that it should be as a replacement to the felling of the elm tree.
- 101.13 Councillor Peltzer Dunn noted the concerns raised by the Federation for Disabled in regard to the dangers in and around the Seven Dials area and felt that these and the concerns over the tree should have been accounted for before the improvement scheme was agreed. He also noted that the city held the national elm collection and stated that this needed to be protected and therefore an alternative scheme should be considered.
- 101.14 Councillor Mears stated that it appeared from the level of support for the tree that the consultation process had not made it clear that the tree would be lost and welcomed the opportunity for further consideration by the committee in April.



101.15 The Mayor noted that Councillor Kitcat was happy to move to the vote and that an amendment had been moved. He therefore put the recommendations as amended to the vote which was carried.

101.16 **RESOLVED:**

- (1) That the petition be referred to the Transport Committee for consideration; and
- (2) That officers be requested to prepare a report for the 30<sup>th</sup> April Transport Committee, detailing alternative options for Vernon Terrace and Seven Dials that could retain the tree.



**DEPUTATION REFERRED FROM LICENSING COMMITTEE**

One Deputation received:

**Deputation to the Licensing Committee on 14 March 2013**

**By residents of Paston Place and members of the Responsible Licensing Initiative**

**Subject: Public Health, road safety & nuisance caused by Licensed taxis in Paston Place, Kemptown**

**Problem:** Paston Place has two taxi ranks, in addition to other traffic, and is inundated by over-ranking taxis.

- 1. Health:** This makes it a pollution hotspot where all Defra assessment factors are present and hence legal limits are very probably exceeded- unfortunately measuring has been refused. The city's Senior Technical Engineer states in the 2011 AQAP that air pollution is the biggest factor affecting our health. The city's latest health survey shows a difference in life expectancy between the city centre and the outside, e.g. along the no. 7 bus route life expectancy decreases by as much as 10 years. There is a clear and compelling link and we are very worried about our health and that of our children.
- 2. Road safety:** In addition the over-ranking taxis create road safety hazards for local residents and the wider public as the taxis do not adhere to any road traffic regulations but rather operate as if Paston Place were the Wild West.
- 3. Nuisance:** Drivers do not conduct themselves according to their code of conduct, instead they are abusive, anti-social and threatening to residents.
- 4. Noise pollution:** Taxis, especially London cabs and wheelchair accessible vans, make constant noise whilst engine is running during waiting on rank and over-ranking directly outside residential dwellings.

**Request:**

- 1. Relating to rank location:**

**Move rank 2 away from residential dwellings into a safe distance (back to original place or hospital) and**

**Reconsider location of rank 1 on a hill climb due to its detrimental effect on emissions (downhill better)**

- 2. Relating to taxi management:**

**Effective enforcement of the bye laws and elimination of the over-ranking problem and its consequences for road safety, health & the right to enjoyment of our properties**

**Capping taxi licences and operating a licensing strategy that is responsible to the residents, the taxi trade and the wider public. Capping would protect local residents' health and road safety, give drivers a realistic chance of making a living and protect other drivers and pedestrians using Paston Place.**

- 3. Relating to air quality:**



**Introduce a no idling policy as a major measure to improve the air in Paston Place and across town for the wider public by utilizing the legislative measures available to AQMA's and widely used in UK. Paston Place are happy to act as a pilot for this new policy.**

**Introduce RET to monitor taxi fleet, who are a big polluter, again by utilizing this extra legislative measure available to AQMA's. Paston Place is happy to also act as a pilot for this new policy.**

**Introduce instant fines for double yellow lines used by taxis in Paston Place**

**We are aware of budget constraints and have proposed mostly self-financing solutions based on research into other councils' approaches and are happy to facilitate further research, surveys or other help in order to make this affordable and cost-effective. We are also happy to collect data such as logs and photographic evidence so bye law contraventions can be followed up and prosecuted cost-effectively.**

### **Problems: road safety, air & noise pollution and nuisance**

Paston Place has to accommodate different types of traffic: it is used as a „car park“ for hospital patients, visitors and staff; three bus routes; visitors to church, church community centre and nursery, nursing home; a over-proportionate number of disabled car parking spaces (7) – there are 30 around hospital and area-, visitors to Sam's restaurant and in the evening to the Cabaret. This in addition to residential parking. Paston Place, btw. Eastern Rd and St. George's, is a narrow and short street. This already makes it a busy street.

In addition it has two taxi ranks. Rank 1 has 6 spaces, rank 2 has 2 spaces. Linking them is a little lane, the entrance of which is also filled up. So that both ranks have 9 taxis. Although Marine Parade has a taxi rank only two minutes away, it is always empty. Paston Place has taxis over-ranking, often the entire street between Eastern Rd and St George's St can become one big rank. Often in addition to 9 taxis on the ranks, up to a further 8 taxis are over-ranking on double yellow lines, disabled spaces, car pool spaces, car park spaces, in the middle of Paston Place or obstructing the adjacent street exits from Sudeley St, Sudeley Terrace and Church Street – usually with their motors running. Sometimes it is like a beehive, sometimes very long waiting times.

**Road safety concerns:** They obstruct other traffic, such as cars, disabled people, buses. Delivery vans for local residents cannot use dbl yellow lines. Rubbish cannot be collected as they do not make way for the vehicle (residents' complaints lodged with council). They do not have any consideration for any other traffic. They have established an unofficial 'over-ranking order' snaking uphill until they reach the official rank. They often reverse backwards in the one way street seriously endangering oncoming traffic. They are a danger for the road safety of the wider public and the local residents. A residents' little girl (no 6) was almost knocked over by a over-ranking taxi in front of her house. Taxis 'own' our street.

**Nuisance:** Disabled residents cannot have deliveries as all spaces and yellow lines are taken. Visitors and residents cannot park when taxis occupy normal parking spaces/disabled bay. Residents requesting the taxi drivers to switch off their motors are verbally abused. One taxi parked unlawfully on the disabled space outside no.13, calling me a 'bitch' in the presence of my daughter when I politely requested him to switch off his engine. Another resident has his visitors casually insulted by over-ranking drivers chatting in front of his house about them (no 6). Recently we were threatened that all Brighton taxis would come to Paston Place unless we drop the matter. A threat previously used on another resident (no 11). Over the years numerous complaints relating to drivers' rude, anti-social and threatening conduct have been placed by various residents and relating to various matters. Some drivers behave like the mafia.

**Noise pollution:** Hackney Carriage „London cabs“ and the now increasing number of wheelchair accessible big vans create a lot of noise pollution, vibration and further increased air pollution. The taxis also constantly honk to indicate other drivers to move up or other cars need to honk to make the obstructing taxis move.



**Air pollution & Health concerns:** Eastern St emissions are measured and exceed legal limits. Exceeding emissions there are mostly caused by mass & tally. The measurement is taken opposite the Barry building, adjacent to taxi rank 1. Taxi emissions would significantly contribute to the ambient pollution levels taken there. Most pollution in Brighton is not caused by mass & tally, but by other factors (Defra assessment factors). Paston Place has all these detrimental factors present and will therefore also exceed legal limits.

The taxis either **idle with running motors or stop/start**, both on the rank and whilst over-ranking – throughout the day, evening and night. They constantly move small distances uphill from space to space. This is the pattern of **ultra urban traffic**, producing very high emissions. Especially as the London cabs and the wheelchair accessible vans are very high emission due to their **weight**. At ultra urban traffic eco features, if existing, are not effective. Paston Place is a **narrow street** with less than 15m (8,60 kerb to kerb), has a **gradient**, so every taxi movement uphill requires extra propulsion which results in highest emissions. The taxis come from around corners, which results in higher emissions from **acceleration**. The council has no data on the eco-fitting or engine types of their fleet. Although vehicles are commercial and **high-mileage**, no commercial nuisance legislation seems to be applied to the pollution they cause and emission testing is limited to MOT. Taxi rank 2 is at a **distance of less than 5m** (3,60m) immediately outside **residential dwellings with basement flats** (no 9 and 10), who are being 'gassed', as there is no room for dispersion, especially in cold winter weather. Sometimes the rank is extended to no. 13 and taxis occupy both normal spaces and the disabled space behind the rank. This creates a funnel effect and causes the highest health impact on those residents. The same is constantly the case outside no 5 and 6, no 17 and the nursing home. Our health is constantly exposed to the highest emissions of sometimes 17 taxis' simultaneous running motors. In 2011 a log was handed in with a resident (no 6) counting 300 over-ranking taxis outside her house in one day. In February I handed in a log to the HCO with 69 ultra urban movements of over-ranking taxis within 3 h and waiting times of average 18 min. over-ranking and altogether almost an hour to get a fare per taxi – mostly with simultaneous running motors of the 15 plus taxis. Further logs and photos/videos in evidence of all of the above are available on request and a facebook page and youtube channel are under construction.

#### **Enforcement:**

When alerting the council to the problem, the Environmental Dept. ignored the aggravating factors and responded with a generic statement, rather than applying the Defra factors and assessing the problem. When we requested pollution monitoring in order to assess the extent of the problem, we were refused. No serious efforts have been made by HCO to enforce the problem, although over-ranking is against the bye laws and a criminal offence. NSL shy away from even enforcing enforcable offences (e.g. parking on disabled space) for fear of abuse from the taxi drivers. Since requesting proper enforcement, it has been noticed that officers target the street only when it is empty, but avoid the street when the problem is present and actively walk away when taxis start over-ranking. We fear misrepresenting data is being compiled to cover their inaction.

Cllr Mitchell has looked at the taxi problem in situ and has witnessed it at first hand.

#### **Possible Solutions and some that other councils have applied:**

1. **Utilize current legislation:** current legislation allows for max 500GBP fine for issues relating to drivers' conduct and bye law contravention is a serious conduct issue/criminal (self-financing enforcement)
2. Introduce a update for fining bye law contravention, i.e. update original fine of 1GBP in 1875 to equivalent amount today, e.g. 500GBP? (see Galway introduced an entire taxi bill to tackle problem)
3. Establish a **points system** until licence is withdrawn ( points for running motor, offensive conduct, obstruction etc. [see www.portsmouth.gov.uk/media/LIC\\_Conditions\\_of\\_Licence\\_and\\_Enforcement.pdf](http://www.portsmouth.gov.uk/media/LIC_Conditions_of_Licence_and_Enforcement.pdf) This needs to be adapted to the needs of Brighton and focus on over-ranking, conduct, road safety, idling motors, double yellow lines, eco measures such as optimum air in tyre etc. HCO would be able to utilize residents' complaints and photographic evidence— **this seems most promising and cost-effective**



4. If Taxi fleet keeps contravening bye laws and is not co-operating, then **Increase licence fee** to fund necessary enforcement (self-financing)
5. **Utilize AQAM legislation provision:** introduce **fixed fine for idling motors and RET** (self-financing); change TMR/TRO and make **double yellow lines in street an instant fine** (self-financing enforcement) then install **quick escalation scheme** to prosecution at court (1 warning, then final warning with hearing: if no aggravating factors then caution, if aggravating factors such as obstructing traffic, running motor, last warning in less than 6 months, no promise that bye laws will be followed, then **prosecution** of bye law contravention. **Three pronged enforcement** (police, parking, taxi office) over **extended periods of time** until resistance broken. (see [www.plymouth.gov.uk/failing\\_to\\_proceed\\_guidance\\_note.pdf](http://www.plymouth.gov.uk/failing_to_proceed_guidance_note.pdf)). Taxi office happy to inform about approach but requires really pro-active and astute enforcement staff )

If the council cannot protect the local residents and the wider public and effectively enforce, then the rank needs to be removed, especially considering that a rank should never be in a hill climb position due to its higher emissions and detrimental AQ and health effects.



**BRIGHTON & HOVE CITY COUNCIL**  
**LICENSING COMMITTEE (NON LICENSING ACT 2003 FUNCTIONS)**

**3.00PM 14 MARCH 2013**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillors Duncan (Chair), Deane (Deputy Chair), Cobb (Opposition Spokesperson), Lepper (Opposition Spokesperson), Gilbey, Hamilton, Hawtree, Hyde, Jones, Marsh, Pidgeon, Rufus, Simson, C Theobald and Wakefield

**Apologies:** Councillor: Buckley

**PART ONE**

**24c Deputations**

24.3 The Committee received a Deputation from Mrs Krachen-Lashbrook in the following terms:

Subject : Public Health, road safety & nuisance caused by Licensed taxis in Paston Place, Kemptown

Problem: Paston Place has two taxi ranks, in addition to other traffic, and is inundated by over-ranking taxis.

Public Health: This makes it a pollution hotspot where all Defra assessment factors are present and hence legal limits are very probably exceeded- unfortunately measuring has been refused. The city's Senior Technical Engineer states in the 2011 AQAP that air pollution is the biggest factor affecting our health. The city's latest health survey shows a difference in life expectancy between the city centre and the outside, e.g. along the no. 7 bus route life expectancy decreases by as much as 10 years. There is a clear and compelling link and we are very worried about our health and that of our children.

Road safety: In addition the over-ranking taxis create road safety hazards for local residents and the wider public as the taxis do not adhere to any road traffic regulations but rather operate as if Paston Place were the Wild West.

Nuisance: Drivers do not conduct themselves according to their code of conduct, instead they are abusive, anti-social and threatening to residents. Noise pollution: Taxis, especially London cabs and wheelchair accessible vans, make constant noise whilst engine is running during waiting on rank and over-ranking directly outside residential dwellings.



**By residents of Paston Place and members of the Responsible Licensing Initiative****Request :****Relating to Rank Location:**

Move rank 2 away from residential dwellings into a safe distance (back to original place or hospital) and Reconsider location of rank 1 on a hill climb due to its detrimental effect on emissions (downhill better)

**Relating to Taxi Management :**

Effective enforcement of the bye laws and elimination of the over-ranking problem and its consequences for road safety, health & the right to enjoyment of our properties

Capping taxi licences and operating a licensing strategy that is responsible to the residents, the taxi trade and the wider public. Capping would protect local residents' health and road safety, give drivers a realistic chance of making a living and protect other drivers and pedestrians using Paston Place.

**Relating to Air Quality:****Introduce a no Idling Policy:**

as a major measure to improve the air in Paston Place and across town for the wider public by utilizing the legislative measures available to AQMA's and widely used in UK. Paston Place are happy to act as a pilot for this new policy.

Introduce RET to monitor taxi fleet, who are a big polluter, again by utilizing this extra legislative measure available to AQMA's. Paston Place is happy to also act as a pilot for this new policy. Introduce instant fines for double yellow lines used by taxis in Paston Place

We are aware of budget constraints and have proposed mostly self-financing solutions based on research into other councils' approaches and are happy to facilitate further research, surveys or other help in order to make this affordable and cost-effective. We are also happy to collect data such as logs and photographic evidence so bye law contraventions can be followed up and prosecuted cost-effectively.

**Problems: Road Safety, Air & Noise Pollution and Nuisance:**

Paston Place has to accommodate different types of traffic: it is used as a „car park“ for hospital patients, visitors and staff; three bus routes; visitors to church, church community centre and nursery, nursing home; a over-proportionate number of disabled car parking spaces (7) – there are 30 around hospital and area- visitors to Sam's restaurant and in the evening to the Cabaret. This in addition to residential parking. Paston Place, btw. Eastern Rd and St. George's, is a narrow and short street. This already makes it a busy street. In addition it has two taxi ranks. Rank 1 has 6 spaces, rank 2 has 2 spaces. Linking them is a little lane, the entrance of which is also filled up. So that both ranks have 9 taxis. Although Marine Parade has a taxi rank only two minutes away, it is always empty. Paston Place has taxis over-ranking, often the entire street between Eastern Rd and St George's St can



become one big rank. Often in addition to 9 taxis on the ranks, up to a further 8 taxis are over-ranking on double yellow lines, disabled spaces, car pool spaces, car park spaces, in the middle of Paston Place or obstructing the adjacent street exits from Sudeley St, Sudeley Terrace and Church Street – usually with their motors running. Sometimes it is like a beehive, sometimes very long waiting times.

### **Road Safety Concerns:**

They obstruct other traffic, such as cars, disabled people, buses. Delivery vans for local residents cannot use dbl yellow lines. Rubbish cannot be collected as they do not make way for the vehicle (residents' complaints lodged with council). They do not have any consideration for any other traffic. They have established an unofficial 'over-ranking order' snaking uphill until they reach the official rank. They often reverse backwards in the one way street seriously endangering oncoming traffic. They are a danger for the road safety of the wider public and the local residents. A residents' little girl (no 6) was almost knocked over by a over-ranking taxi in front of her house. Taxis 'own' our street.

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### **Possible Solutions and Some That Other Councils Have Applied:**

Utilize current legislation allows for max 500GBP fine for issues relating to drivers' conduct and bye law contravention is a serious conduct issue/criminal (self-financing enforcement)

Introduce a update for fining bye law contravention, i.e. update original fine of 1GBP in 1875 to equivalent amount today, e.g. 500GBP? (see Galway introduced an entire taxi bill to tackle problem) Establish a points system until licence is withdrawn ( points for running motor, offensive conduct, obstruction etc. see [www.portsmouth.gov.uk/media/LIC\\_Conditions\\_of\\_Licence\\_and\\_Enforcement.pdf](http://www.portsmouth.gov.uk/media/LIC_Conditions_of_Licence_and_Enforcement.pdf) This needs to be adapted to the needs of Brighton and focus on over-ranking, conduct, road safety, idling motors, double yellow lines, eco measures such as optimum air in tyre etc. HCO would be able to utilize residents' complaints and photographic evidence– this seems most promising and cost-effectively Taxi fleet keeps contravening bye laws and is not co-operating, then Increase licence fee to fund necessary enforcement (self-financing) Utilize



AQAM legislation provision: introduce fixed fine for idling motors and RET (self-financing); change TMR/TRO and make double yellow lines in street an instant fine (self-financing enforcement) then install quick escalation scheme to prosecution at court (1 warning, then final warning with hearing: if no aggravating factors then caution, if aggravating factors such as obstructing traffic, running motor, last warning in less than 6 months, no promise that bye laws will be followed, then prosecution of bye law contravention. Three pronged enforcement (police, parking, taxi office) over extended periods of time until resistance broken.

(see [www.plymouth.gov.uk/failing\\_to\\_proceed\\_guidance\\_note.pdf](http://www.plymouth.gov.uk/failing_to_proceed_guidance_note.pdf)). Taxi office happy to inform about approach but requires really pro-active and astute enforcement staff )

If the council cannot protect the local residents and the wider public and effectively enforce, then the rank needs to be removed, especially considering that a rank should never be in a hill climb position due to its higher emissions and detrimental AQ and health effects.“

- 24.4 Ms Krachen-Lashbrook spoke to her petition and drew out the main points from it stating that in her view and that of her fellow deputees the current position was that residents were suffering at the hands of members of the licensed taxi trade and this was totally unacceptable, action needed to be taken to remedy the situation immediately as the current abuses had gone on for far too long.
- 24.5 Councillor Duncan, the Chair stated that as the matters raised related primarily to matters which fell within the remit of another Committee he did not consider that it would be appropriate for his Committee to consider the Deputation further. Following discussion it was considered that it would be appropriate to refer the Deputation on to the next meeting of the Transport Committee as it was that Committee which had authority over proposed traffic orders whilst this Committee did not. Any report dealing with rank appointment would require traffic orders to be made and should therefore in his view go forward for consideration by that Committee. The Chair stated that in his view before any determination of the matter, a full equality impact assessment and consultation with stakeholders would be essential.
- 24.6 It was confirmed by the Head of Regulatory Services, Planning and Public Protection that as the Licensing Committee was responsible for discharging the Council's functions for licensing and registration functions, that did include taxi driver behaviour. Councillor Lepper stated that the behaviour referred to was inappropriate and considered that the matter needed to be investigated further and that it would be appropriate for a report detailing the outcome of those investigations to come back to the next scheduled meeting of the Committee on 27 June. In the meantime she considered it would be appropriate for the taxi drivers' trade association to be made aware of this issue. Other Members of the Committee were in agreement.
- 24.7 It was explained that details of the Deputation would be provided to the Clerk to the Transport Committee who would then contact Ms Krachen-Lashbrook separately in relation to consideration of this matter at that Committee.
- 24.8 **RESOLVED** – That the Deputation be noted and referred forward to the next available meeting of the Transport Committee. A separate report relating to taxi driver behaviour in relation to the rank referred to to be brought back to the next scheduled meeting of the Licensing Committee (Non Licensing Act 2003 Functions) on 27 June 2013.







John Peel  
Democratic Services Officer  
Brighton & Hove City Council

22<sup>nd</sup> March 2012

Dear John,

**Taxi 'over-ranking' in Paston Place, Kemp Town, Brighton.**

Please could this letter be placed on the agenda of the Transport Committee for 30<sup>th</sup> April.

I am following up concerns expressed by residents of Paston Place in respect of the taxi congestion and 'over-ranking' issues connected with the existing taxi rank sited at the top of the road at the junction with Eastern Road. The rank is immediately opposite the Royal Sussex County Hospital and adjacent to the main Outpatients building.

Taxis queuing to get to places within the rank are routinely occupying other parking spaces in Paston Place as well as side streets, waiting on double yellow lines and on the corners of junctions. Residents are complaining about the constant revving of engines and exhaust fumes.

I would request that officers from Transport and Licensing work together in conjunction with the taxi trade to see what can be done to ameliorate this situation.

Yours sincerely,

Councillor Gill Mitchell  
East Brighton Ward







<b>Subject:</b>	<b>Seven Dials Elm Tree – Consideration of Design Options</b>		
<b>Date of Meeting:</b>	<b>30<sup>th</sup> April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Robin Reed</b>	<b>Tel: 293856</b>
	<b>Email:</b>	<b>Robin.reed@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>St Peters &amp; North Laine, Regency, Preston Park, Goldsmid</b>		

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

- 1.1 A petition objecting to the felling of the Elm tree at Seven Dials signed by 3,237 people was presented at the Full Council meeting on 28<sup>th</sup> March 2013. It was resolved at that meeting to refer the petition to the 30<sup>th</sup> April 2013 Transport Committee meeting for officers to present a report detailing possible options for incorporating the tree into the Seven Dials improvement scheme.
- 1.2 The purpose of this report is to outline the options for incorporating the Vernon Terrace Elm tree into the Seven Dials improvement scheme and to recommend a preferred way forward.

**2. RECOMMENDATIONS:**

- 2.1 That the Transport Committee notes the options for incorporating the Elm tree into the Seven Dials scheme and the benefits and disbenefits associated with each option.
- 2.2 That the Transport Committee grants permission for officers to proceed with the preferred option for incorporating the Elm Tree, as outlined on the plan at Appendix 5.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:****Background Information**

- 3.1 A scheme to improve Seven Dials for all users and reduce the high number of accidents that take place at the roundabout was approved by Transport Committee on 15<sup>th</sup> January 2013. This followed an extensive public consultation exercise that demonstrated the majority of respondents were in favour of the main proposals for the immediate roundabout area. Proposals to convert Vernon Terrace to one-way traffic flow and Bath St to two way traffic flow were not taken



forward due to a lack of public support at that time. A plan showing the scheme approved by committee is included at Appendix 1.

- 3.2 The final scheme plans included notice of the Council's intention to remove a mature Elm tree on the corner of Seven Dials and Vernon Terrace. This was included primarily for road safety reasons to improve visibility to the adjacent pedestrian crossing that is currently obscured by the tree – a situation that would be potentially exacerbated by the introduction of zebra crossings. A further reason was to improve accessibility by creating a wider pavement as the existing pavement width behind the tree is below the desired standard. While not a safety concern in itself, this is not conducive to a high quality pedestrian environment and can create difficulty for those with disabilities or pushing buggies. The increasing amount of damage being caused to the surrounding road and pavement by the tree's roots is also a cause for concern. A technical report highlighting the highway issues caused by the tree is included at Appendix 2. An arboriculturalist assessment of the tree is included at Appendix 3.
- 3.3 The Seven Dials scheme was approved by the cross-party Transport Committee on 15<sup>th</sup> January 2013 and a construction programme was drawn up and delivered to 7,000 local addresses. This further highlighted the proposal to remove the Elm tree and at this stage it became clear that a considerable level of opposition existed in relation to this element of the scheme. A date for felling the tree was set but the works were unable to proceed due to an active protest which involved two campaigners scaling the tree to prevent its removal. The construction programme has been amended to allow the rest of the scheme to be delivered until a decision is taken on the future of the tree.

### **Petition**

- 3.4 A petition objecting to the felling of the Elm tree at the Seven Dials signed by 3,237 people was presented at the Full Council meeting on 28<sup>th</sup> March 2013. It was resolved at that meeting to refer the petition to the 30<sup>th</sup> April 2013 Transport Committee meeting for officers to present a report detailing possible options for incorporating the tree into the Seven Dials scheme. This report presents those options.

### **Alternative Design Options for Vernon Terrace**

- 3.5 Given the strength of public feeling against felling the tree, it is no longer considered a viable option to progress with this option and therefore a range of alternative design options for Vernon Terrace have been considered and evaluated. Independent transport planning consultants have been commissioned to develop options that would allow the tree to remain while still achieving the essential safety and accessibility benefits delivered by the Seven Dials scheme. Suggestions from members of the public have also been considered in this process.
- 3.6 The option considered most appropriate from a technical perspective would be to convert Vernon Terrace to one-way southbound operation and widen the pavement on the southern side to provide a 2 metre footway around the outside of the tree. Under this option, the increase in available space would allow the tree to be kept in the middle of a wider footway area on the south side of Vernon



Terrace with the remaining carriageway width being sufficient only for one-way southbound traffic flow.

- 3.7 This option has the advantage of improving visibility between pedestrians and vehicles while also addressing the accessibility issues through the introduction of the wide pavement on the road-side of the tree. It is also anticipated that there would be an improvement in road safety that could be expected from having one less arm of traffic flowing in to Seven Dials.
- 3.8 It is, however, acknowledged that a variation of this option was strongly rejected during the initial public consultation and therefore it is not considered appropriate to progress this option. To do so would require a further period of consultation with members of the public and it is considered unlikely that a positive outcome would be achieved given the negative response previously.

### **Preferred Option**

- 3.9 A compromise option has been identified which would provide a satisfactory solution to the safety (visibility) issues and also improve the current accessibility problems caused by the narrow pavement to some degree. This option would involve narrowing the carriageway width of Vernon Terrace from its current 7.5m to around 6.0m thus allowing the southern kerbline to be built out around the tree by a maximum of 1.4 metres. This would still allow for two-way traffic operation in Vernon Terrace but would also enable the construction of an additional pavement on the road side of the tree, thereby providing an option for pedestrians to pass on both sides of the tree rather than being forced to pass between the tree and the adjacent wall. It is envisaged that the new pavement width would be in the region of 1 metre although the exact width would be dependant on the sub-surface root structure. While this is below the desired standard of 2 metres, the creation of the additional footpath would still represent an improvement over the current situation. The pavement on the opposite side of Vernon Terrace is currently 2.1m wide and so would not be reduced as it would fall below the desired standard.
- 3.10 As part of this option, the existing tarmac and sub-soil around the surface root system would need to be excavated and under the supervision of a qualified arboriculturalist the girdling roots removed from the base of the tree along with any other roots responsible for tarmac uplift (providing this does not compromise the structural integrity of the tree). Subject to site conditions, the excavation would then be backfilled with a structural soil and a new tarmac surface applied to minimise any sudden level changes that could constitute a trip hazard. Where necessary, major roots would be covered with a void forming compressible material to allow for future incremental growth.
- 3.11 The process outlined above is that recommended in the independent arboriculturalist report included at Appendix 3 and would allow for a smooth pavement surface, free of any trip hazards, to be constructed in the immediate vicinity of the tree.
- 3.12 A technical report considering the various options in more detail is included at Appendix 4. An outline design plan showing the preferred option is included as Appendix 5.



#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The preferred option identified in paragraph 3.12 is not considered materially different from the original scheme approved by Transport Committee on 15<sup>th</sup> January 2013 and it would therefore not be necessary to re-consult with members of the public and stakeholders on this option.
- 4.2 The extensive public consultation exercise undertaken in 2012 demonstrated a high level of support the main proposals for the Seven Dials roundabout area. Proposals to convert Vernon Terrace to one-way traffic flow and Bath St to two way traffic flow were not taken forward due to a lack of public support at that time.

#### **5. FINANCIAL & OTHER IMPLICATIONS:**

##### Financial Implications:

- 5.1 The Seven Dials works will be funded from the Local Transport Plan (LTP) capital budget. Within the 2012/13 LTP budget £200,000 is set aside for the Seven Dials Roundabout Improvement Project. Indicative sums of £300,000 and £50,000 are included for the next two years.
- 5.2 An additional £300,000 has been awarded to the project through the Department for Transport Cycle Safety Programme following a successful bid submitted in 2012.
- 5.3 It is estimated that changes associated with the preferred option would add a further £20,000 to the overall scheme costs. These costs would need to be managed within the overall LTP allocation.

*Finance Officer Consulted: Jeff Coates*

*Date: 27/03/2013*

##### Legal Implications:

- 5.4 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision. This report has been brought to committee to ensure that all relevant views have been properly considered before a decision is taken on the way forward.
- 5.5 The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.



Equalities Implications:

- 5.6 The Seven Dials improvement scheme has been designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society. It is not considered that the redesign in line with the preferred option would have a material adverse effect on accessibility.

Sustainability Implications:

- 5.7 The Seven Dials improvement scheme will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking and cycling.

Crime & Disorder Implications:

- 5.8 There are no Crime & Disorder implications arising directly as a result of this report.

Risk and Opportunity Management Implications:

- 5.9 Longer term risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk will be mitigated by a careful design and safety audit process in the first instance, and thorough consultation with end users.

Public Health Implications:

- 5.10 Increasing the number of pedestrians and cyclists will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.
- 5.11 Reducing the number of people killed or seriously injured in accidents involving road traffic presents an obvious improvement in public health.

Corporate / Citywide Implications:

- 5.12 There are no citywide implications arising directly from this report.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 A range of alternative options have been considered in this report and a preferred option has been identified.

**7. REASONS FOR REPORT RECOMMENDATIONS**



- 7.1 To consider the options available for incorporating the Vernon Terrace Elm tree into the Seven Dials improvement scheme.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Seven Dials Improvement Scheme plan (as approved by Transport Committee)
2. Technical report highlighting the problems caused by the presence of the Elm tree
3. Arboriculturalist assessment of the Elm tree
4. Technical report - Redesign Options
5. Vernon Terrace Preferred Option - Outline design plan

#### **Documents in Members' Rooms**

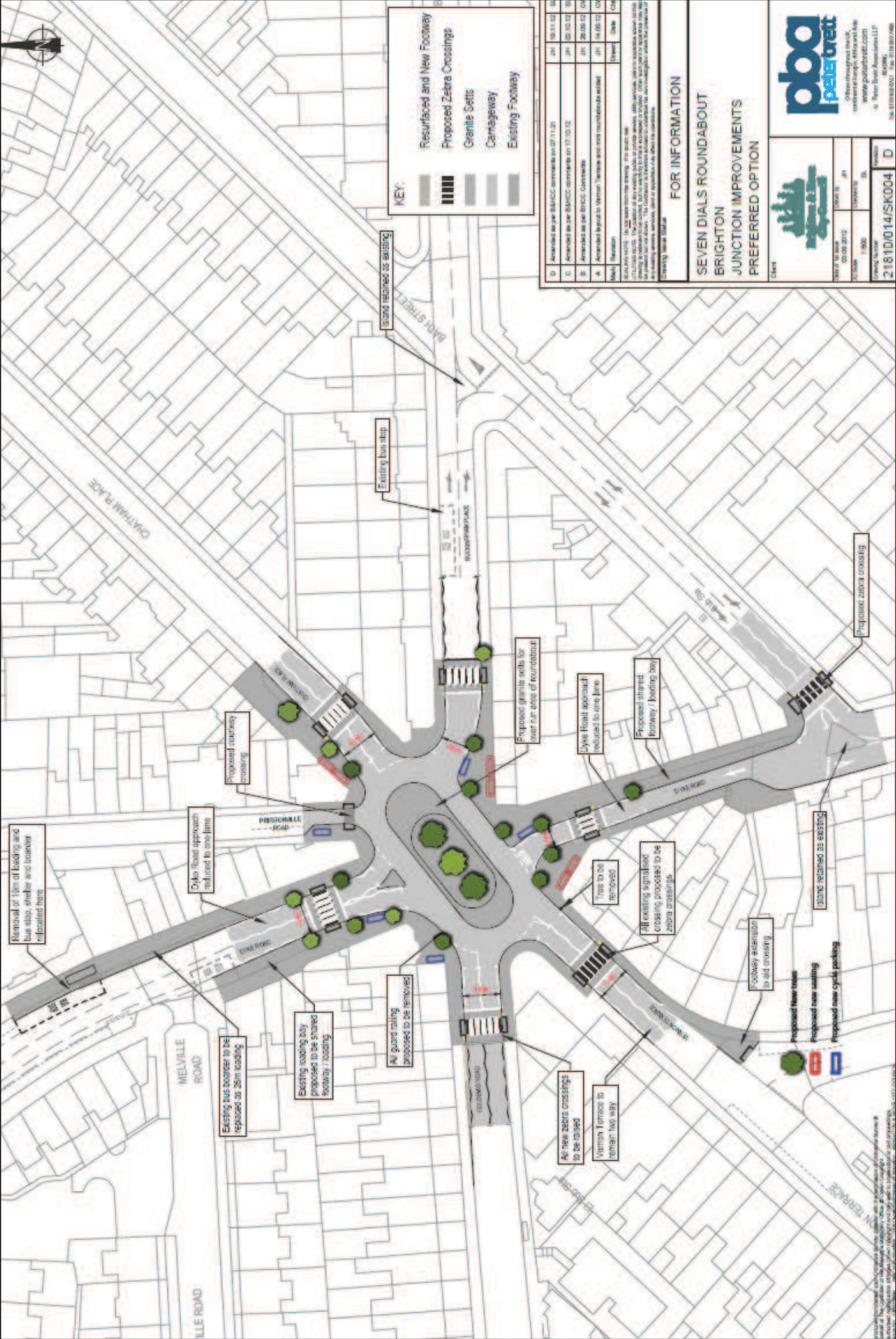
None

#### **Background Documents**

None



## Appendix 1 – Approved Scheme Layout Plan









## TECHNICAL NOTE

**Job Name:** Seven Dials Junction Improvements, Brighton  
**Job No:** 21810/015  
**Note No:** TN004 rev A  
**Date:** 13<sup>th</sup> March 2013  
**Prepared By:** K. Marshall  
**Subject:** Conditions around the Elm Tree on Vernon Terrace

Brighton and Hove City Council (BHCC) has instructed Peter Brett Associates LLP (PBA) to prepare a technical note concerning the existing highway conditions and current highway proposals to the surrounding area of an Elm tree directly adjacent to Seven Dials in Brighton as part of the detailed design of the junction improvements.

### Elm Tree on Vernon Terrace

#### EXISTING SITUATION

An existing Elm tree is situated in the southern footway of Vernon Terrace which is on the exiting arm travelling south-west from the Seven Dials roundabout in Brighton.



The tree is approximately 12 to 14m tall with a trunk approximately 1.0m wide and a canopy/root spread of approximately 8m. The tree appears to lean slightly southward towards the buildings on Vernon Terrace and there is evidence in the form of cracks and displacement of kerbs to show that the tree roots spread through the footway and out into the carriageway. It is reported that the tree roots also appear to be affecting the boundary wall of the adjacent property.

*Existing tree March 2013  
(from Vernon Terrace looking  
north-east)*



*Location Plan*

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## TECHNICAL NOTE

### Elm Tree on Vernon Terrace

The existing position of the tree is such that it is interrupting the existing kerb line and pedestrian guard railing. Consequently the tree extends significantly into the carriageway as well as narrowing the footway.



*Existing carriageway and footway have been displaced / adjusted to suit the growth of the tree*

#### Footway

The existing footway width directly adjacent to the Elm has been measured on site as 0.95m wide. The footway has a crossfall from the tree to the back of the footway as a result of the tree roots pushing the footway surface upwards, the reverse of a normal situation. The existing footway either side of the tree is 2.0m wide and falls from the back of the footway to the carriageway.

The existing crossfall of the footway around the tree forces any surface water to fall towards the private property however the longfall of the footway provides a path in guiding the water back onto the carriageway as desired.

Guidance for footway design with regard to mobility suggests the following widths:

- **700mm and less** – an ambulant person walking
- **750mm minimum** – a person using a walking stick
- **900mm minimum** – a person using two sticks/ crutches or a walking frame
- **1100mm (1.1m) minimum** – a blind person using a long cane or an assistance dog
- **1200mm (1.2m) minimum** – a visually impaired person being guided by an ambulant person
- **1500mm (1.5m) minimum** – a wheelchair user passing or side-by-side an ambulant person
- **2000mm (2.0m) minimum** – two wheelchair users passing one another



*Footway width below standard 2.0m*

Generally a pushchair user will require a similar width to a wheelchair user.

*This guidance is taken from Department of Transport – Inclusive Mobility: A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (2005).*



## TECHNICAL NOTE

### Elm Tree on Vernon Terrace

For the situation on Vernon Terrace the footway should therefore be a minimum of 2.0m wide and the existing situation is a departure from standard due to the Elm tree, particularly for blind and visually impaired people being guided. It is noted that the obstacle is over a short distance so ambulant pedestrians can 'give way' to one another. The route could be considered uncomfortable for the visually impaired and opposing wheelchair / pushchair users, although it is noted that opposing wheelchair users could 'give way' to each other. Given that one of the aims of the scheme is to improve the pedestrian environment, a sub-standard footway width is not a desired option.

#### Visibility

The standard in Design Manual for Roads and Bridges (DMRB) state the pedestrian stood 2.0m back from the kerb line (1.5m min) should be able to see 70m along the road in both directions. (DMRB, TD 90/05 *Geometric Design of Pedestrian, Cycle and Equestrian Routes*, table 3.3 and TD42/95 *Geometric Design for Major/Minor Priority Junctions*). The guidance in Manual for Streets (MfS) states that this distance can be reduced to 20m for low speeds.

The existing pelican crossing does not meet visibility requirements under the DMRB of MfS due to the location of the Elm tree blocking the following:

- For vehicles traveling southbound:
  - the view of the primary traffic signal,
  - the view of pedestrians standing on the south-east side of the crossing waiting to cross,
- For pedestrians standing on the south-east side of the crossing waiting to cross northbound:
  - the view of vehicles turning from Dyke Road onto Vernon Terrace,
  - the view of the vehicles approaching from the circulatory roundabout

These are departures from normal design standard which could cause a safety issue particularly if the secondary traffic signal (located on the north side of Vernon Terrace) fails. It should be noted that there are no recorded accidents at the existing pelican crossing on Vernon Terrace between March 2007 and February 2012.

Drawing 21810/015/SK004 attached to this technical note shows the issues surrounding the tree.

### **PROPOSED SITUATION**

A new zebra crossing is proposed to be installed in approximately the same position as the existing pelican crossing. Therefore the above visibility issues also exist with the proposals, and are compounded by the removal of traffic signal control as the zebra crossing will rely more on forward visibility between pedestrians and vehicles to ensure the appropriate priorities are able to be given. It is therefore considered an essential part of the current zebra crossing design that the Elm tree is removed.

### **SUMMARY**

**Advantages** of removing the elm tree (for both existing and proposed situations):

1. There can be a full unobstructed 2m wide footway.
2. The visibility of the pedestrian crossing will be greatly improved for approaching vehicles, to conform to DMRB standard.
3. The visibility of approaching vehicles will be greatly improved for pedestrians waiting to cross, to conform to DMRB standard.
4. The on-going damage that roots are causing to the footway, carriageway and utilities in the area and subsequent maintenance issues is removed.
5. The risk of roots damaging the wall at the adjacent property and subsequent maintenance issues is removed.
6. The risk of a claim for damages (to a person tripping or property damage) as a result of the



## TECHNICAL NOTE

### Elm Tree on Vernon Terrace

- position of the tree (through roots/fallen braches) removed.
7. The risk of an accident due to vehicle impact onto the tree or manoeuvre to avoid the tree in the carriageway is removed.
  8. There is a reduced risk of surface water falling towards private property (nr 38 Montpellier Crescent – off Vernon Terrace)
  9. The maintenance costs of cutting back the tree each year as it grows across the carriageway and blocks light and visibility to/from the adjacent property will be removed.

**Disadvantages of retaining the elm tree (for both existing and proposed situations):**

1. The safety issues noted above remain.
2. In the proposed arrangement for Zebra crossing the safety issues are compounded to the point where we consider that a Zebra crossing should not be installed in the current proposed position without the removal of the tree.

The advantages and disadvantages of retaining the tree within the scheme have not been considered in this technical note. Refer to technical note TN005 for further information.

### DOCUMENT ISSUE RECORD

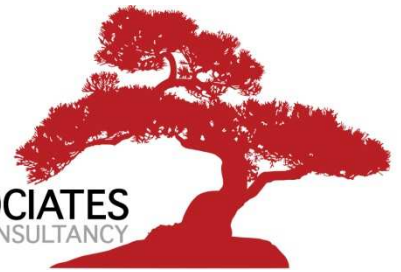
Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
21810/015/TN004	-	12.03.13	KM	KM	SE	BP
21810/015/TN 004	A	20.03.13	KM	KM	SE	BP

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AN ARBORICULTURAL ASSESSMENT  
OF A WHEATLEY ELM AT  
MONTPELIER CRESCENT, BRIGHTON



Client:- Brighton & Hove City Council

Report prepared by:- David Archer M.Arbor.A.

Date:- March 2013

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## APPENDICES:-

1) TEMPO ASSESSMENT

2) DRAFT METHODOLOGY

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## INSTRUCTIONS

I have been instructed by Mr R. Greenland, Arboricultural Manager for Brighton & Hove City Council, in an email of the 8<sup>th</sup> March 2013.

I am asked to report on a Wheatley Elm in Montpelier Crescent, Brighton and in particular I am asked to assess:-

- a) The tree's visual amenity value to the local scene.
- b) A visual assessment of age, health condition and defects, if any.
- c) Estimated useful longevity.
- d) Effect on highway infrastructure.
- e) Effect on the fabric of adjacent residences/business accommodation.
- f) Possible solutions for rectifying damage to the highway infrastructure.

## THE SITE

I visited the site on the morning of 11<sup>th</sup> March 2013; weather at the time was cold and overcast with light snow showers. The tree was inspected from the ground only, it was not climbed and no internal investigations were carried out, thus no guarantee can be given as to its structural integrity. The site is immediately adjacent to Seven Dials, a busy roundabout/road junction with seven roads meeting there. The tree is situated in the pavement outside 38 Montpelier Crescent, an early to mid 19<sup>th</sup>- century four storey terraced property built of stucco in the Italianate style. The house lies within the Montpelier and Clifton Hill Conservation Area and is listed by English Heritage as a Grade 2 building. The house is fronted by a small basement forecourt with a low brick boundary wall topped by iron railings; access to the pavement is made through two iron gates, now hanging off their hinges.

The pavement is predominantly tarmac and edged with large granite kerbstones. At 9m to the south of the tree is a Pelican crossing; metal railings along the kerbline cover the approach to the crossing and come to 0.5m either side of the trunk.

## THE TREE

The tree is a Jersey or Wheatley Elm (*Ulmus minor var. sarniensis*), it has a height of 19m and a trunk diameter at 1.5m high of 830mm, making this the tallest street tree in the local landscape. The average crown radius is 4.5m, although this is reduced to 3.0m on the east side; it has a crown clearance above the highway of 7m.



I did not find any significant visible structural defects in the tree other than a small area of bark damage to the base of the trunk on the north side. It has a form and structure typical for its species and age and has had its crown reduced all over within the last 2-3 years. On the trunk there is evidence of a number of old pruning wounds, which are now fully occluded. On the west side of the trunk extending from 3m to 4.5m high is a depressed area approx 60mm deep and 100mm wide. The cause of this is not evident and may be the result of an historic event. At the base of the trunk are a number of small girdling roots exhibiting surface damage and loss of bark from the passage of pedestrian traffic.

The measured gap between the trunk at 0.5m high and the wall of 38 Montpelier Crescent is 1.38m. Where the pavement abuts the base of the tree the tarmac has been cut away effectively reducing the usable pavement width to 0.95 m. At the time of inspection it was evident that this is sufficient for one way passage by pedestrians but not two way; pedestrians meeting at this point often have to give way to each other, particularly so for parents with push chairs

There is a small bird box attached to the trunk at 3.5m high on the north side, along with a large net and canvas structure chained to the centre of the crown. There are a large number of informal posters and cardboard notices attached by pins and string to the lower trunk.

Brighton & Hove City Council is the holder of the National Plant Collection for Elms with 66 national champions within the collection distributed throughout the city. This is not only a nationally important collection but of European and World importance as it holds the largest and most diverse collection of the genus '*Ulmus*' to be found in the Northern Hemisphere. The City is responsible for maintaining in excess of 19,000 Elms within its streets and parks; of these approx 1,400 are Wheatley Elms. (*Rob Greenland – Pers Comm.*)

## ASSESSMENTS

- A) To determine the visual amenity value of the tree to the local scene I carried out a TEMPO analysis. This is an accepted method within the arboricultural profession for assessing the amenity value of a tree and is widely used by many Local Authorities to determine the suitability of a tree for inclusion within a Tree Preservation Order (TPO). Copies of this methodology and of the scores applied to the tree under consideration in this case, are attached as Appendix 1 at the end of this report.
- B) This analysis gives the tree a score of 17 points out of a possible maximum of 25 which means that the tree would definitely merit a TPO if it was in private ownership; however, as it is in public ownership then a TPO would not apply as the Secretary of State for Environment has ruled that trees within ownership of a Local Authority should not have a TPO placed upon them.



Applying the guidance and assessment methodology set out in the British Standard BS 5837 (2012) (*Trees in relation to demolition, design and construction*), I consider that this tree would warrant a 'Category A' rating if its suitability for retention were being considered in the context of a proposed development which might affect it. BS 5837 states that for trees to meet 'Category A' they should be "*Trees that are particularly good examples of their species, especially if rare or unusual ...*"; they should also have "*an estimated remaining life expectancy of at least 40 years*"

- C) From my inspection it was evident that there are few if any serious visible structural defects in the tree; however, I am informed that a neighbouring tree felled within the last 3-4 years showed extensive internal decay within the base of the trunk (*Neil Brothers – Arboriculturist for BHCC – pers comm.*).

An accurate estimate of the tree's age is difficult to determine without carrying out invasive tests, but on the basis of its trunk diameter, appearance and assumed management history I estimate that it is approx 120 - 150 yrs old.

- D) The tree's useful longevity is somewhat difficult to determine in these circumstances due to the potential for trees of this species to succumb suddenly to infection by Dutch Elm Disease (DED); however, if one discounts this possibility, then I would expect the tree to have at the very least a useful life expectancy in excess of 40 years.
- E) The effect of the tree on the highway infrastructure is limited to one of root uplift and direct pressure from the buttresses of the trunk. The granite kerb stones immediately adjacent to the trunk are significantly uplifted, along with a small area of tarmac within the road edge. No other damage to the surface of the carriageway was observed.

Along the pavement either side of the tree are areas of tarmac uplift that extend for 3m to the north and 8m to the south. A small area of uplifted tarmac in the pavement immediately adjacent to the trunk has been cut away by the highway authorities. The pattern of damage in the pavement surface clearly shows that roots from this tree are the primary cause although the extent and size of the particular roots responsible can only be discerned by direct excavation. In my opinion, none of the observed uplifts within the pavement surface are serious enough to constitute a trip hazard.

- F) I observed no damage to the adjoining boundary wall and structure of No 38 Montpelier Crescent that could be attributed to this tree, and I have not been informed of any claims made to the City Council to this effect.



## DISCUSSION

It is evident that the integrity of the roadway edge and pavement structures is steadily failing and the potential for further damage and the creation of a trip hazard will increase with time and continuing growth of the tree. The recent crown reduction will slow the incremental growth in trunk diameter but this will steadily increase again as the crown regains its former size. If the present pruning regime is maintained there will be a periodic increase and diminishment in the rate of annual trunk increment in direct relation to the pruning cycle.

From an examination of other trees of the same species and of similar size in the surrounding streets, it is evident that this is a common problem for the City Council and has been dealt with in a number of ways. The most common is to make localised repairs to any pavement or kerb damage, and to make extensive use of tarmac to repair the failures in the existing pavements. Where roots have created significant uplift, tarmac is used to alter the levels in the approach to the area of uplift, or the roots responsible are excavated and completely removed. The pavement surface is re-instated with either the original paving slabs, or replaced with tarmac.

I am informed that in extreme cases the tree is felled and the stump removed with a replacement tree planted on or nearby the site (*Rob Greenland – Pers Comm.*). Given the high amenity value and prominent position of the Elm in Montpelier Crescent, and the limited extent of damage caused, I do not consider this to be an appropriate solution in this case; however, there may be other issues that could influence this decision but outside the remit of this report..

There are a number of solutions that take a similar approach to that already used by the City Council although these might not address the problem of the confined space between the Elm and wall of the adjoining property in this particular case. Drainage of storm water from the pavement and carriageway would also be a significant consideration in any design solution.

A solution often used in the USA is to construct a new section of engineered pavement or road surface elevated over the existing surface. This has the benefit of providing space for the tree and its root system allowing it to continue to develop and grow, whilst maintaining a suitable surface for pedestrians and traffic. However, this requires a reasonable amount of space to accommodate the changes in levels and support structures; this is not available at Montpelier Crescent.

An alternative method adopted by Councils elsewhere in Britain and the USA is to excavate the soil from around the surface root system of the tree; to prune those roots deemed to be the cause of the problem, and then backfill the voids with an engineered soil mix such as ‘CU – Structural Soil<sup>tm</sup>’ or use a modular, pre-engineered cell system, such as ‘Silva-Cell<sup>tm</sup>’ that has been designed specifically to meet the need of water



management, soil and tree roots. The benefit of this system is that it provides an alternative rooting environment for the tree thus reducing the need for roots to exploit the sub-soil/pavement interface and thereby causing further damage and uplift to the pavement surface. A primary requirement for this is the availability of sufficient rooting volume beneath the pavement surface which would need to be excavated to allow installation of the soil mix or cell system. Installation would require sufficient space between individual roots and beneath the existing root system; this could be problematic where, as in this case, there is an overriding imperative to retain as many of the existing roots as possible to ensure adequate moisture and nutrient uptake and for the tree's stability. The size of the rooting area capable of being treated in this way is limited by the availability of working space, the presence of underground services and the project budget.

A recent excavation for the contractor's compound at the end of Montpelier Crescent Park showed that the chalk sub-soil was very close to the surface there. Whether this is also the case around the Elm under consideration can only be positively determined by an exploratory excavation, but it would appear likely to be so, suggesting that available rooting volume may be limited by this factor.

A solution that is more widely adopted by many types of Council is to deal with the symptoms but not necessarily the cause by covering over the cracks and uplifts in the pavement surface by laying additional tarmac over the existing surface or re-laying paving slabs at a higher level. Again there is a requirement for sufficient space to allow for the changes in levels. There is also the drawback that this is often a short term fix, in that damage will often re-occur within a few years, depending on the health and vigour of the problem tree.

Root pruning or shaving of the upper root surfaces to reduce the levels of uplift is also widely used elsewhere in Britain. This has the advantage of being cost effective and deals with the immediate problem in a short period of time without the need for extensive excavations; however, the main disadvantage of this is that it creates wounds within the root system which may allow ingress of fungal pathogens with the potential for root decay, which over a period of some years, may cause death or structural failure leading to collapse. The ability of trees to respond well to this kind of treatment is very dependent on individual species; fortuitously Elm is a species that is recognised as having a high tolerance to this method of management but decay is still a significant issue.

With respect to the problem of the limited space between the boundary wall of No. 38 and the trunk of the Elm there is no clear solution. One possibility might be to demolish a section of the boundary wall and to rebuild it along a new alignment; however, as this is a listed building and its basement extends to the edge of the boundary wall, this seems unlikely to be feasible.



## CONCLUSIONS

From my inspection it is evident that the Elm is an important tree within the local landscape and, highway issues aside, that it has the potential to make a significant contribution to the local amenity of Montpelier Terrace for many years to come.

From the number of posters and billboards attached to the trunk it is evident that there is considerable local interest in the fate of this tree. Thus it may be reasonably inferred that the local community may be willing to tolerate any solution to the evident problems even if they are either short term or do not fully meet the normal requirements of highway guidelines for road/pavement construction.

However; before any decision is reached it would be prudent to carry out a further investigation of the internal structure of the tree to determine the presence or otherwise of decay. It would be premature to embark on any expensive remedial programme only for the tree to fail in the near future due to unseen internal decay. This may be ascertained by using specialist decay detection techniques such as a Picus sonic tomography unit, or a Resistograph decay detecting drill. All the possible solutions considered above have their drawbacks when applied to this site, lack of space being the primary factor. Any agreed way of resolving the issues (short of removing the tree) will of necessity, be a relatively short term measure, in relation to the tree's potential longevity, and will require regular re-assessment/re-inspection and rectification of any new problems that arise.

A combination of the methods outlined above may be able to satisfactorily resolve the issues for the next few years, therefore I recommend the following:-

- 1) Undertake tests to ascertain presence /absence of internal decay.
- 2) Trial excavation to determine subsoil depth capacity.
- 3) Assuming satisfactory results from 1&2 excavate an additional rooting zone etc.
- 4) If results from 2 are not satisfactory then re-construct pavement by raising the levels and incorporating expansion voids around the major roots along with reinforcement of the paving material to accommodate further root expansion.
- 5) If 4 above is adopted then the carriageway could be modified around the base of the tree by setting in a semi circular group of small granite setts to delineate the vulnerable zone immediately adjacent to the trunk.

In either case roots, other than the girdling roots, should not be severed unless absolutely necessary and then only after careful consideration of the effect this may have on the structural stability of the tree.



An outline methodology for these treatments is set out in Appendix 2.

David Archer M.Arbor.A.

March 2013.



## TREE EVALUATION METHOD FOR PRESERVATION ORDERS - TEMPO

## SURVEY DATA SHEET &amp; DECISION GUIDE

Date: 12<sup>TH</sup> MARCH 13 Surveyor: DAVID ARCHER

## Tree details

TPO Ref (if applicable): N/A

Tree/Group No:

Species: WHEATLEY ELM

Owner (if known): BRIGHTON CITY COUNCIL Location: 0/5 38 MONTPELIER TERRACE

REFER TO GUIDANCE NOTE FOR ALL DEFINITIONS

Part 1: Amenity assessment

a) Condition &amp; suitability for TPO; where trees in good or fair condition have poor form, deduct 1 point

- |                          |                         |
|--------------------------|-------------------------|
| 5) Good                  | Highly suitable         |
| 3) Fair                  | Suitable                |
| 1) Poor                  | Unlikely to be suitable |
| 0) Dead/dying/dangerous* | Unsuitable              |

\* Relates to existing context and is intended to apply to severe irremediable defects only

Score &amp; Notes GOOD - 5 PAST PRUNING WOULD APPEAR TO HAVE BEEN A PRE-CAUTIONARY MEASURE.

b) Retention span (in years) &amp; suitability for TPO

- |           |                 |
|-----------|-----------------|
| 5) 100+   | Highly suitable |
| 4) 40-100 | Very suitable   |
| 2) 20-40  | Suitable        |
| 1) 10-20  | Just suitable   |
| 0) <10*   | Unsuitable      |

\*Includes trees which are an existing or near future nuisance, including those clearly outgrowing their context, or which are significantly negating the potential of other trees of better quality

Score &amp; Notes SUITABLE - 2 DURING THIS PERIOD THE TREE WILL NEED RE-ASSESSING IN RESPECT OF ANY FURTHER INFRA STRUCTURE DAMAGE. I DECIDED TO DISCOUNT THE POTENTIAL FOR I.D.E.D. ON THE BASIS THAT BHCC CONTROL PROGRAM IS WORKING.

c) Relative public visibility &amp; suitability for TPO

Consider realistic potential for future visibility with changed land use

- |   |                     |
|---|---------------------|
| 5) Very large trees with some visibility, or prominent large trees  | Highly suitable     |
| 4) Large trees, or medium trees clearly visible to the public       | Suitable            |
| 3) Medium trees, or large trees with limited view only              | Suitable            |
| 2) Young, small, or medium/large trees visible only with difficulty | Barely suitable     |
| 1) Trees not visible to the public, regardless of size              | Probably unsuitable |

Score &amp; Notes HIGHLY SUITABLE - 5 CLEARLY VISIBLE IN THE LOCAL LANDSCAPE.

d) Other factors

Trees must have accrued 7 or more points (with no zero score) to qualify

- |  |   |
|--|---|
| 5) Principal components of arboricultural features, or veteran trees                           | Score & Notes 2 - GIVEN ON THE BASIS OF ITS SPECIES & BEING A COMPONENT OF THE NATIONAL ELM COLLECTION. |
| 4) Tree groups, or members of groups important for their cohesion                              |   |
| 3) Trees with identifiable historic, commemorative or habitat importance                       |   |
| 2) Trees of particularly good form, especially if rare or unusual                              |   |
| 1) Trees with none of the above additional redeeming features (inc. those of indifferent form) |   |

Part 2: Expediency assessment

Trees must have accrued 9 or more points to qualify

- |                               |  |
|-------------------------------|--|
| 5) Immediate threat to tree   | Score & Notes 3 - FORESEEABLE THREAT TO TREE. PROPOSED WORKS TO TIDY UP MAY PUT THIS TREE AT RISK. |
| 3) Foreseeable threat to tree |  |
| 2) Perceived threat to tree   |  |
| 1) Precautionary only         |  |

Part 3: Decision guide

- |       |                       |
|-------|-----------------------|
| Any 0 | Do not apply TPO      |
| 1-6   | TPO indefensible      |
| 7-11  | Does not merit TPO    |
| 12-15 | TPO defensible        |
| 16+   | Definitely merits TPO |

Add Scores for Total:

17

Decision:

POSITIVE RESULT FOR A T.P.O.



## APPENDIX 2

### OUTLINE METHODOLOGY FOR PAVEMENT RE-SURFACING.

- a) Preliminary excavation and removal of the granite kerbstones and railings immediately adjacent to the trunk, including the small area of root uplift in the road surface;
- b) Excavation of the pavement and subsoil around the root system in those areas where root uplift is evident; this should be carried out by hand with the assistance of an Air Spade where appropriate.
- c) A qualified arboriculturalist should then carry out an inspection and assessment of the exposed root system and an evaluation of the rooting volume available within the sub-soil zone.
- d) If required, remove the girdling roots and any roots responsible for tarmac uplift providing this does not compromise the structural integrity of the tree. Arboricultural advice and supervision should be sought before undertaking this procedure.
- e) If root pruning is not possible without compromising the structural integrity of the tree then the excavation should be backfilled with a structural soil such as 'Amsterdam Tree Sand' or 'CU – Structural Soil <sup>tm</sup>'. The pavement surface may then be constructed at a higher level on top of this sub-base and graded out to minimise any sudden level changes; where possible major roots should be covered with a void forming compressible material to allow for future incremental growth. The pavement surface should be flexible enough to be lifted easily to enable any future root pruning or alteration of levels if required.
- f) If it is found that there is the opportunity to create a new rooting zone beneath the pavement and roadway then this should be installed using a proprietary product such as 'Silva Cell', following their installation procedures. Surface treatments should be as in e) above.
- g) In any event this tree should be carefully inspected every year for any developing defects that could compromise public safety and a record kept of the findings.

David Archer

March 2013







## TECHNICAL NOTE

**Job Name:** Seven Dials Junction Improvement, Brighton  
**Job No:** 21810/015  
**Note No:** TN005 rev B  
**Date:** 13<sup>th</sup> March 2013  
**Prepared By:** K. Marshall  
**Subject:** Design Alterations to Vernon Terrace

Brighton and Hove City Council (BHCC) has instructed Peter Brett Associates LLP (PBA) to prepare a technical note exploring alternative design options for Vernon Terrace to include keeping the Elm tree.

### Design Alterations to Vernon Terrace

Following on from technical note TN004 which describes the existing situation around the elm tree and the current proposals, this technical note will discuss alternative design options for the area around the tree should it be kept in the scheme.

#### **A: MOVE THE PROPOSED ZEBRA CROSSING FURTHER SOUTH ALONG VERNON TERRACE**

Vernon Terrace is mainly a residential road with walls along the property line and gated pedestrian access points. This does allow scope of positioning the pedestrian crossing point further south down the road.

##### Advantages:

1. The visibility requirements become less onerous when the crossing is further than 20m from the give way line of the roundabout. If the crossing moved to be greater than 20m away from the give way line then with regard to the visibility from the vehicle to the crossing only 1 of the 3 requirements that we have shown is not met. The visibility splay of the vehicles from the pedestrians using the crossing is improved but there would still be a departure from DMRB standard (there will be a greater opportunity to see the vehicles in the distance from the roundabout but not to the full standard design requirements).

##### Disadvantages:

1. The crossing will be further away from the pedestrian desire line around Seven Dials and will therefore lead to more pedestrians crossing at the entrance of Vernon Terrace in gaps between traffic flows rather than choosing the narrow footpath available towards the crossing. This move discourages the use of the crossing and increases the risk accidents in the area. The crossing position further away from the desire line also reduces its function for mobility impaired users.
2. The footway width remains below standards in the immediate vicinity of the tree.
3. The drainage issue in the immediate vicinity of the tree remains.
4. The risk of damage caused by the tree roots increases.
5. Maintenance costs will gradually increase over the years if the size of the tree increases.
6. A key aim of the new scheme is to improve the pedestrian environment and to afford a greater sense of pedestrian priority. Moving the pedestrian crossing away from the roundabout would be contradictory to this aim.



## TECHNICAL NOTE

### Design Alterations to Vernon Terrace

#### **B: INCREASING THE WIDTH OF THE FOOTWAY ON THE SOUTH SIDE OF VERNON TERRACE AND RETAIN THE EXISTING PELICAN CROSSING**

The footway on the north side of Vernon Terrace is 2.1m so it is not considered suitable to reduce this side as it will fall below standard. The alternative is therefore to narrow the carriageway width of Vernon Terrace from 7.5m to approximately 6.5m which would have to be checked in more detail (vehicle swept path analysis) but does initially look feasible. The width could either be increased from the roundabout past the crossing and tie in further down Vernon Terrace or be provided as a build-out to the crossing itself as shown in an example photo.

##### Advantages:

1. Improved visibility (compared to existing) of vehicles to the crossing equipment (slight improvement to pedestrians waiting to cross).
2. The visibility splay for pedestrians to vehicles moves also improved and would conform to MfS guidance, although falling well short of DMRB standard.
3. Shorter crossing length.

##### Disadvantages:

1. Reduced width traffic running lanes which would create a pinch point for cyclists which may not leave sufficient room for large vehicles to pass cyclists safely. (may be within standard, needs swept path analysis to conform).
2. The footway width remains below standards in the immediate vicinity of the tree.
3. The drainage issue in the area remains in the immediate vicinity of the tree.
4. Maintenance costs will gradually increase over the years as the size of the tree increases.
5. Increased cost of additional design work and increased construction cost. (with particular regard to drainage issues through the area.)



*Photo of example build out at controlled crossing to improve visibility around an existing tree (taken from Local Transport Note 2/95)*

#### **C: RETAIN THE PELICAN CROSSING RATHER THAN REPLACING IT WITH A ZEBRA CROSSING**

To retain a pelican crossing (or update it to a puffin crossing) is feasible but would not improve the existing situation. The advantages/disadvantages would be as the existing layout.

##### Advantages:

1. Maintains the existing situation.

##### Disadvantages:

1. The DMRB visibility standards to and from the crossing are not met. Although the guidance from MfS which could be seen as more appropriate for this area are met.
2. The footway width remains below standard in the immediate vicinity of the tree.
3. The drainage issue in the area remains in the immediate vicinity of the tree.
4. The on-going damage the tree roots will cause.
5. Maintenance costs will gradually increase over the years as the size of the tree increases.
6. A key aim of the new scheme is to improve the pedestrian environment and to afford a greater sense of pedestrian priority through the introduction of zebra crossings. Retaining a pelican crossing on the Vernon Terrace arm would create an inconsistency with the rest of the layout and would mean the scheme would not fully deliver the desired benefits.



## TECHNICAL NOTE

### Design Alterations to Vernon Terrace

#### **D: INCREASING THE WIDTH OF THE FOOTWAY ON THE SOUTH SIDE OF VERNON TERRACE AND ADD A PROPOSED ZEBRA CROSSING**

This is a variation on option B, however for continuity to the overall scheme a zebra crossing has been considered in this example.

##### Advantages:

1. Slight improvement to visibility (compared to existing) of vehicles to pedestrians waiting to cross.
2. The visibility splay for pedestrians to vehicles is also improved and would conform to MfS guidance, although falling well short of DMRB standard.
3. Shorter crossing length.
4. A key aim of the new scheme is to improve the pedestrian environment and to afford a greater sense of pedestrian priority through the introduction of zebra crossings. To have a zebra crossing on Vernon Terrace would provide continuity with the rest of the layout.

##### Disadvantages:

1. Although there will be an improved visibility to the crossing equipment, this will be an orange beacon for a zebra crossing (warning of crossing location) rather than the traffic signals of a pelican crossing (which would instruct the vehicle of the required action at the time of approach).
2. Reduced width traffic running lanes which would create a pinch point for cyclists which may not leave sufficient room for large vehicles to pass cyclists safely (may be within standard, needs swept path analysis to conform).
3. The footway width remains below standards in the immediate vicinity of the tree.
4. The drainage issue in the area remains in the immediate vicinity of the tree.
5. Maintenance costs will gradually increase over the years as the size of the tree increases.
6. Increased cost of additional design work and increased construction cost. (with particular regard to drainage issues through the area.)

#### **E: NARROW VERNON TERRACE DOWN TO A ONE-WAY ROAD/ WIDEN FOOTWAY ON SOUTH SIDE OF VERNON TERRACE TO HAVE A 2M FOOTWAY TO THE NORTH WEST OF THE TREE**

The footway width would allow the tree to be kept in the middle of a larger footway area on the south side of Vernon Terrace with the remaining carriageway width left for one-way traffic flows.

##### Advantages:

1. It appears that visibility standards would all be met (subject to a detailed assessment).
2. The footway width would meet standards.
3. There would be an increase in safety from having one less contributing arm of traffic flowing onto the roundabout.

##### Disadvantages:

1. Further public consultation may need to be undertaken as this option would represent a material change to that approved by the transport committee.
2. Possible risk of vehicles parking on the large footway area.
3. Maintenance costs will gradually increase over the years if the size of the tree increases.
4. The initial public consultation included an option to convert Vernon Terrace to one-way operation and this was strongly opposed by local residents due to fear of rat running in residential roads. These issues would come to light again in any future consultation and such a proposal would be unlikely to receive public support.



## TECHNICAL NOTE

### Design Alterations to Vernon Terrace

#### Additional Note:

BHCC may want to consider the option of a raised speed table for the existing pelican crossing as the proposed zebra crossing was intended in the current design. Having the pelican crossing on a raised table would act as a safety calming measure and would improve the current situation.

This would require level adjustments to the footway and would keep the resurfacing proposal of Vernon Terrace and its footways in the design to visually draw the existing crossing into the scheme. A paving detail around the tree in the footway would need to be considered – perhaps an asphalt or permeable surface at 1 - 2m around the base of the tree rather than the proposed paving slabs as this would mitigate future trip hazards that movement caused by the root growth will create.

DMRB – Design Manual for Roads and Bridges, MfS – Manual for Streets

### DOCUMENT ISSUE RECORD

Technical Note No	Rev	Date	Prepared	Checked	Reviewed (Discipline Lead)	Approved (Project Director)
21810/015/TN005	-	12.03.13	KM	KM	SE	BP
21810/015/TN005	A	20.03.13	KM	KM	SE	BP
21810/015/TN005	B	22.03.13	KM	KM	SE	BP

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J:\21810 Seven Dials Rbt Improvement Scheme\015 - Detailed Design\Correspondence\Tech Notes\TN005b - Alternative Design Aspects for Vernon Terrace.docx



Diagram illustrating the proposed road layout and dimensions for the El Sub Station area. The plan shows a road intersection with Dyke Road, Goldsmid Road, and Vernon Terrace. A tree is marked "Tree to remain" with a 6.0m clearance from the road. A footway width increase of 1 metre is shown from the tree trunk. A carriageway width reduction from 7.3m to 6.0m is indicated. A 3.5m dimension is also shown. A north arrow is present in the bottom left corner.

[illegible][illegible]

Drawing Room Suite

## PRELIMINARY - FOR DISCUSSION

### Seven Dials, Brighton Alternative Vernon Ter

Client: B&amp;HCC

Order # 123456	Created by	05/04/2015	0.1
Order # 123456	Created by	05/04/2015	0.1



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<b>Subject:</b>	<b>Better Bus Areas</b>		
<b>Date of Meeting:</b>	<b>30<sup>th</sup> April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Emma Sheridan</b>	<b>Tel: 29-3862</b>
	<b>Email:</b>	<b>emma.sheridan@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Queens Park and St Peters &amp; North Laine</b>		

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

- 1.1 The report seeks approval to undertake consultation with members of the public and other stakeholders on the proposals for bus priority, pedestrian and cyclist infrastructure improvements on Edward Street as part of the Department for Transport funded Better Bus Areas Programme.
- 1.2 Public consultation would be undertaken over a six week period. The results of the consultation will be used to inform final design of the scheme, which will be brought back to Committee for formal approval in the summer of this year.

**2. RECOMMENDATIONS:**

- 2.1 That the Transport Committee approves for consultation with members of the public and other stakeholders, the scheme proposals for Edward Street contained within and attached to this report.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In March 2012 Brighton and Hove successfully secured £3.48 million transport funding from the Department for Transport for the Better Bus Area (BBA) Project "Better Buses for a Growing City." With local resources contributed by Brighton & Hove City Council and our bid partners Brighton and Hove Bus Company, a total fund of £5.82m was achieved.
- 3.2 The area covered by the Project focuses on unlocking bus market growth to the north and east of the city centre, both areas having been identified as areas for economic growth. It is anticipated that the package of measures being implemented will support the key development sites in the project area, address the capacity issues that exist on the two strategic corridors and remove



significant bottlenecks in the network through the introduction of bus priority measures.

3.3 In addition to securing improvements in terms of journey times for bus passengers, the infrastructure works currently being developed and here proposed will aim to improve the environment for pedestrians and cyclists

3.4 Measures proposed are:

Starting at the junction of Pavilion Gardens and Edward Street heading east:

- On carriageway cycle lane (2m) as far as the junction of Edward Street with Egremont Place,
- Existing pedestrian crossing just after John Street to be upgraded to a Puffin crossing,
- Addition of a pedestrian phase to traffic signals on the eastern arm of junction of Edward Street with Egremont Place and Upper Rock Gardens,
- From Junction of Edward Street with Egremont Place and Upper Rock Gardens the east bound inside lane proposed to become a shared bus, taxi and cycle lane (4m)
- Foot way build out to narrow entrance/exit of Tilstone Street
- Bus lay by in fill just after Park Street and bus stop to be made accessible (Kassel kerbs etc) and extended to accommodate up to 3 buses
- Relocation of existing crossing westwards to improve sight lines and allow for bus lane road markings

Central Islands

- Realignment of central islands along the length of Edward Street to ensure adequate lane widths and upgrading of lighting columns where needed.

Starting at junction of Edward Street West bound from Freshfield Road

- Shared bus lane (4m) as far as the junction of Edward Street with Pavillion Gardens,
- Installation of “MOVER” technology used to give buses priority through signalled junctions,
- Advanced stop lines for cyclists at traffic signalled junctions
- Improvements to pedestrian crossing at junction of Edward Street with Upper Rock Gardens

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

4.1 During the preparation of the bid officers engaged with local bus operators to determine priority areas for funding. Engagement with Brighton and Hove Bus Company has been ongoing since the funding announcement with regular meetings between the BHCC Project Manager and the BHBC Operations Manager throughout the feasibility and initial design stages of these works.

4.2 Briefings to update stakeholders on the progress of the Better Bus Areas Programme as a whole have been provided to Buswatch (9<sup>th</sup> January 2013) and the Brighton and Hove Transport Partnership (26<sup>th</sup> March 2013).



- 4.4 Engagement meetings have been held on the feasibility and initial design proposals with the CVSF Transport Representative (15<sup>th</sup> November and 3<sup>rd</sup> April 2013 ), Sussex Safety Camera Partnership and Sussex Police (27 February ) and The Chair of Buswatch (3<sup>rd</sup> April 2013).
- 4.3 This report seeks approval to undertake public and wider stakeholder engagement on the scheme proposals. It is intended that this will take the form of an online and paper questionnaire, attendance and discussion at relevant LAT meetings, stakeholder meetings and public exhibitions.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The costs associated with the consultation on and any subsequent implementation of the measures outlined in this report will be largely met from the Better Bus Areas Fund which is external funding provided from the Department for Transport. Some local match funding was required and has been agreed as part of Local Transport Plan (LTP) budget for 2013-14.

Over the remaining year of the project, to the end of the 2013/14 financial year, there is £770k of capital funding (£520k from BBA funding and £250k from LTP) and £200k in revenue funding (all BBA funding) identified specifically for these works.

*Finance Officer Consulted: Jeff Coates*

*Date: 15/04/13*

### Legal Implications:

- 5.2 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council has powers as highway and traffic authority under the relevant legislation to carry out the proposed measures. Any traffic regulation orders necessary to implement the final scheme will need to be advertised and objections considered in accordance with the relevant procedural regulations.

*Lawyer Consulted: Carl Hearsam*

*Date: 12/04/13*

### Equalities Implications:

- 5.3 The scheme will be designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society. The scheme should improve conditions for vulnerable road users and has the potential to ease community severance by aiding the development of healthy and sustainable places and communities which will enable children, young people and adults to make more and better use of their local streets.



#### Sustainability Implications:

- 5.4 The measures outlined in this report will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking, cycling, and bus use. It is predicted that significant reductions in travel by private car would result from implementation of the schemes, with people instead choosing to travel by walking, cycling or bus due to their increased attractiveness and viability made possible through the improvements identified. The scheme will seek to enhance health by encouraging active travel amongst local people and reducing the causes of air pollution along the corridor, namely excessive levels of motorised traffic

#### Crime & Disorder Implications:

- 5.5 There are no Crime & Disorder implications arising directly as a result of this report.

#### Risk and Opportunity Management Implications:

- 5.6 If approval not given at this meeting for consultation it is unlikely that the allocated budget for this scheme will be spent within the current financial year and the funding received from the Department for Transport for this programme will have to be returned. This in turn could have potentially negative impacts for future funding bids to the Department
- 5.7 There is a risk that the outcome of the public and stakeholder consultation will require amendment or complete redesign of the scheme, however, it is hoped that through a positive engagement programme any concerns that arise will be alleviated and objections overcome at the detailed design stage, should the scheme move forward to that stage, to produce a scheme that meets the needs of all those upon whom it would impact.

#### Public Health Implications:

- 5.8 Increasing the number of pedestrians and cyclists and encouraging greater use of public transport will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.

#### Corporate / Citywide Implications:

- 5.9 Edward Street is a key route into the City and therefore the citywide transport model is being utilised to fully understand and address any potential impacts on strategic traffic flow. The proposed scheme will assist the Council to meet its strategic objectives and will contribute to the Council's and partners' wider objectives, including those set out in the Corporate Plan and the Sustainable Community Strategy.
- 5.10 Edward Street is proposed as a construction traffic route (eastbound) for traffic serving the development of Royal Sussex County Hospital. Officers have considered the implications of the scheme on traffic flows during this period and



consider that they will be negligible in terms of traffic congestion. The scheme proposals will ensure that during the hospital redevelopment bus routes are kept free flowing and that cyclists have increased protection from construction traffic using this route.

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The only other option at this stage would be to discontinue the scheme and return the funds to Department for Transport. This is not considered to be a practical option.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To authorise public consultation on scheme proposals in order that the Better Bus Areas programme can progressed to its next stage of implementation.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. BHCC Better Bus Areas Bid
2. Concept drawing of Edward Street proposals

### **Documents in Members' Rooms**

None.

### **Background Documents**

None



## **Appendix 1**

### **Better Bus Areas Bid submitted to Department for Transport**



# **Better Bus Areas Bid**

Brighton & Hove City  
Council and partners

**Better buses for a growing city  
2012-2014**





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## **Appendix A – Supported Bus Routes**



# 1. Project Summary

All proposals must include evidence of real commitment from at least one relevant bus operator which should be demonstrated throughout the proposal. Tick the box to show that you have completed this requirement.



## Applicant Information

**Local transport authority name(s)\*:**

Brighton & Hove City Council

**Senior Responsible Owner name and position:**

David Parker, Head of Transport Planning

**Bid Manager name and position:**

Robin Reed, Principal Transport Planner

**Contact telephone number:** 01273 293856

**Email address:** robin.reed@brighton-hove.gov.uk

**Postal address:** Hove Town Hall, Room 405, Norton Road, Hove, BN3 3BQ

**Website address for published bid:** [www.brighton-hove.gov.uk](http://www.brighton-hove.gov.uk)



## Section A. Overview

### **A1 Project name:**

Better Buses for a Growing City

### **A2. The Geographical Area:**

The city of Brighton & Hove, located between the South Downs National Park & the sea, is home to more than a quarter of a million people living in nearly 120,000 homes, being the 5th most densely populated area in the South East. The city provides an important focus in the local conurbation that includes Worthing, Littlehampton, Shoreham, and Newhaven, fulfilling the role of a regional transport hub with strategic road and rail links to London & adjoining cities and towns along the south coast, London Gatwick & London City airports, as well as the two ports of Shoreham and Newhaven. The city is renowned for having one of the most successful bus networks outside of London and bus patronage has increased from 30.2 million journeys in 2001 to 41.1 million in 2009/10. Over the last five years patronage grown by 16.5% (an additional 5.8 million passengers).

The specific focus of this bid is the area to the east of the city centre, concentrating on the Lewes Road & Eastern Road/Edward Street corridors and the Valley Gardens area which links these key routes with the city centre. This area is shown on the plan overleaf.

Valley Gardens provides strategic importance as the main arrival and departure point within the city and the majority of bus routes converge in this area, providing access to most areas of Brighton & Hove and beyond.

The Lewes Road & Eastern Road/Edward Street corridors are the focus of long term development and regeneration in the city, with both areas identified within the emerging LDF core strategy. Lewes Road contains the City's two Universities as well as the new Brighton & Hove Albion Football Stadium. Eastern Road/Edward Street are local attractors for business and labour markets, with the Royal Sussex County Hospital and American Express European HQ contributing as major employers. Brighton Marina is also located immediately adjacent to the area. The area also contains the recently approved £480 million development of Royal Sussex County Hospital which will create a world class regional medical facility for the region.

Buses travelling through the area covered by this bid carry in excess of 25 million passengers per year.





**Key**

Lewes Rd / LSTF Area

Valley gardens Area

Eastern Road /

Edward Street Area



Elm Grove Junction



Edward Street Junction

Universities &  
Football Stadium

Level

Open Market

Rail Station

Circus Street

American Express

City Centre

Hospital

Marina



### **A3. Description of Growth and Carbon Emission Problem:**

Brighton & Hove's economy provides nearly 3% of the overall south east output and contributes over £3 billion of Gross Value Added (GVA) to the national economy annually. However, this has slowed in recent years and when compared to the South East average, the city is underperforming. Increasing congestion and unreliability in the transport network can have significant impacts on productivity and competitiveness. Indeed, traffic congestion is the local issue residents think "most needs improving" and local businesses have identified congestion as a "significant barrier to inward investment."

The city also has the highest carbon footprint of any of the major south east economies and nearly 25% of Brighton & Hove's carbon emissions come from road transport. Despite excellent achievements in promoting and increasing bus use in the city, there is still a high level of car use for local trips. Two-thirds of vehicles on the road at any one time are 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. Opportunities exist for further enhancement of the bus network – both services and infrastructure.

Within the specific area covered by this proposal, **Lewes Road, Eastern Road and Edward Street** are key areas for growth and it is important that this growth does not cause any additional pressure onto the highway network. Several large scale development projects are currently underway in this area including the new 33,860sqm American Express European HQ employing some 3000 people (completed by March 2012) and the redevelopment of the Royal Sussex County Hospital site (known as the 3T's). The proposed 3Ts redevelopment involves new build of approximately 72,000sqm, leading to a net increase of 54,000sqm at the RSCH site. Traffic growth of 29% is forecast to occur in the AM peak period between 2011 and 2022, with 27% growth in the PM peak period as a result of these developments.

Demand for peak time bus journeys on **Lewes Road** now frequently exceeds supply, with students and staff needing to access the university sites and residents heading in towards the city centre to get to work. Traffic congestion in this area makes it difficult to meet the demand that exists, and this is expected to increase further as demand for travel increases.

The inconsistent provision of bus infrastructure and high traffic volumes in the **Valley Gardens** area is a major cause of delay, while the complicated nature of the current routing arrangements is not well understood by passengers and acts as a deterrent to further modal shift. The areas around St Peters Church, Elm Grove and the Edward Street/Pavilion Parade junction are particularly problematic. It is widely accepted that improvement and rationalisation of this key area is essential to unlock further growth and success in the city's bus network.



#### **A4. Description of Proposal:**

##### **Scheme Element 1 (SE1) - Lewes Road Capacity Improvements**

**Problem** - Insufficient bus capacity in peak times to meet demand on Lewes Road

##### **Proposed solutions**

1. Replacement of the current double decker bus fleet (18 buses) on key service 25 with bendy buses and associated enlargement of the 20 busiest bus stops with high quality, large capacity shelters and Kassel kerbing to accommodate the longer buses, providing a 69% increase in passenger capacity
2. Improved frequency to existing service 23 including provision of an evening and Sunday service, providing a 92% increase in passenger capacity
3. New bus service 48, providing 8% increase in passenger capacity
4. Extension of existing service 38 to serve Brighton Station instead of terminating at the Open Market site
5. Branding and publicity to create a 'Rapid Transit' style look and feel to Lewes Road bus services

##### **Scheme Element 2 (SE2) - Valley Gardens Bus Infrastructure Improvements**

**Problem** - Inconsistent and incoherent provision of bus infrastructure leading to significant delays to buses and reducing the potential for further modal shift

##### **Proposed solutions**

1. Provision of bus priority measures in the area around St Peters Church where north and southbound buses frequently encounter delays. A minimum 1 minute journey time improvement would be achieved through this measure
2. Improvements to the Elm grove Junction (location A on the attached plan), including dedicated bus priority facilities.
3. Improvements to the Edward Street/Pavilion Parade junction, including dedicated bus priority facilities (location B on the attached plan)

##### **Scheme Element 3 (SE3) - Eastern Road / Edward Street Bus Infrastructure Improvements**

**Problem** - Existing delays for buses exiting Edward Street / Eastern Road heading towards the city centre. Future increased delay and demand for bus journeys due to RSCH 3T's and American Express HQ developments currently taking place in the area.



### **Proposed solutions**

1. Westbound bus lane on the approach to Edward Street / Pavilion Parade junction. A minimum 1 minute journey time improvement would be achieved through this measure
2. Review of junction signals and waiting / loading restrictions along Eastern Road / Edward Street to ensure clear passage for buses at all times

**A4. Total package cost (£m): £5.82m**

**A5. Total DfT funding contribution sought (£m) £3.48m**

:

#### **A5. Source of local contribution:**

- Brighton & Hove Bus Company - £1.24m
- Section 106 Developer Funding - £0.5m
- Brighton & Hove Local Transport Plan - £0.6m



## Section B. Partnership arrangements

### **B1 Bus Market in the Local Area**

The bus market in Brighton & Hove plays a key role in transport network of the city, with better bus provision and continued passenger growth identified in the LDF and LTP3 as essential to the city's opportunities for economic growth, CO2 reduction and social inclusion. In recent years the bus market has benefited from sound partnership working and sustained targeted investment by all partners, which has resulted in positive increased bus patronage - almost doubling from 22.5m in 1992/93 to 41.6m in 2010/11. There has also been a strong increase in Bus Service Satisfaction with targeted surveys indicating a rise from 56% in 2000 to 92% in 2011 - this is supported by increases in satisfaction with Bus Service Information which has risen from 51% in 2000 to 70% in 2010.

The city has an extensive and successful network of bus services, most of which are operated commercially by Brighton & Hove Bus Company, who provide services for 97% of the overall network and carry approximately 95% of bus passengers in the city. There are also a relatively small number of commercial services provided by Stagecoach, The Big Lemon, Countryliner, Metro Bus and Compass Travel, mainly operating on a single route basis and not making a significant contribution to total passenger numbers across the city. The city council also provides a supported bus network to outlying areas of the city carrying approximately 1,244,110 bus passengers per year.

The current bus network radiates from a number of city centre 'hubs' at Churchill Square, Valley Gardens and Brighton Rail Station. Orbital links connect outer suburban areas of the city with the central area. There is little spare capacity at the key interchange locations and further expansion of services is somewhat constrained. In addition, bus congestion and capacity constraints exist on North Street, Western Road, Valley Gardens and Lewes Road. Within the proposed BBA area there are currently 87 buses per hour in each direction run commercially by Brighton & Hove Buses. The Big Lemon operates predominantly to the north of the proposed BBA area and also operates a direct shuttle service from University Halls into the city centre during the evenings Monday to Fridays. A further 620 bus journeys are operated in the area per week through B&HCC supported services, serving outlying areas where demand is not sufficient for commercial services but where the city council feels it is important to provide a regular service for accessibility reasons.

The area covered by this BBA bid focuses on unlocking bus market growth to the north and east of the city centre, both areas that have been identified in the LDF as areas for economic growth. Historical investment in bus priority has mainly taken place in the west and towards the centre of the city with the eastern side suffering from underinvestment - resulting in a number of pinch points along the main corridors.



## B2 Bus Operator Partnership Information

Bus operator (s) committed to playing a substantive role in delivering the proposals

1. Bus Operator: **Brighton & Hove Bus & Coach Company**  
Senior Manager acting as contact: **Roger French**  
Contact telephone number: **01273 886210**  
Email address: [roger.french@buses.co.uk](mailto:roger.french@buses.co.uk)

In terms of the other bus companies operating in the area covered by this bid, Stagecoach, Countryliner, The Big Lemon, Metro Bus, and Compass Travel, are all supportive of the bid although are not considered substantive partners.

## B3. Bus Partnership Arrangements

Brighton & Hove City Council has a well established Quality Bus Partnership that is held up as a national example of good practice and evidence on the partnership was given to House of Commons Select Committee on Transport in 2006. The partnership has been founded on an understanding that each partner is responsible for 5 key areas and it is on this understanding that the BBA bid has been developed.

- Bus Companies
  - Value for Money fares
  - Investment in new vehicles
  - Frequent Services
  - Good marketing message
  - Investment in staff training
- City Council
  - Bus Priority measures
  - Parking restrictions
  - Infrastructure improvements at bus stops
  - Real Time Information / satellite tracking
  - Traffic regulation enforcement

The specific responsibilities of each partner in delivering the BBA project will be formalised as part of the management arrangements outlined in section F3.



## Section C. Package Details and Rationale

### C1. Description of outputs associated with each of the package elements

Proposal	Specific Outputs	Timescale for Delivery
<b>SE1 - Lewes Road Capacity Upgrade</b>		
1 - Bendy Bus Upgrade	<ul style="list-style-type: none"> <li>○ 14 x new bendy buses to replace existing double decker fleet</li> <li>○ 20 x upgraded bus stops &amp; shelters</li> <li>○ Publicity and branding</li> </ul>	<ul style="list-style-type: none"> <li>○ Bendy buses introduced April 2012</li> <li>○ 10 x Bus stops upgraded in 2012/13</li> <li>○ 10 x Bus stops upgraded in 2013/14</li> </ul>
2 - Service 23 - Improved frequency and provision of evening and Sunday services	<ul style="list-style-type: none"> <li>○ Increase frequency from every 30 mins to every 20 mins</li> <li>○ Provision of evening service</li> <li>○ Publicity and branding</li> </ul>	<ul style="list-style-type: none"> <li>○ Commencing September 2012</li> </ul>
3 – New Service 48	<ul style="list-style-type: none"> <li>○ Increase from 3 buses per hour to 5 buses per hour</li> <li>○ Publicity and branding</li> </ul>	<ul style="list-style-type: none"> <li>○ Commencing April 2012</li> </ul>
4 - Service 38 – Extension to Brighton Station	<ul style="list-style-type: none"> <li>○ Every existing journey to be extended to Brighton Station (about every 30 mins)</li> <li>○ Publicity and branding</li> </ul>	<ul style="list-style-type: none"> <li>○ Commencing September 2012</li> </ul>
<b>SE2 – Valley Gardens Bus Infrastructure</b>		
1 - St Peters Church Area Bus Priority	<ul style="list-style-type: none"> <li>○ Northbound bus lane to allow buses to bypass traffic congestion</li> </ul>	<ul style="list-style-type: none"> <li>○ Works to commence April 2013</li> </ul>
2 - Elm Grove Junction Improvements	<ul style="list-style-type: none"> <li>○ Junction remodelled and upgraded to facilitate faster passage of buses</li> </ul>	<ul style="list-style-type: none"> <li>○ Works to commence April 2013</li> </ul>
3 - Eastern Rd / Pavilion Parade Junction Improvements	<ul style="list-style-type: none"> <li>○ Junction remodelled and upgraded to facilitate faster passage of buses</li> </ul>	<ul style="list-style-type: none"> <li>○ Works to commence April 2013</li> </ul>
<b>SE3 - Eastern Road Bus Infrastructure</b>		
1 - Westbound bus lane	<ul style="list-style-type: none"> <li>○ Westbound bus lane on approach to junction to allow buses to bypass traffic congestion</li> </ul>	<ul style="list-style-type: none"> <li>○ Works to commence April 2013</li> </ul>
2 - Review of junction signals and waiting / loading restrictions	<ul style="list-style-type: none"> <li>○ Review and upgrade of all signals along Eastern Rd Corridor</li> <li>○ Waiting &amp; Loading review</li> </ul>	<ul style="list-style-type: none"> <li>○ Commence April 2012 for 6 month period</li> </ul>



## **C2. Rationale for the measures**

The measures included within this bid have been selected in response to the specific opportunities and challenges described in Section A. In particular, it is anticipated that the proposed package will support the key development sites in the bid area, address the capacity issue that exists on the Lewes Road corridor and remove significant bottlenecks in the network through the introduction of bus priority measures.

The findings of the Transport Assessment prepared to support the LDF Core Strategy confirm that future development in the city will increase pressure on the road network unless positive measures are taken to mitigate the likely increases in, and impact of, journeys made by car. The area covered by this BBA proposal incorporates the most significant developments taking place within the city over the next 10 years, namely the redevelopment and expansion of the Royal Sussex County hospital, and the redevelopment of the American Express European HQ. It is clear that additional transport infrastructure will be necessary to enable and support this planned development and while Section 106 contributions have and will be sought in this respect, BBA funding would greatly enhance the potential to access these key development sites by sustainable transport and help foster low carbon economic growth.

Within this area there are over 30,000 students attending the two universities and 7,500 employees at the new developments alone.

Congestion and unreliability can constrain economic growth within the city. Improving bus journey times, punctuality and reliability will provide economic benefit for businesses through reducing lost productive time and by improving the performance of existing networks, it is possible to help meet growing demand in a co-ordinated way and make the city an attractive location and market for employment. National figures show that a 5% reduction in travel time for all business and freight travel on UK roads could generate around £2.5 billion of cost savings, equating to nearly 0.2% of Gross Domestic Product.

Improving journey times and increasing the frequency and capacity of services will make journeys by bus more attractive and as a result modal shift from other modes to bus can be expected. Further details are included in Section D.

Individual measures are not seen as exclusive and will support each other to deliver the identified benefits. For example, the new or extended services would benefit from the infrastructure improvements, which would in turn be supported by the promotional activities included within the revenue-focused measures. In addition to the measures identified specifically in this bid package, a number of other initiatives and programmes are already taking place that will support and enhance the overall bus network within the city. In particular, Brighton & Hove Buses are currently rolling out the introduction of smart ticketing following a successful trial period. Our successful LSTF project is also delivering a number of complimentary measures including expansion of the Real Time Information system, Personalised Travel Planning, and the introduction of extensive bus priority measures further north in the Lewes Road corridor. Such measures will



be fully complimentary to this BBA proposal and are well established and supported by all major public transport operators in the city.

A matrix outlining the measures as part of this BBA bid and how these will respond to the identified challenges and opportunities is provided in the table below, whilst impact forecasts are provided in Section D.

### BBA Benefits Matrix

Issue/ Opportunity	BBA Bid Elements		
	SE1- Lewes Road Capacity Upgrade	SE2 – Valley Gardens Bus Infrastructure	SE3 - Eastern Road/Edward St Bus Infrastructure
Economic Growth	✓	✓✓✓	✓✓✓
Carbon Emissions	✓✓✓	✓✓✓	✓✓✓
Modal Shift	✓✓✓	✓✓	✓✓
Enabling Development	✓	✓✓✓	✓✓✓
Bus Frequency	✓	✓✓✓	✓✓✓
Bus Journey Times	✓	✓✓✓	✓✓✓
Bus Reliability	✓	✓✓✓	✓✓✓
Bus Punctuality	✓	✓✓✓	✓✓✓
Bus Patronage	✓✓✓	✓✓	✓✓
Increasing Capacity	✓✓✓	✓	✓
User Satisfaction	✓✓✓	✓✓✓	✓✓✓
Accessibility	✓✓✓	✓✓✓	✓✓✓
Road Safety	✓	✓	✓



## Section D. Value for Money

### D1. Baseline and Projections for Intermediate Measures

A quantitative analysis of the impact and outcomes of the project are provided in the appraisal tables below:

		Timescale		
	Appraisal Category	2011/12 (Baseline)	Year 1 (2012/13)	Year 2 (2013/14)
<b>SE1- Lewes Road Capacity Upgrade</b>	Annual Passenger Capacity	17,627,700 passengers	24,815,835 (+40%)	24,815,835 (+40%)
	Additional Bus Journeys	0 journeys	23,730 journeys	23,730 journeys
	Additional Bus Mileage	0 miles	113,650 miles	113,650 miles
	Target Additional Passengers	0 passengers	980,528 passengers	980,528 passengers
	Carbon Reduction	0kg CO2	344,967 kg CO2	344,967 kg CO2
	Access to Further Education	30,000 students	31,000 students	32,000 students
<b>SE2 – Valley Gardens Bus Infrastructure</b>	Appraisal Category	2011/12 (Baseline)	Year 1 (2012/13)	Year 2 (2013/14)
	No. passengers affected	13,672,472 passengers	13,672,472 passengers	13,672,472 passengers
	Journey Time Saving	0	0	60 seconds
	Economic Benefit (time saving)	£0	£0	£1,105,168.9
<b>SE3 - Eastern Road/Edward St Bus Infrastructure</b>	Appraisal Category	2011/12 (Baseline)	Year 1 (2012/13)	Year 2 (2013/14)
	No. passengers affected	8,544,075	8,544,075	8,544,075
	Journey Time Saving	0	30 seconds	60 seconds
	Modal shift (Car to Bus)	0%	4%	8%
	Economic Benefit (time saving)	£0	£345,288.17	£690,576.35
	Carbon Reduction	0kg	183,960 kg CO2	367,920 kg CO2
	Access to potential new employment opportunities	0	1450	1450



## **D2. Non-quantifiable benefits.**

Due to the nature of the proposals contained within this bid, it has been possible to quantify the anticipated benefits and these are included in the table on the previous page. However, it was not felt possible to accurately identify the impact of the advertising and branding campaigns that would accompany the increased service provision on Lewes Road and therefore no attempt has been made to quantify the benefits arising in this instance.

Also, due to the complex nature of bus movements within the Valley Gardens area and the fact that many routes converge in this area, it was not felt possible to accurately predict a modal shift and therefore potential carbon saving figure as a result of the improvements in this area. However, journey time improvements in the Valley Gardens area would benefit a large number of bus passengers daily travelling on a wide range of different routes from across the city. Therefore, it would be reasonable to expect a degree of modal shift from car to bus on all of the routes that travel through the Valley Gardens area during the course of their journey.

The introduction of new infrastructure measures will be designed to the latest standards and will provide additional benefits for pedestrians and cyclists, encouraging people to walk and cycle both of which contributing to increased physical activity and reducing obesity levels. The entire BBA area is within the city's Air Quality Management Area and with better bus provision encouraging modal shift, air quality will improve but will require longer term monitoring. The capital measures will also be designed to the safest standards and seek to address any current road safety issues along the route. It is difficult at this stage to quantify the accident reductions but previous experience of the introduction of bus priority measures in Brighton & Hove shows that good results can be achieved. These results will be monitored and reported as part of the overall evaluation.



## Section E - Supporting Evidence

### E1. Evidence for the predictions identified above.

Below is a brief explanation of the methodology used to appraise the various measures included within this proposal. The figures included have been calculated in conjunction with Brighton & Hove Bus Company and therefore a high degree of accuracy has been achieved.

#### SE1- Lewes Road Capacity Upgrade

<i>Annual Passenger Capacity</i>	<i>Actual figures provided by Brighton &amp; Hove Bus Company</i>
<i>Additional Bus Journeys</i>	<i>Actual figures provided by Brighton &amp; Hove Bus Company</i>
<i>Additional Bus Mileage</i>	<i>Actual figures provided by Brighton &amp; Hove Bus Company</i>
<i>Target Additional Passengers</i>	<i>Predicted figures provided by Brighton &amp; Hove Bus Company using historical patronage data and expert knowledge of the local bus market</i>
<i>Carbon Reduction</i>	<i>Calculation based on 25% of the predicted new bus passengers having switched mode from private car to bus. Each replaced car journey assumed to be 5 miles with CO2 emissions of 0.3kg per mile. Additional CO2 created by increased bus mileage deducted at a rate of 0.2kg per mile</i>
<i>Access to Further Education</i>	<i>Actual numbers of current and future students studying at the two universities located on the Lewes Road corridor</i>

#### SE2- Valley Gardens Bus Infrastructure

<i>No. passengers affected</i>	<i>Actual figures provided by Brighton &amp; Hove Bus Company</i>
<i>Journey Time Saving</i>	<i>Predicted time saving achievable through analysis of existing delays and congestion using journey time data from the Real Time Information system and technical knowledge and experience of possible bus priority interventions</i>
<i>Economic Benefit (time saving)</i>	<i>Based on a 60 second bus journey time improvement in the Valley Gardens area. Economic value of time saving calculated for bus passengers using standard values of time as prescribed by DfT and standard cost-benefit methodology. Benefit has been calculated for completion year 2013/14 only but benefits would continue to accrue after this time.</i>



## SE3- Eastern Road / Edward St Bus Infrastructure

<i>No. passengers affected</i>	<i>Actual figures provided by Brighton &amp; Hove Bus Company</i>
<i>Journey Time Saving</i>	<i>Predicted time saving achievable through analysis of existing delays and congestion using journey time data from the Real Time Information system and technical knowledge and experience of possible bus priority interventions</i>
<i>Modal shift (Car to Bus)</i>	<i>Calculation based on a 4% modal shift from car to bus in year 1 and a further 4% in year 2. Modal shift figures taken from previous experience of the A259 Brighton to Peacehaven Bus Priority scheme where monitoring showed an 8% modal shift following the introduction of similar measures to those proposed here</i>
<i>Economic Benefit (time saving)</i>	<i>Based on a 60 second bus journey time improvement along the Eastern Rd / Edward St corridor. Economic value of time saving calculated for bus passengers using standard values of time as prescribed by DfT and standard cost-benefit methodology. Benefit has been calculated for completion year 2013/14 only but benefits would continue to accrue after this time.</i>
<i>Carbon Reduction</i>	<i>Based on modal shift figures outlined above. Each replaced car journey assumed to be 3 miles with CO2 emissions of 0.3kg per mile.</i>
<i>Access to potential new employment opportunities</i>	<i>Actual numbers of current and future students studying at the two universities located on the Lewes Road corridor.</i>

## **E2. Proposed monitoring.**

B&HCC has a wealth of experience in monitoring projects that require rigorous evaluation and the sharing of results, including the Cycle Town programme, Community Infrastructure Fund and the European funded CIVITAS and MMOVE projects. One of the important factors in achieving successful monitoring and evaluation is the ability to share and coordinate data with project partners. The council's Bus Punctuality Improvement Plan agreement with the bus company will provide a tried and tested framework in which both partners can share data and monitoring resources effectively.

The council and the bus company hold extensive baseline data, as outlined in section D1 and E1, which will be reported against quarterly once the main outputs have been delivered. All outputs and outcomes will be reported and monitored by the Project Board (see section F3) which will be held every 6 weeks. The added value outcomes such as benefits for cyclists, pedestrians and reductions in road casualties will also be reported.



The council will produce and continually update the progress of outputs and outcomes on its website and is willing to assist DFT in assessing and sharing the benefits of BBA, and any further marketing and publicity, should the bid be successful.

The following intermediate outputs and outcomes will be monitored using the data sources identified:

- **Passenger Numbers** - Bus Company patronage data
- **Bus Journeys** - Bus Company journey data
- **Bus Mileage** - Bus Company mileage data
- **Bus Journey Times** – Annual bus journey time surveys
- **Traffic Volume & Composition** – Monthly collection using automated network of traffic counters
- **Carbon Reduction** - Monitored using data collected from the above quantitative sources and applying relevant formulae
- **Economic Benefit** - Monitored using data collected from the above quantitative sources and applying relevant formulae

## Section F. Delivery and Costs

### F1. Package Costs

		2012-13	2013-14
<b>SE1- Lewes Road Capacity Upgrade</b>	£(K)		
	Revenue	560	520
	Capital	250	250
	Local Contribution	840	400
<b>SE2 – Valley Gardens Bus Infrastructure</b>	£(K)		
	Revenue	50	50
	Capital	0	1000
	Local Contribution	250	250
<b>SE3 - Eastern Road/Edward St Bus Infrastructure</b>	£(K)		
	Revenue	100	100
	Capital	100	500
	Local Contribution	0	600
<b>Grand Total funding sought</b>	Revenue	710	670
	Capital	350	1750
<b>Grand Total including local contribution</b>	Revenue	1550	1070
	Capital	600	2600



## F2. Timetable for Delivery and Risks

Scheme Element	Planned delivery date	Risks
<b>SE1- Lewes Road Capacity Upgrade</b>	April -September 2012	<ul style="list-style-type: none"> <li>o Additional services will need to be registered before the deadline</li> <li>o Uptake of new services may be lower than anticipated</li> <li>o Delays may occur during the acquisition and refurbishment of the bendy bus fleet</li> <li>o Site constraints may mean that some bus stops cannot be upgraded to the necessary standard to accommodate bendy buses</li> </ul>
<b>SE2 – Valley Gardens Bus Infrastructure</b>	Work to start on or before April 2013	<ul style="list-style-type: none"> <li>o Possible cost increases due to underground services</li> <li>o Delays caused during road works</li> </ul>
<b>SE3 - Eastern Road/Edward St Bus Infrastructure</b>	Phase 1 to commence April 2012 Phase 2 to commence April 2013	<ul style="list-style-type: none"> <li>o Possible cost increases due to underground services</li> <li>o Delays caused during road works</li> </ul>

## F3. Management Arrangements

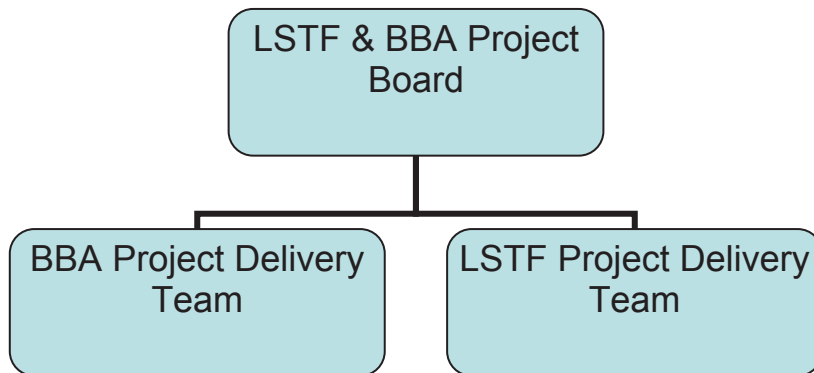
The BBA project will be jointly delivered by the B&HCC Transport Planning Team and the Brighton & Hove Bus Company Operations Team. Both teams offer a wealth of experience in delivering bus related projects and initiatives. Relevant staff from the smaller bus companies would also be invited to form part of the project team. A Terms of Reference and Memorandum of Understanding will be produced setting out the exceptions and responsibilities of each project partner and the ownership of each output.

In terms of governance and reporting, because of the linkages with the LSTF project the BBA Delivery team will report into the established LSTF Project Board. This also has benefits in terms of ensuring the project has strong political sponsorship as the LSTF Project Board is headed up by the council's Lead Member for Transport and the Public Realm.

It is proposed that 1 x FTE Project Manager post would be funded through the revenue element of the BBA bid for the duration of the project.



## Project Governance Structure



### F4. Financial sustainability

The bid has been developed to ensure that it is economically sustainable without the need for ongoing financial support and will not require funding beyond the BBA funding period. In terms of the capital measures proposed they create a lasting legacy of benefits well beyond the life of the funding period and will be maintained from existing council budgets. The initial financial support needed for the bus routes outlined in the proposals have been produced in partnership with the bus company and we are confident that these services will become financially viable by the end of the funding period. The bid area also includes a number of supported routes which will also benefit from the infrastructure measures, and increase their potential to become commercial viable.

### F5. Financial Impact on Bus Operators

As stated in previous sections, Brighton & Hove Bus Company has committed to providing a local contribution of £1.24m over the two year duration of the project.

Calculations undertaken by the bus company estimate that £545,531 additional revenue will be generated as a result of the proposals contained in this bid.

### F6. Additionality

A table showing existing citywide local bus subsidies and contracts funded by the local authority is included as Appendix A.

The city council confirms that BBA support will allow the scope of several existing packages of work to be expanded in a way that will deliver additional benefits in line with the objectives of the fund.

One element where it is felt that clarification is required relates to SE1 – Lewes Road Capacity Upgrades. In this element Brighton & Hove Bus Company is proposing to purchase and refurbish an additional 14 bendy buses, resulting in a significant increase in passenger capacity along the Lewes Road corridor. The bus company will proceed with this proposal regardless of the success of



this bid for BBA funding, although the city council feels that the associated infrastructure improvements that would be delivered through the BBA project are essential for the benefits to be fully realised.

## Section G. Fit with the Local Sustainable Transport Fund

### **G1. Fit with other bids, including the Local Sustainable Transport Fund and Green Bus Fund.**

As mentioned previously, Better Bus Area funding would significantly enhance a number of existing projects. As shown on the map included in Section A, the proposed BBA area is a continuation of the area covered by Brighton & Hove's successful Tranche 1 LSTF project which focuses on the northern section of the Lewes Road corridor. The proposed BBA area includes the southern section of Lewes Road, linking the LSTF corridor with the city centre. Included within the LSTF project are a number of bus based initiatives including extension of the RTI system, new bus stops in adjoining residential areas, and reallocation of an existing dual carriageway to a 10km combined Bus & Cycle lane in the northern section of Lewes Road. Bus patronage is predicted to rise by as much as 10% as a result of these improvements.

The BBA area also draws in the Eastern Rd/Edward St area, a second key public transport corridor running east to west, as well as the Valley Gardens area which links Lewes Road and Eastern Rd/Edward St with the city centre. The council is also proposing to improve the large area green space within the boundary of Valley Gardens including the area known as The Level, which has recently been awarded £2 million funding from the National Lottery heritage fund.

Whilst both the LSTF and any BBA packages would deliver significant benefits alone, it is felt that the combined effect would be far greater. This is particularly important given the number of strategically important sites and routes within the BBA and LSTF areas, with a new application to extend the Brighton & Hove FC's Amex Stadium expected shortly, both packages working together will provide much improved sustainable journey times linking the city centre and the stadium.

Brighton & Hove Buses, through its parent company Go Ahead, is proposing to bid for additional funding through the Green Bus Fund to increase the current fleet of 2 hybrid buses by a further 20. Success with this bid would allow greater carbon savings and enhance the benefits of the BBA and LSTF projects, particularly in terms of air quality measures.

Whilst the proposed BBA package has been designed to complement a range of other projects, the benefits stated within this bid are not dependant on a bid for the Green Bus Fund being successful, and they are in addition to those already claimed through the LSTF project. The BBA project has been prepared to ensure that it can progress independently of any other projects.



## APPENDIX A. City Wide Supported Routes.

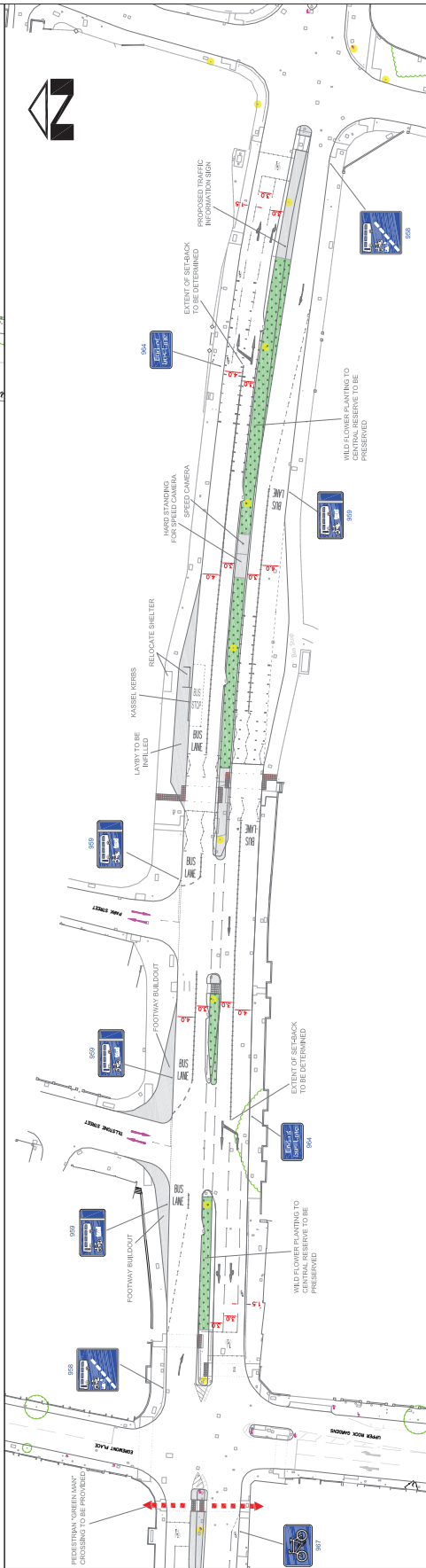
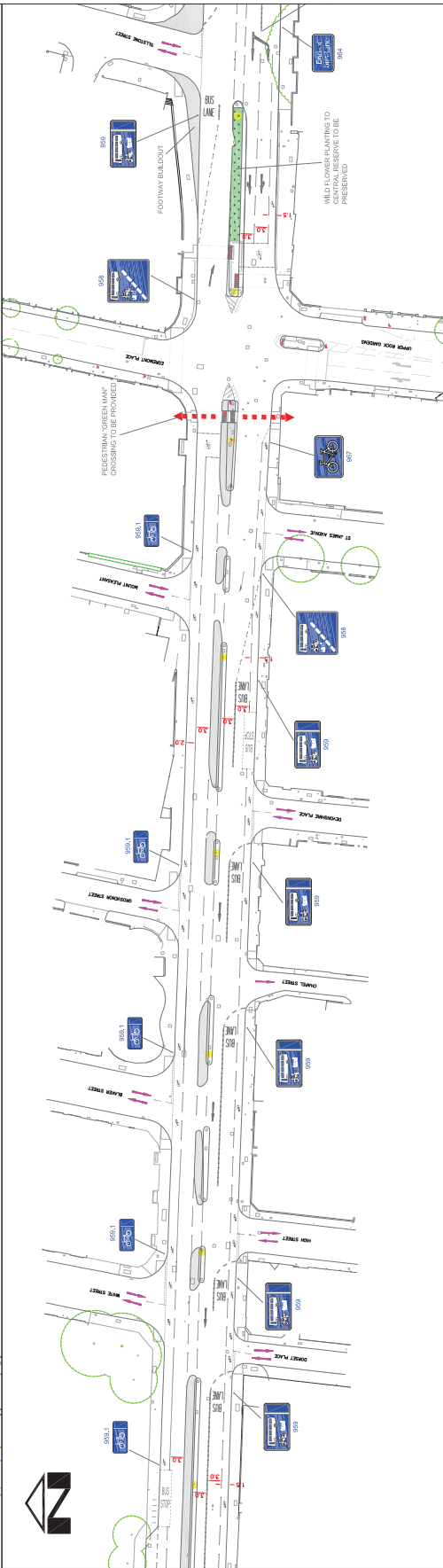
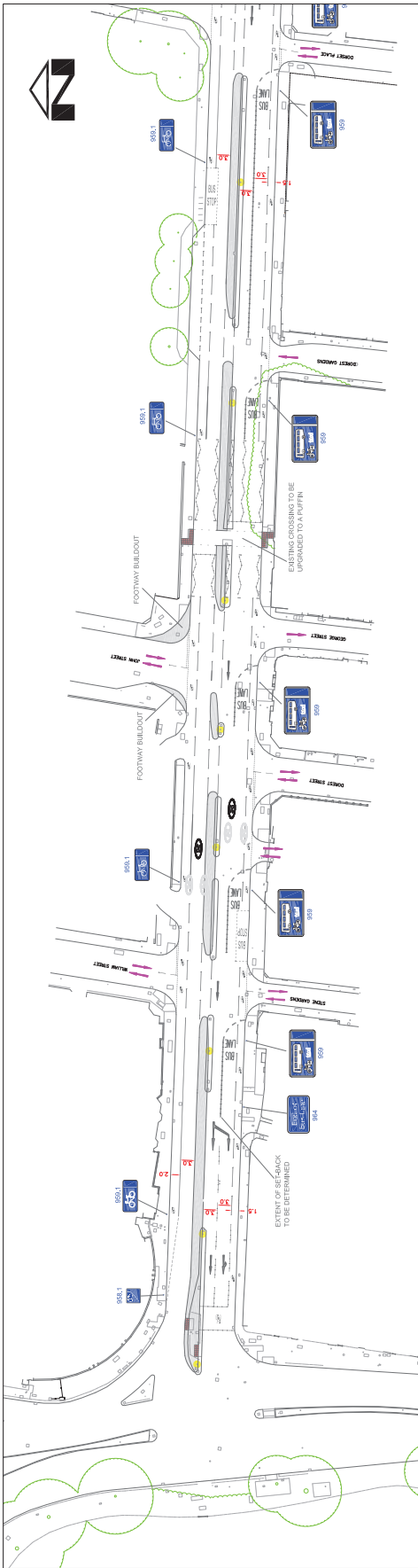
7830	81		Open Market - Queens Park - Goldstone Valley	Monday - Saturday	60 min
2887	81A		Brighton Station - Meadowview	Sundays and Public Holidays	30 min
2877	52		Woodingdean - Brighton Station/ C Newman Sch	Monday - Saturday	60 min
2888	81C		Old Steine - Goldstone Valley	Sundays and Public Holidays	60 min
2878	56		Knoll Estate - Patcham	Monday - Saturday	60 min
2876	47		Brighton Station - East Saltdean	Monday - Saturday	60 min
7832	16/66		Portslade - Knoll Estate - Hangleton - Sainsbury's	Monday - Saturday	30 min
2880	37B		Bristol Est - Brighton Stn - Southover St - Lewes Rd	Monday - Saturday	20 min
2883	76		Saltdean Vale - Longhill School	Schooldays	1 return
2870	77		Seafront - Devil's Dyke	Sats, Suns & PHs (all year). Daily (summer)	60 min
2892	95A		Foredown Drive - Cardinal Newman School	Schooldays	1 return
9814	72		Whitehawk - Woodingdean - Longhill School	Schooldays	2 returns
7835	84		Sussex Univ - Woodingdean - RSCH - Whitehawk	Monday - Friday	2 returns
2884	76A		Peacehaven - Longhill Sch	Schooldays	1 return
2886	81A		Brighton Station - Meadowview	Monday - Saturday	30 min
2879	57		Brighton Station - East Saltdean	Sundays and Public Holidays	60 min
2882	75		Lower Bevendean - Patcham Schools	Schooldays	1 return
2891	95		Burwash Road - Cardinal Newman School	Schooldays	1 return
2881	74		Lewes Road - Patcham Schools	Schooldays	1 return
7821	24		Hollingbury - Coldean - Lewes Road - City Centre	Winter Sunday evenings	60 min
2893	96		Carden Avenue - Blatchington Mill School	Schooldays	1 return
2885	81		Old Steine - Goldstone Valley	Monday - Saturday	60 min
2875	21		Marina - Race Hill - London Rd/ Station	Monday - Saturday evenings	60 min
7823	27		Westdene - Brighton Station	Winter Sunday evenings	60 min
7810	22		Churchill Square - Woodingdean	Winter Sunday evenings	60 min
7812	26		Hove - Open Market - Hollingbury - Coldean	Winter Sunday evenings	60 min
7824	81A		Meadowview - Lewes Rd - Old Steine	Winter Sunday evenings	60 min
7813	27		Brighton Station - Rottingdean - Saltdean	Winter Sunday evenings	60 min
2895	91		Coombe Road - Hollingdean - Cardinal Newman Sch	Schooldays	1 single
2871	78		Old Steine - Stanmer Village	Suns & PHs (all year) Sats (summer)	60 min
2872	79		Old Steine - Ditchling Beacon	Suns & PHs (all year) Sats (summer)	60 min
7809	21B		Churchill Square - Queens Park - Marina	Winter Sunday evenings	60 min



# APPENDIX 2

## NOTES

1. All dimensions are in millimetres unless stated otherwise.
2. All levels in metres above Ordnance Datum (Newlyn).
3. Do not scale from this drawing.
4. Waiting restrictions and bus stop clearway markings not shown.
5. Existing kerbside gully grates to be changed to 'cycle-friendly' grates.
6. Street lighting columns to be relocated onto new islands where appropriate.



Rev	Revision details	Signed	Date
1	Drawn: P. OSBORNE	P. OSBORNE	April 2013
2	Checked: P. OSBORNE	P. OSBORNE	April 2013
3	Approved: S. J.	S. J.	April 2013
4	File/Load ref: S.	S.	April 2013



Project Name	BETTER BUS AREA
Drawing Title	EDWARD STREET GENERAL ARRANGEMENT

Drawing No	003
Scale	1/500 @ A1
Rev	







<b>Subject:</b>		<b>Brighton Station Gateway</b>	
<b>Date of Meeting:</b>		<b>30 April 2013</b>	
<b>Report of:</b>		<b>Executive Director Environment, Development &amp; Housing</b>	
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jim Mayor</b>	<b>Tel: 294164</b>
	<b>Email:</b>	<b>Jim.mayor@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>		<b>All</b>	

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

- 1.1 The Brighton Station Gateway project has been under development since 2010. It aims to rationalise and improve circulation and access for people and vehicles at the main entrance points to, and in the area around, the city's main railway station. The project seeks to contribute towards a number of the Council's transport goals including assisting in economic growth, improving safety and security and enhancing equality of access.
- 1.2 Consultation on a preferred scheme for Brighton Station Gateway was undertaken in late 2012. The results of consultation were reported to Transport Committee in January 2013. Committee agreed that more work should be undertaken to better understand the impact of relocating the Station taxi rank to Frederick Place, and that feasibility work should be carried out on options relating to the Station canopy to enable a decision to be made on these aspects of the scheme at March 2013 Transport Committee (subsequently rescheduled to April 2013).
- 1.3 This report summarises that additional work and requests that the preferred scheme be progressed to delivery. The preferred scheme delivers a host of benefits around the station's southern entrance including enhanced cycling and pedestrian facilities, simplified junctions and crossings, an enhanced, de-cluttered environment, enhanced bus provision and new taxi drop off facilities.

**2. RECOMMENDATIONS:**

That the Committee:-

- 2.1 Instructs the Executive Director Environment, Development and Housing to progress to detailed design a preferred scheme that retains taxis in their current location (as set out in Appendix 5) and to advertise any necessary traffic regulation orders (TROs).



- 2.2 Instructs the Executive Director Environment, Development and Housing to implement the detailed design subject to the outcome of the statutory TRO consultation process
- 2.3 Instructs the Executive Director Environment, Development and Housing to work with other relevant partners to develop a Taxi Management Plan that will ensure the station taxi rank is properly managed in future.
- 2.4 Agrees that a decision on the future of the Station Canopy be deferred, subject to receipt of a future Network Rail planning application.

### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In November 2010 Cabinet granted approval to undertake work that would lead to the enhancement of the environment around Brighton Station. The project sought a design solution that improved the station environment as a welcome, a place and an interchange: an aspiration supported by all political parties.
- 3.2 In January 2012 officers updated the Environment, Transport & Sustainability Cabinet Members Meeting (CMM) on the results of public scoping consultation. CMM agreed that design options should be developed and shared with the public through full consultation.
- 3.3 Feedback from design options consultation was reported to Transport Committee in July 2012. Committee agreed that an amalgamated preferred option should be developed based on the positive and negative comments received relating to all the various options. This preferred option would be presented back to Committee in October 2012, where members would make a decision as to whether the proposed preferred option should be progressed to full public consultation.
- 3.4 Officers worked with stakeholders between August and September to develop a preferred scheme for the space to the south of the Station that could form the basis of public consultation. At Transport Committee in October 2012, members agreed that this should form the basis of a final stage of consultation, and that officers should report back in January 2013 with the results of consultation.
- 3.5 Consultation on the preferred option took place in late 2012. Feedback was reported back to Transport Committee in January 2013. Compared with previous stages of consultation, levels of feedback were reasonably low. Most of the feedback focused on the impact of moving the taxi rank into Frederick Place. A secondary focus of interest was proposed changes to the station canopy.
- 3.6 Officers felt that concerns around the proposed taxi rank relocation warranted further investigative work and recommended that additional time was granted to properly investigate, quantify and where possible resolve consultee concerns in order to enable members to make a more informed decision as to how the project should be progressed at Transport Committee in March 2013 (subsequently rescheduled to April 2013).



## **Conclusions of Additional Work**

### **Frederick Place**

- 3.7 Since January 2013 work to better understand the impacts of placing a taxi rank in Frederick Place has been undertaken with the support of representatives from the taxi trade and the council's transport modeling consultancy, JMP. A copy of JMP's report, outlining their findings, is attached as Appendix 1.
- 3.8 JMP's report suggests that concerns raised during consultation around the relocation of the taxi rank to Frederick Place could be resolved by a mixture of design, introduction of a voluntary code of practice for taxi drivers, and introduction of a marshal (which would necessitate revenue funding of approximately £20,000 per annum).
- 3.9 The report supports the concern raised during consultation as to the suitability of Trafalgar Lane for accommodating increased numbers of southbound traffic. The report suggests two alternative transport arrangements that could enable the Frederick Place taxi rank to be accommodated. However both restrict some vehicle access and/or create some increases in traffic on residential streets between Gloucester Road and Trafalgar Street. The potential for negative impact would be greater if the taxi rank did not operate as expected.
- 3.10 Significantly there has been ongoing opposition to the proposals from sections of the North Laine community, particularly from the North Laine Community and Traders Associations. A letter from the Traders Association is attached as Appendix 2: an e-petition against the taxi relocation has also been signed by 217 people. If the options investigated had positive outcomes for the North Laine – such as significantly lowering levels of traffic - it would be easier to make a case for moving ahead with Frederick Place. However this is not the case, and it is therefore recommended that the Frederick Place option is not pursued.

### **North of the Station**

- 3.11 Initial analysis of taxi locations identified a number of inherent issues with relocating taxis to the north of the station. However, throughout the consultation processes, a number of residents have expressed a preference for pursuing this option. In March, officers met with Southern Railway to ascertain whether Southern would reconsider relocating taxis to the north of the Station. Southern had expressed reluctance to relocate taxis to the north for operational reasons – particularly due to potential conflict with replacement bus services, and have reaffirmed these concerns.

### **Keeping Taxis in their Current Location**

- 3.12 Keeping taxis in their current location also raises issues. The issues are largely operational and ambient. Primarily the presence of large numbers of taxis directly



outside the station leads to conflict with other users of the space. Certain aspects of existing carriageway design contribute to congestion in the wider area. These issues are exacerbated by the lack of management of the taxi rank. The detailed design process will look to resolve engineering issues which exacerbate taxi conflict issues, informed by a taxi management plan which will be developed with partner agencies. Southern Railway's written confirmation of their commitment to better manage the taxi rank in future is attached as Appendix 3.

- 3.13 Retaining taxis in their current location does not have a significant impact on the physical layout of the core southern environmental improvement. The road into the taxi rank area needed to be retained for servicing access and wider improvements, such as improved pedestrian and cycle facilities and simplified junctions in Queens Road, Surrey Street, Gloucester Road and Junction Road can be delivered irrespective of where taxis are located.

## **Benefits**

- 3.14 The scheme vision was agreed with a representative group of Stakeholders on project commencement. The section below illustrates how each element of the Vision will be realised.

### A fitting welcome to the city

The first impression of the city upon leaving the Station is dominated by complex traffic infrastructure and associated clutter (such as guard-railing and traffic signals). It is this infrastructure that has the greatest negative impact on the environment around the Station. By simplifying the carriageway design, the impact of traffic infrastructure will be greatly reduced, enabling positive elements of the environment to take precedence.

- 3.15 An efficient interchange

Formalising the current temporary gyratory road system, which was established to accommodate development of the Old Bingo Hall, will enable simplification of junctions, improving traffic flow and enabling easier crossing for cyclists and pedestrians. The gyratory system will also enable carriageway space to be reduced – significantly enhancing provision for pedestrians (the main users of the space) without any detrimental impact on vehicular traffic. The rebalancing of space will also enable a cycle contra-flow to be provided in Queens Road. Cycle parking is due to be enhanced by Southern Railway's efforts to deliver a dedicated cycle parking facility at the north of the Station. Bus and taxi services will be retained outside the Station's southern entrance in a simpler arrangement which complements rather than dominates the environment.

- 3.16 A high quality public place

As with the welcome to the city, the main way in which the public places around the station can be improved is by removing the elements that currently have the greatest negative impact on the environment (those relating to the overly complex traffic infrastructure). The simplified traffic arrangement will enable widened footways which provide opportunities for businesses lining Queens Road to create outdoor activity areas. Improving the environment is also likely to encourage investment from business owners (as has happened in New Road). Where possible tree planting will be introduced to bring additional aesthetic benefit.



- 3.17 Further details of how the scheme's objectives will be met are contained in Appendix 6.
- 3.18 Therefore, it is recommended that the preferred option previously presented to Transport Committee in October 2012 is progressed towards implementation, incorporating the amendment or taxis being retained in their current location (Appendix 5).

### **Cost & Wider Investment**

- 3.19 A cost estimate has been prepared for the scheme. Physical works are expected to cost in the region of £1.5million, including design fees and a contingency of 20%. This estimate is consistent with costs assumed at scheme outset, and the provisional Local Transport Plan.
- 3.20 The proposals for Station Gateway form an integral part of wider regeneration of and investment in the Station and surrounding area.
- 3.21 Within the station Southern Railway are currently carrying out £4.9m of enhancements with works targeted for completion by the end of the current year. In addition the council is committed to supporting Southern Railway and Network Rail in reopening one or both of the historic entrances from the Station to Trafalgar Street. The council is also working with English Heritage and rail partners to assess the costings and practicality of enhancing the station forecourt by improving or removing the canopy.
- 3.22 To the north of the station Southern Railway has now secured funding of £850K for a dedicated cycle hub and a planning application is being prepared. In addition S106 funding in excess of £300K has been secured to enable improvements to be made to the area directly outside the north of the station, and design will progress following the outcome of the Cycle Hub planning decision.
- 3.23 In the surrounding area development of New England Quarter Block J, to the immediate east of the northern Station Entrance, is currently ongoing. As well as providing new office, hotel and residential space, Block J will incorporate direct connections between the northern Station entrance and Anne St / London Road. To the south the new Ibis Hotel on Queen's Road is near completion.
- 3.24 Further details on these wider works are set out in Appendix 4.

## **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The Station Gateway project process has been undertaken in line with Community Engagement Framework and Standards. This report seeks to address issues and concerns arising from full public consultation on the preferred Station Gateway proposal.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:



- 5.1 The Station Gateway project is funded from the Local Transport plan capital budget. This includes a budget of £400,000 for 2013/14. There are provisional allocations of £900,000 for 2014/15 and £500,000 for 2015/16. The overall provisional allocation includes funds for the works outlined in this report, wider improvements (such as a contribution towards the cycle parking hub and potential re-opening of one / both of the Trafalgar Street entrances) and design fees. The costs of improvements to the south of the station will need to be managed within these allocations.

*Finance Officer Consulted: Jeff Coates*

*Date: 03/04/2013*

Legal Implications:

- 5.2 As the Highways and Traffic Authority the Council has powers to make the alterations and improvements outlined in this report. Any necessary traffic regulation orders will need to be advertised in accordance with the statutory requirements and if there are objections these will need to be considered at a future meeting of the Transport Committee.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights which means they may be restricted where this is for a legitimate aim, necessary and proportionate.

*Lawyer Consulted:*

*Carl Hearsum*

*Date: 18/04/13*

Equalities Implications:

- 5.3 The project improves the accessibility of the environment for all through measures such as simplifying road crossings (the current arrangement has been described as one of the worst in the city for visually impaired people) and creating accessible taxi drop off facilities. An accessibility audit will be undertaken during the process of developing detailed design.

Sustainability Implications:

- 5.4 The enhancement project will promote sustainable transport, and particularly overcome current barriers to walking and cycling in the vicinity of the station. Sustainable construction practises and materials will be used where possible. The improvements will enhance the built environment and, through albeit indirect links to the greenway, contribute towards enhanced natural habitats and wildlife conditions. By improving the station as a welcome to the city and improving the immediate environment for businesses, the scheme will contribute to enhancing the local economy at a micro and macro scale.

Crime & Disorder Implications:



- 5.5 Stakeholder consultation has identified the need for any improvements delivered by the Station Gateway project to enhance real and perceived safety in the area, especially later in the day. The design process will seek to deliver this objective.

Risk and Opportunity Management Implications:

- 5.6 Due to the large number of stakeholders the primary risk was that stakeholder support would not be achieved. A significant amount of consultation has taken place during the design process and there is now a reasonable confidence that the proposal is supported by the majority of stakeholders.

Public Health Implications:

- 5.7 By tackling the poor quality of the existing public realm around the station, the project will overcome issues impacting on public health including air and noise pollution. The project will also enhance living and working conditions and contribute towards a healthy and sustainable place and community.

Corporate / Citywide Implications:

- 5.8 Enhancing the station as a place, interchange and welcome will contribute towards the Corporate Plan objectives of tackling inequality and creating a more sustainable city, whilst the design process will contribute towards the objective of engaging people who live and work in the city.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 During the course of the Station Gateway project, every potential location for the taxi rank has been considered. The only remaining alternative options are to have no taxi provision at the Station, or to abandon all attempts to improve the wider Station environment.
- 6.2 It is considered that significant benefits can still be achieved by retaining the taxi rank in its current location.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 Reasons for the recommendation not to pursue the Frederick Place rank are set out in the main body of the report (3.7 to 3.10)
- 7.2 All alternative options for taxi rank locations in the vicinity of the station have been tested. None have been identified as currently suitable. Therefore the report recommends that the wider Station Gateway improvements are progressed with taxis retained in their existing location. Better management of the taxi rank and changes to the design of the station environment should reduce many of the negative impacts of the existing rank on the station area.
- 7.3 The preferred scheme is still offers significant benefits in line with the project vision and objectives previously agreed by the council. The benefits achieved against original objectives are summarised in Appendix 6. In order to capture those benefits as quickly as possible, it is recommended that Committee agree that the scheme should now progress to detailed design ahead of physical implementation.



## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. JMP report into the implications of a Frederick Place taxi rank.
2. Letter of objection to the Frederick Place taxi rank from the North Laine Traders Association.
3. Southern Railway's written confirmation of their commitment to better manage the taxi rank in future.
4. Wider Station Phases.
5. Revised Proposal.
6. Benefits achieved by the scheme against original vision & objectives.

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. None



# Appendix 1

## Brighton – North Laine Transport Study

Brighton & Hove City Council

1<sup>st</sup> March 2013







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Job No. ST13305
Report No. 1
Prepared by TH
Verified CS
Approved by CS
Status Draft
Issue No. 1
Date 22 March 2013



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# Appendices



- 
- Appendix A – Travis Perkins Consultation
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  - Appendix C – Traffic Impact of Consulted Scheme
-



# Introduction – Brighton Station Gateway Project

## Scheme Overview

During August and September 2012, a preferred scheme for improving the environment around Brighton Station was developed with the support of representative stakeholder groups.

The preferred scheme involved relocating the current taxi rank. The relocated rank would comprise a pick up area outside the station, serviced by a northbound feeder rank on Frederick Place in North Laine. The feeder rank would also utilise the western end of Trafalgar Street (below the Trafalgar Street under-croft). The revised taxi arrangements necessitated alteration of access arrangements for traffic moving in, out and through North Laine.

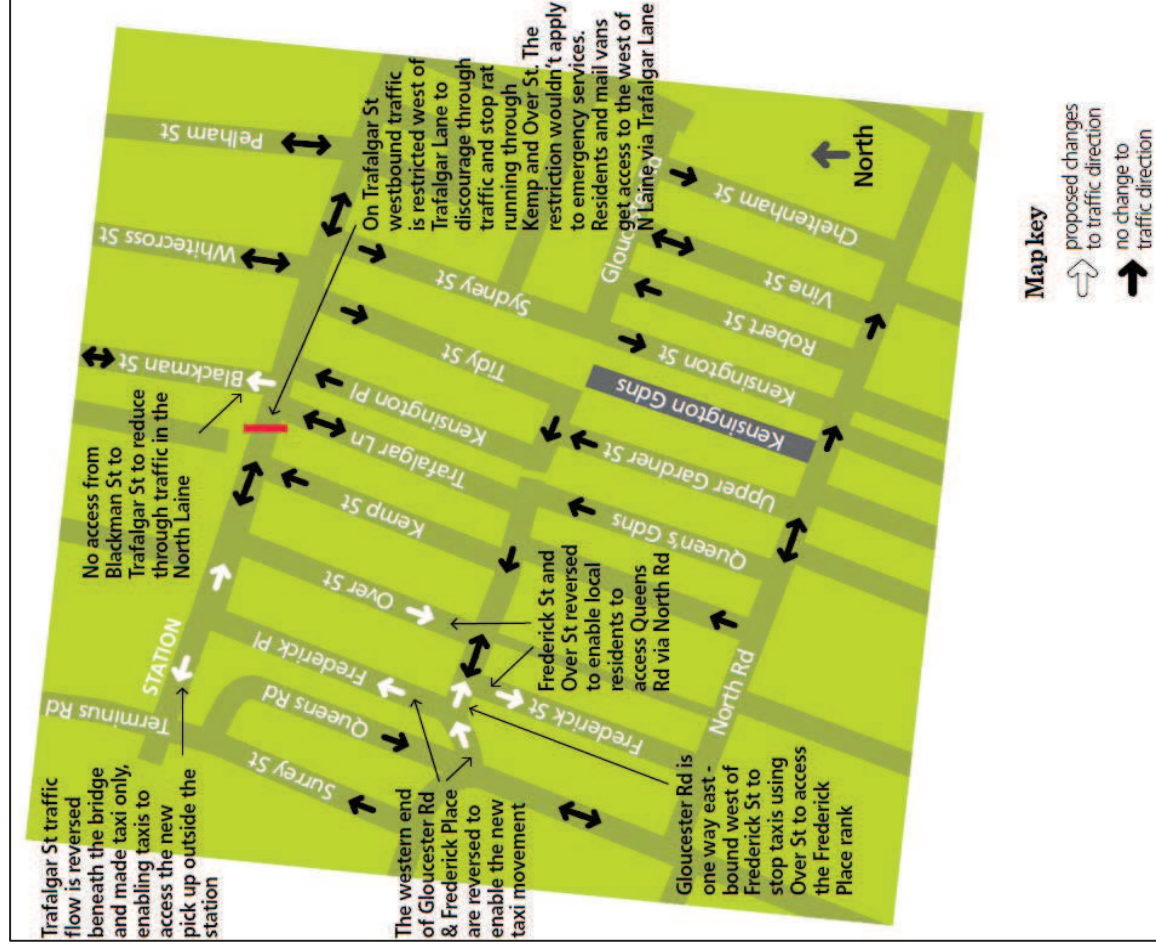
Consultation on the preferred scheme took place in late 2012.

The indicative proposals for the taxi rank and access arrangements included in the consultation can be seen in **Figure 1**.

The consultation process saw a number of concerns raised, primarily from within the North Laine community, as to the negative impact of the Frederick Place taxi rank and associated traffic implications.

This report investigates the feasibility of the suggested taxi arrangement, considering concerns raised during consultation, and where appropriate suggests alternative arrangements that could enable the Frederick Place taxi rank to progress.

Figure 1 - Access Arrangement Proposals for North Laine – Consulted Scheme





# Developing the North Laine proposals

## Original Scheme

Approval to consult on the proposal shown in Figure 2 was given at Transport Committee in October 2012.

However, between Committee approval to consult, and consultation taking place, the North Laine proposals were adjusted. The original proposal presented at Committee saw vehicular access into North Laine restricted from Cheapside to reduce south-westbound through traffic in North Laine. However, following presentations to the North Laine Community and Traders Associations following Committee, a strong desire was indicated to retain this access from the north.

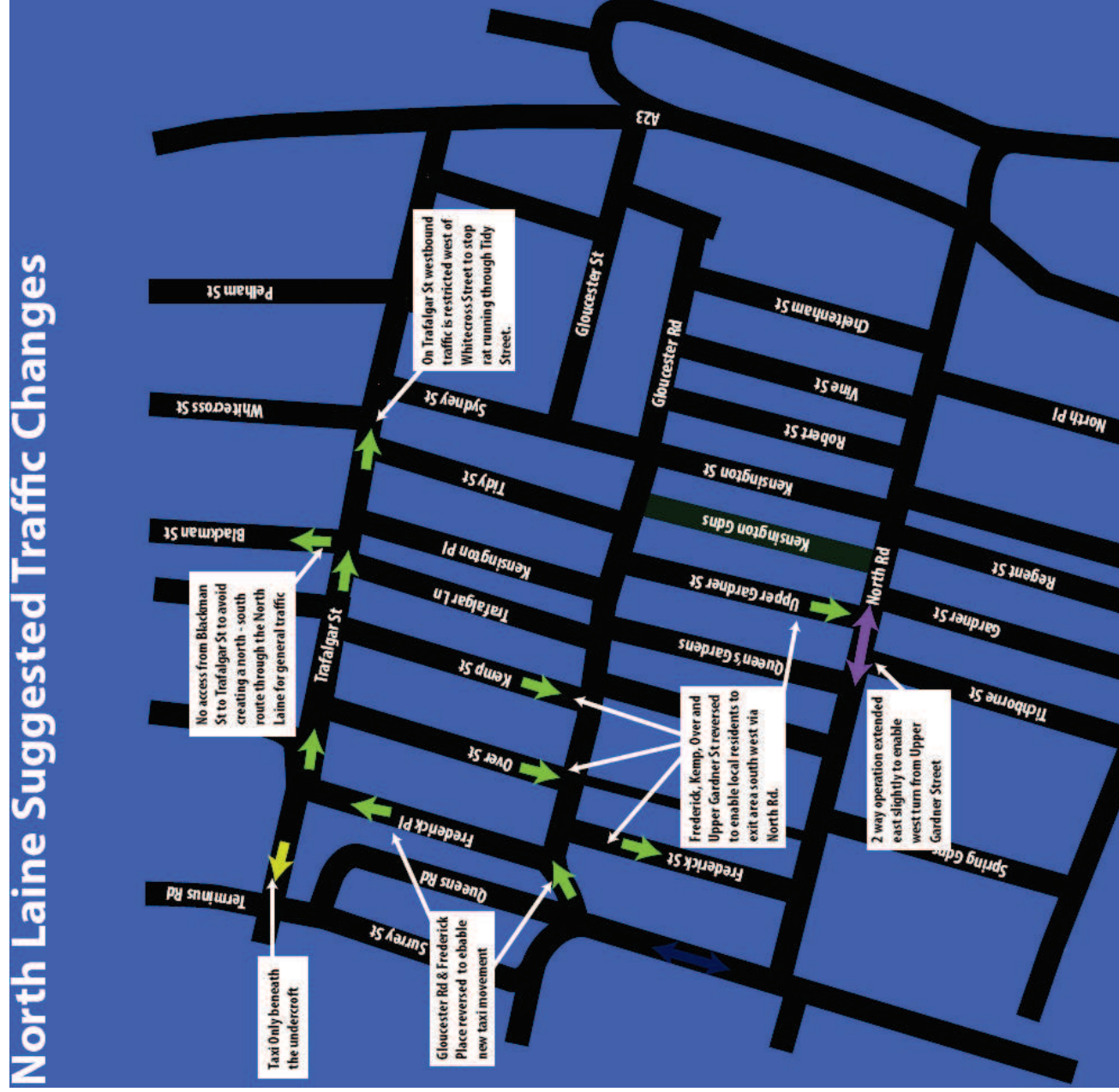


Figure 2 - North Laine Original Scheme



# Developing the North Laine proposals

## Consulted Scheme Proposal

As a result access from Cheapside was reintroduced. However, this created the challenge of managing the southbound traffic reintroduced to North Laine in the streets between Trafalgar Street and Gloucester Road. In a bid to minimise additional traffic on the residential Over and Kemp Streets, and following a brief discussion with Travis Perkins which suggested Trafalgar Lane was only blocked by deliveries for a short period every Friday morning, the revised proposal that would be consulted on was drawn up.

The basis of the proposal was that Trafalgar Lane would provide necessary local westbound access to residents living between Gloucester Road and Trafalgar Lane, whilst the more convoluted route would dissuade rat-running from wider through traffic. An illustrative plan of the consulted scheme is shown in Figure 3. This complements the plan shown in Figure 1.



Figure 3 - Brighton Station Improvements and Taxi Rank Relocation





# Consultation Outcomes



## Introduction

Consultation on the proposals took place in late 2012. A number of concerns were raised relating to the impact of relocating the taxi rank to Frederick Place. These can broadly be separated into concerns over the actual taxi rank, and concerns over the wider impact of reversing Frederick Place to accommodate the taxi rank on wider North Laine traffic flow.

### Taxi Rank Concerns:

The most commonly cited reasons for not supporting the rank were impact on air and noise quality (20 responses), the risk of taxis spilling / the rank spreading into adjacent residential streets (13) and the capacity of Frederick Place to accommodate sufficient numbers of taxis (12). Other concerns mentioned by several different people include a rank being contrary to the North Laine's conservation status (6), concern about the rank obstructing deliveries / servicing / access (6), impact on residents (5), congestion / blockages (5) and possible conflict between vehicles turning right and taxis turning left at the northern end of Frederick Place (5).

### Wider Traffic Impact Concerns

29 people were concerned about wider traffic implications of placing a taxi rank North Laine. Most commonly cited concerns included impact on access (13), encouragement of rat running (10), enforcement of any restrictions (9) and increased congestion (4).

44 people were against / concerned about use of Trafalgar Lane as an alternative (to Frederick Place) north – south route through the N Laine. Concerns centred on narrowness of the street to cope with additional through traffic, lack of passing places when the street was blocked by loading vehicles and difficulty of access (due to the tight corner) from Trafalgar Street.

9 people were against the suggested reversal of Frederick Street. Concerns included practical issues associated with turning from Frederick Street into North Road as well as general concerns over air quality impact etc.



# Study Objectives



## Context

Consultation results were reported back to Transport Committee in January 2013. It was recommended that the suggestion of reversing Frederick Street should be abandoned\* but that further work should be undertaken to better understand the wider concerns raised prior to a decision being made as to how the scheme should be taken forward.

\*During consultation, residents expressed concerns over increased traffic in Frederick Street and also identified likely conflict between vehicles turning right from Frederick Street into North Road and vehicles queuing in North Road to enter or leave the North Road car park. A series of workshops with residents during the consultation period resulted in general agreement that making the Gloucester Road / Queens Road junction 2 way would provide a better means of ensuring continued access out of the North Lane to the south west.

## Aims and Objectives

The aim of the study is to build on the work undertaken to produce the preferred scheme and take into account the concerns raised during the consultation process.

The objective of the study is to :

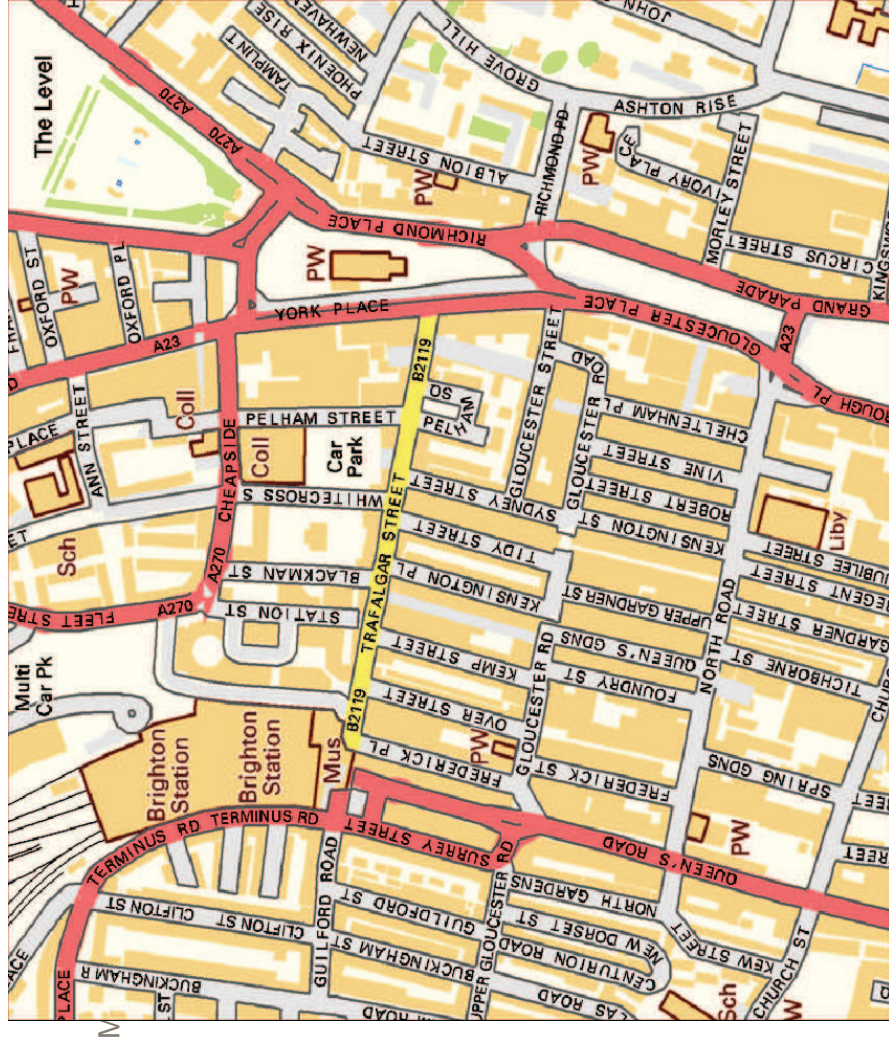
- investigate concerns raised during consultation; and
- where concerns prove to be valid, come up with ways in which problems with the original proposal can be overcome to enable the Frederick Place rank to be accommodated



# Study Objectives

## Study Area

The study area is the North Laine area of Brighton bounded by Queens Road to the west, Trafalgar Street to the north, York Place / Gloucester Place to the east and Gloucester Road to the south. A map of the area is shown in Figure 4 below.





# Study Methodology

## ➤ Baseline Surveys

Baseline traffic surveys were undertaken to better understand the existing pattern of key movements in the area and to determine the purpose and nature of journeys into North Laine. The survey locations are shown in Figure 5.

Establishing existing patterns of movement provides a benchmark by which other traffic management options in North Laine can be compared.

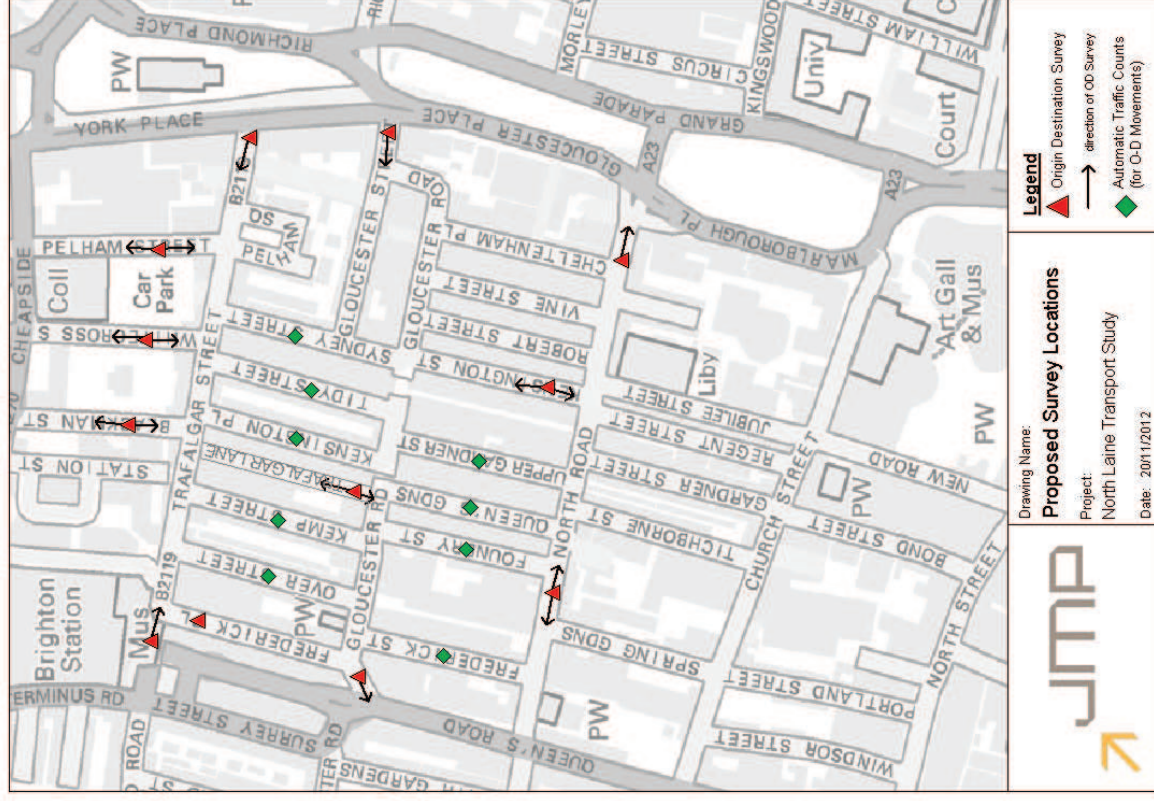
The data collected on a weekday and weekend in December 2012 included:

- Traffic volumes in the North Laine area on a street by street basis collected through automatic traffic counts<sup>1</sup>; and
- Traffic routings through the study area collected through origin and destination surveys<sup>2</sup>

<sup>1</sup>Automatic traffic counts are undertaken by running ducts/loops across streets. These count the speed and classification of vehicles passing over the ducts/loops over a specified period.

<sup>2</sup>Origin and destination surveys are collected by using Automatic Number Plate Recognition (ANPR) cameras. Registration plates are matched in order to determine the numbers of vehicles travelling between two points.

Figure 5 – Survey Locations





# Study Methodology

## Key Stakeholder Consultation

The consultation outcomes revealed a number of concerns relating to access and movement through the North Laine. In order to obtain further more detailed information on the operations of key users and their thoughts on the proposals, the following groups were consulted:-

- Royal Mail Depot located off Gloucester Road
- Travis Perkins located off Trafalgar Lane
- Occupiers at International House, Claremont House, Aspect House and Albert House with rear parking / servicing yards onto Frederick Place.
- Taxi Groups

We also reviewed the Transport Assessment for the IBIS Hotel which is currently being constructed on Queens Road to understand the likely future pattern of servicing and deliveries on Frederick Place.

## Development of proposals for North Laine

Using the data collected through the baseline traffic surveys, stakeholder consultation and site visits, traffic management options for North Laine were developed based on the provision of a taxi feeder rank on Frederick Place / Trafalgar Street and a pick up / set down area on Junction Road.

The development of options was based around assessing the impact on key user groups shown in Table 1 below:-

Table 1 – Key Considerations In Developing Options for North Laine

Residents	Businesses	Taxis	General Traffic
Air Quality Impacts	Delivery and Servicing Impacts	Capacity of feeder rank	Access to North Laine
Change in traffic volumes on residential streets	Access and routing Impacts	Taxi circulation patterns	Local and Strategic Traffic Impacts
		Taxi Management	Road Safety and vehicular conflicts
		Taxi Access to and along the rank	



# Existing Conditions – Overview

## North Laine - General

North Laine is a shopping and residential district in central Brighton. It is home to a large number of independent retailers, pubs, cafés, theatres and museums, it is regarded as Brighton's bohemian and cultural quarter. Brighton rail station is located to the north west of the North Laine and has been the gateway rail station for Brighton since it was established in 1840.

## Frederick Place

Frederick Place currently operates one way southbound and has a mix of frontage activity ranging from service yards and basement car parking for Queens Road properties on the western side to a mix of residential and commercial uses on the eastern side. The Prince Albert pub is located on the corner of Frederick Place and Trafalgar Street. There are double yellow lines running the full length of Frederick Street although informal loading and unloading takes place to the pub drey.



Figure 6 - Gloucester Road, North Laine



Figure 7 - Frederick Place, North Laine





## Existing Conditions – Overview

Frederick Place shown in Figure 7 is the proposed location for the new taxi rank. Taxis would join the rank on Frederick Place and then turn left on to Trafalgar Street (under the bridge) before accessing a pick up point in front of the station on Junction Road.

### Over Street , Kemp Street, Tidy Street and Kensington Place

Over St, Kemp St, Tidy St and Kensington Place are all residential streets. Over Street and Kemp Street both operate one way northbound and run parallel to Frederick Place whilst Tidy Street and Kensington Place are located further to the east and operate in a south to north loop. Parking is tightly controlled with all streets containing residents parking and some shared permit and 2 hour pay and display bays.

Over and Kemp Street both allow bi directional cycling. A typical layout for these residential streets is shown by the photograph in Figure 8 of Kemp Street

Figure 8 – Kemp Street, North Laine



Figure 9 - Trafalgar Lane, North Laine





# Existing Conditions – Overview

## Trafalgar Lane

Although Trafalgar Lane is an existing two way route between Trafalgar Street and Gloucester Road, it can only accommodate single way working. A Travis Perkins outlet is located approximately half way along the lane and there are known to be difficulties arising from the loading / unloading and access requirements to this operation. This issue has been considered through a face-to-face consultation meeting with Travis Perkins. The outcomes of the consultation can be found in the minutes in Appendix A but can be summarised as follows:-

- The majority of sales are associated with a vehicle trip with only a small percentage of walk in customers.

- Between a third and a half of all sales, require customers to collect goods from the warehouse. This equates to somewhere between 137 and 206 collections per week.

- The busiest time is mid-morning between 9am and midday.

- When customers collect bulkier items it requires them to stop and load goods on Trafalgar Lane.

- The average loading time is between 5-10 minutes but due to the narrow width of Trafalgar Lane when a vehicle stops to load goods the road is effectively blocked with insufficient room for another vehicle to pass.

- Travis Perkins receive a timber delivery once a week on a Wednesday . Due to the size of the vehicle, the vehicle parks on Gloucester Road. The timber is then unloaded via forklift truck which reverses along Trafalgar Lane



Figure 10 - Trafalgar Lane, North Laine

- Travis Perkins also receive a daily delivery from their central store, which brings general stock. The delivery is made in a 17tonne vehicle and unloading will normally take place on Gloucester Road.

- the predominant movement is north to south with Kemp Street acting as an alternative south to north route through the area.

- Local knowledge dictates the use of the lane at present and vehicles looking to use the lane will see if the lane is blocked by loading vehicles before turning in.

Figures 11 to 14 provide an illustration of Travis Perkins operations.



# Existing Conditions – Overview

Figure11 and 12 - Loading and Unloading on Trafalgar Lane



Figure 13 and 14 - Loading and Unloading from Gloucester Road





## Existing Conditions – Parking



The affected North Laine area sits within the wider Controlled Parking Zone Area Y which stretches north as far as New England Street and east to Dyke Road.

116 people living in Kemp St, Frederick St, Over St, Tidy St and Kensington Place have parking permits and all residents may occasionally use visitor permits. There are approximately (bays are not individually marked) 64 resident parking bays in these streets and 22 shared residents parking / pay and display bays.

As such a number of North Laine residents will need to travel to adjacent areas on a fairly regular basis to find a parking bay. This will not impact on a large number of people but is an additional consideration when assessing the impact of access restrictions in North Laine.



# Existing Conditions – Speeds

In the consultation, vehicle speeds in North Laine were raised as a concern by residents. In order to quantify this, speed survey data was collected from the Automatic Traffic Count locations.

Figure 4 (see page 11 of the report) identifies the location of these counts and Table 2 (opposite) shows the average speeds for roads in North Laine in the vicinity of Frederick Place for a 24 hour weekday period. The 85<sup>th</sup> percentile speed (which is the speed that 85% of the traffic is travelling below) has also been calculated, as this is often used by traffic engineers as the primary indicator for modifying speed limits. The results indicate that for all roads other than Over Street, the average speed is less than 20mph for all roads. 85<sup>th</sup> percentile speeds are below 25mph. The rollout of the 20mph zone for Brighton & Hove from 8 April is likely to reduce speeds further.

Over Street speeds appear to be significantly higher than for other streets, although it is not possible to ascertain why from available data.

Elsewhere, the data suggests that most drivers are travelling within prescribed speed limits.

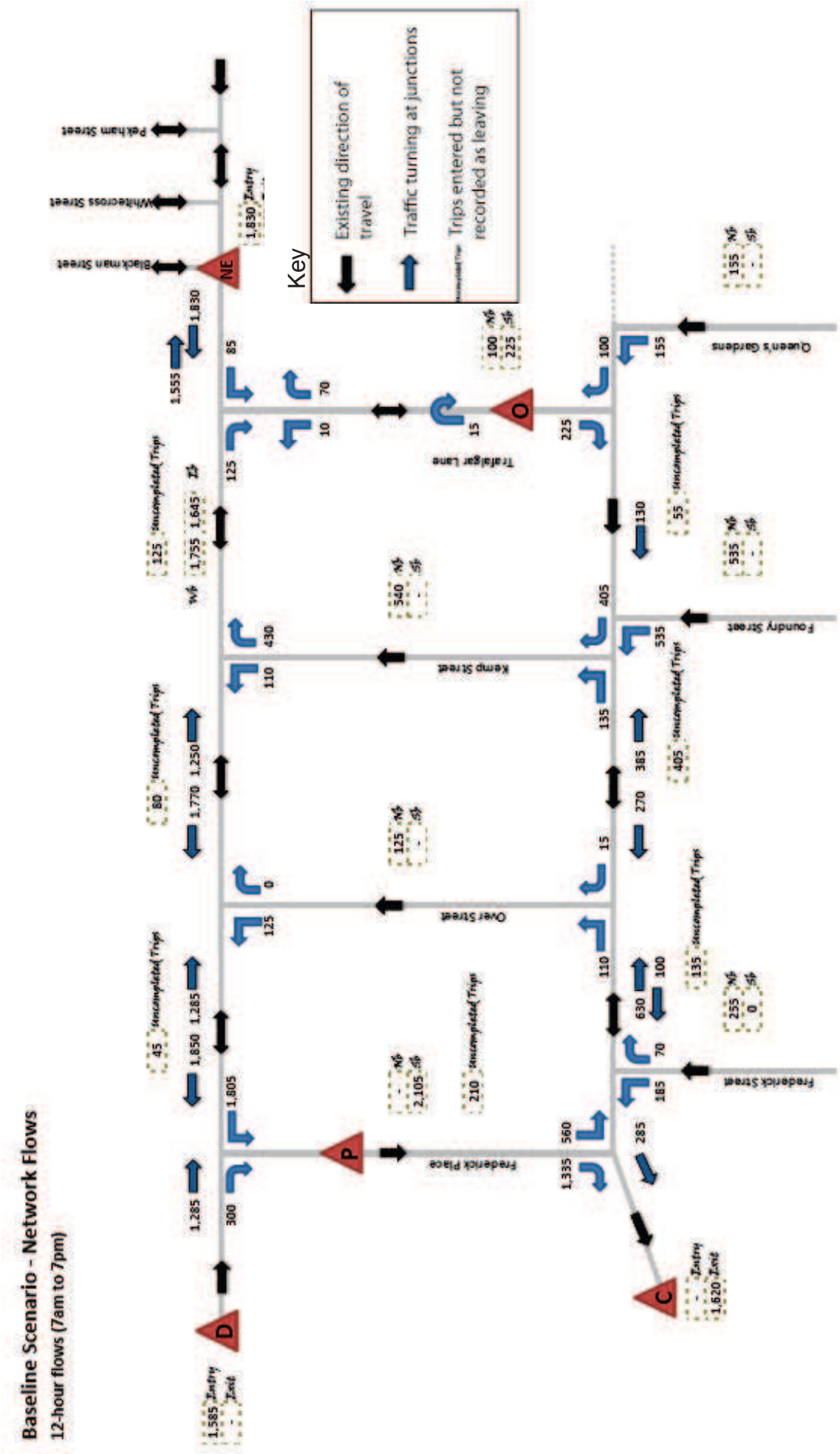
Table 2 – Mean and 85<sup>th</sup> percentile traffic speeds in North Laine

	Mean Speeds (mph)	
	85 <sup>th</sup> percentile	Average
Foundry Street	21.7	17.2
Frederick Place	23.7	19.3
Frederick Street	22.4	16.4
Kemp Street	20.8	16.8
Kensington Place	15	12.3
Over Street	31.5	25.1
Queens Gardens	20.1	15
Sydney Street	26.4	19.1
Tidy Street	20.1	15.4
Trafalgar Street	19.9	15.7
Upper Gardner Street	17.7	13.1
<b>AVERAGE</b>	<b>21.8</b>	<b>16.9</b>



Existing Conditions – 12 hour Traffic Volumes

Figure 15

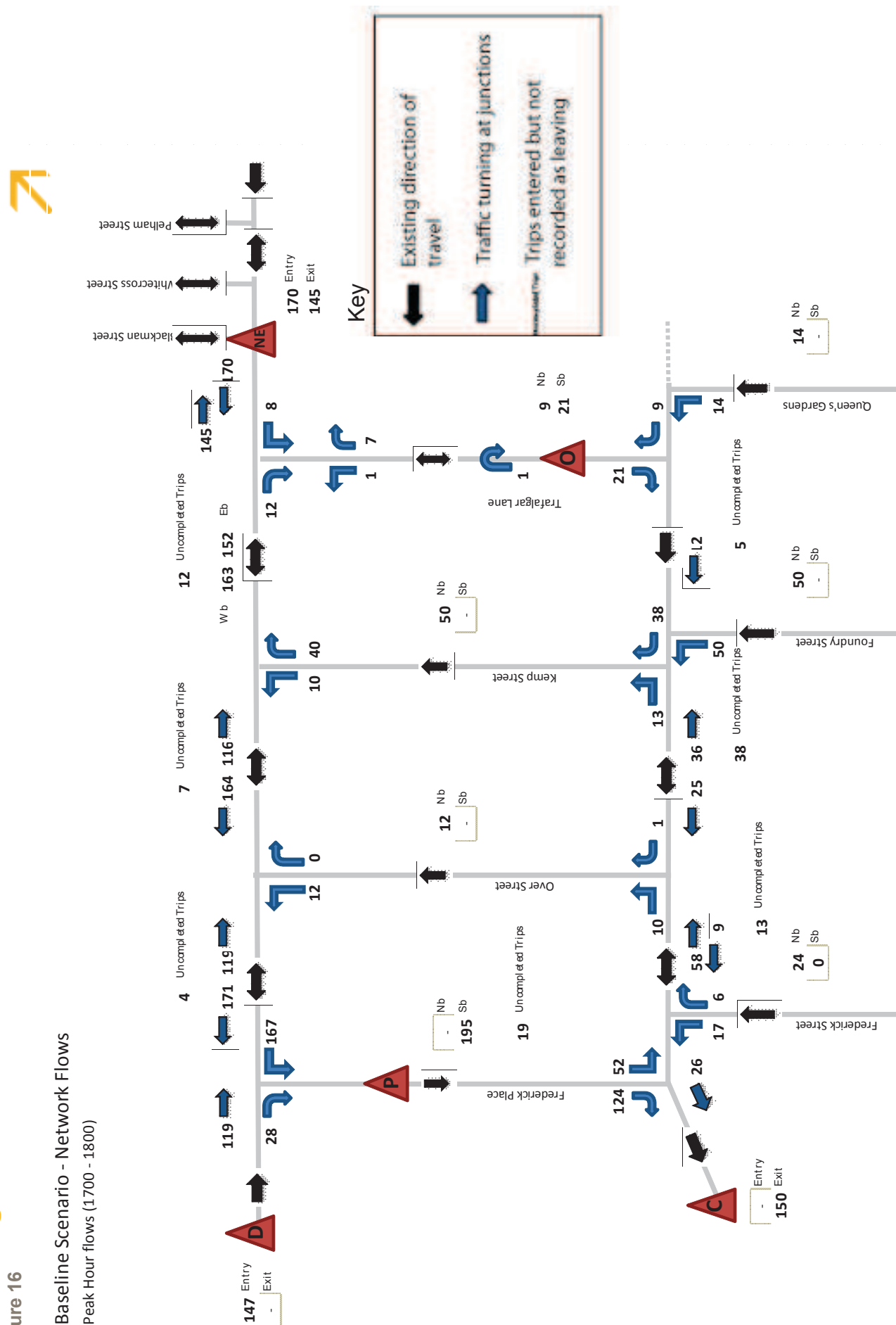




# Existing Conditions – Peak Hour Traffic Volumes

Figure 16

Baseline Scenario - Network Flows  
Peak Hour flows (1700 - 1800)





# Existing Conditions – Distribution of Traffic Volumes across the day



Traffic Volumes vary across the day and hence the impact of the proposals will be different according to the level of background traffic or other traffic on the network. Prior to the analysis it was also important to understand the trip purpose of vehicles that were in North Laine, to differentiate between through trips (direct) which in theory could find an alternative route (previous modelling has identified that east – west trips would divert to North Road / Valley Gardens for instance to avoid North Laine) and essential trips related to residential or commercial / retail needs such as loading and unloading, short and long term parking.

An analysis of the results for the 12hr period for Frederick Place indicates the following:-

58% of trips are direct, taking less than 5 minutes to cross the network,

12% were loading, taking between 5 and 25 minutes ,

15% were short-term parking, between 25 minutes and 2 hours (typical threshold for short stay),

15% were long-term parking, longer than 2 hours

The proportion of direct trips is fairly consistent throughout the day (refer to **Tables 3 and 4** on next page breakdown), although there is a slight increase in the afternoon. This indicates that if these trips could be encouraged to take alternative routes there would be a benefit throughout the day.

Royal Mail vans were also recorded to understand their contribution to overall traffic levels. On Frederick Place, Royal Mail vans only account for 3.6 % of all trips, whilst on Trafalgar Lane (not shown) the figure is 5.8%. The relatively low numbers of trips on Frederick Place and Trafalgar Lane illustrate that there is a dispersed pattern of movements from the Royal Mail site.



# Tables of Traffic Volumes



**Table 3 - Absolute Trips across 12-hour period – Frederick Place**

Hour Starting	Trip Types				
	Direct	Loading	Long-stay	Short-stay	Grand Total
7	20	12	11	9	52
8	51	18	26	19	114
9	95	23	45	29	192
10	52	25	26	23	126
11	77	16	29	28	150
12	65	31	15	19	130
13	69	13	23	24	129
14	82	20	14	28	144
15	74	21	7	21	123
16	77	27	0	12	118
17	99	26	0	9	134
18	15	4	0	1	20
Total	776	236	198	222	1432
					Royal Mail Vans
					10
					24
					11
					14
					16
					2
					2
					3
					3
					3
					3
					1
					92

**Table 4 - Percentage of Trip Types occurring in each hour - Frederick Place**

Hour Starting	Trip Types				
	Direct	Loading	Long-stay	Short-stay	Grand Total
7	3%	5%	6%	4%	4%
8	7%	8%	13%	9%	8%
9	12%	10%	23%	13%	13%
10	7%	11%	13%	10%	9%
11	10%	7%	15%	13%	10%
12	8%	13%	8%	9%	9%
13	9%	6%	12%	11%	9%
14	11%	8%	7%	13%	10%
15	10%	9%	4%	9%	9%
16	10%	11%	0%	5%	8%
17	13%	11%	0%	4%	9%
18	2%	2%	0%	0%	1%
Total	100%	100%	100%	100%	100%
					Royal Mail Vans
					11%
					26%
					12%
					16%
					18%
					2%
					2%
					3%
					3%
					3%
					3%
					1%
					100%



# Existing Conditions – Other Key Stakeholders

## Royal Mail Operations

The Royal Mail office depot is located between Gloucester Road and North Road and hence could be affected by the proposals. Royal Mail were consulted for their comments and the outcomes of the discussion are contained in Appendix B.

In summary the Royal Mail depot handles both deliveries and collections and operates 24 hours a day. Operations begin on Sunday evenings and finish on Saturday afternoons giving an approximate 6.5 day working week. There are access and egress points to site; one on North Road and two on Gloucester Road. The first entrance on Gloucester Road provides access to the loading bay, the second entrance provides access to an upper parking deck where vehicles are stored overnight. The Gloucester Road entrance is closed at night between 10pm and 6am for security purposes. Key routes that provide access to the North Road entrance include Queens Road, North Road, Spring Gardens and Church Street. These roads along with Foundry Street also provide access to the Gloucester Road entrances from the south. Accessing the Gloucester Road entrances from the north requires use of Gloucester Road, Frederick Place, Over Street, Trafalgar Street and Blackman Street and Whitecross Street. It is thought that Trafalgar Lane is not a key route for Royal Mail vehicles. There are approximately 500 two way vehicles over the 24 hour period. Of these approximately 85% of movements are between 0700 and 1900. Concerns have been raised by residents about the speed of mail vans on residential streets and the desire not to encourage more mail traffic onto residential streets. The evidence from the speed surveys seems to suggest that other than Over Street, traffic speeds are generally in accordance with prescribed limits.

## Occupiers at International House, Claremont House, Aspect House and Albert House – Queens Road

Occupiers and facilities managers at these premises were consulted because of the potential impact of the proposals on servicing and access arrangements from Frederick Place.

The outcomes of these discussions were that the rear service yards are used for basement parking and not for deliveries. This is because there are headroom restrictions within each building and a lack of access between the front and rear of the properties for the movement of goods. Deliveries to Budgens for example, are therefore taken from Queens Road.

The only exception is the new IBIS hotel which is under construction. A service yard capable of accommodating a 7.5t truck for laundry and food deliveries is being provided.



# Scheme Impacts of Proposed Taxi Feeder Ranks

The study investigated the various issues relating to relocating the taxi rank raised as concerns during the previous consultation.

The key areas of concern can be summarised as follows:

- The operation of the Trafalgar Street / Terminus Road junction
- Taxi Behaviour
- Taxi Pollution
- Taxi Capacity
- Taxi Access to and along the rank on Frederick Place/Trafalgar Street
- Other concerns related to taxis raised by the consultation process.

The meeting concluded that the issues could be addressed as follows:-

## 1. *Operation of the Trafalgar Street / Terminus Road junction*

Engineering and operational assessments indicate that all movements can be made safely at this junction

## 2. *Taxi Behaviour*

A marshal at the Frederick Place rank could manage most of the concerns raised associated with taxi behaviour (from taxi drivers creating noise and litter to taxis blocking accesses and circulating in residential streets). A taxi marshal could be employed during the night-time / early morning period (10pm -1am) and also during the weekday peak period (5pm-8pm).



The cost of employing a marshal is likely to be around £20,000 per annum; a funding mechanism would need to be identified. The proposal gained provisional support from representatives of the main taxi operators in the city and the Unite and GMB unions and already operates at the West Street rank in the city.

In addition a suitably enforced 'no right turn' restriction could stop taxis entering Frederick Place from the east, which would overcome concerns about taxis circulating in Over and Kemp Street to access the rank.

## 3. *Taxi Pollution*

Air Quality Assessments were undertaken using an assessment methodology based on the Local Screening Method set out in the Department for Transport's Design Manual for Roads and Bridges. Using the collected baseline traffic data and a traffic model constructed by JMP to analyse traffic changes NO2 and PM10 concentrations were calculated at a number of receptor locations.

The results indicate that the air quality on Frederick Place would worsen slightly with the taxi rank and also on the neighbouring streets of Kemp, Over and Trafalgar Lane (less than 5%). However concentrations of pollutants would be within National Air Quality Standards (NAQS) objective levels for all traffic management scenarios tested. In addition, the number of days where PM10 concentrations exceeds 50µgm-3 would also be below the NAQS objective level. As there would be no objective concentration exceedances as a result of the changes, specific mitigation measures would not be required. More details can be found in the supplementary air quality report.



# Scheme Impacts of Proposed Taxi Feeder Ranks



## 4. Taxi Capacity

The capacity of the taxi feeder rank on Frederick Place will be governed by the need to provide:-

- Access to the basement car parks on the western side of Frederick Place
- A turning circle to accommodate deliveries to the IBIS hotel under construction
- Access to the Prince Albert pub drey
- Access to off street car parks on the eastern side of Frederick Place
- Possible restriction of taxis immediately outside the Old School House

Once these requirements have been accommodated, the proposed Frederick Place arrangement (Junction Road pick up, Trafalgar Street and Frederick Place taxi feeder ranks) would provide capacity for 21 spaces. This would consist of 13 spaces on Frederick Place, 4 on Trafalgar Street and a further 4 on Junction Road.

Hence this would result in an increase of 4 spaces compared to the current design capacity of the station forecourt rank (17). The new rank arrangement is expected to operate more efficiently than the existing rank, where taxi access in and out of the pick up area is often delayed by traffic signals / the pedestrian crossing over the existing cab access road. Figure 14 shows the proposed layout of the feeder rank



**Figure 17 -  
Proposed taxi  
feeder rank  
arrangements**





# Scheme Impacts of Proposed Taxi Feeder Ranks

**Taxi Access to and along the rank on Frederick Place/Trafalgar Street**

**A taxi rank in North Laine is counter to the area's conservation status**



A series of staged call forward systems could be implemented across the rank to inform taxis when they can / should join each stage of the rank. These could commence in Queens Road before taxis made the decision as to whether to try and join the Frederick Place rank. There would then be a further call forward facility to the Trafalgar Street rank. The technology has been successfully trialled at London Paddington Station and would include the provision of displays and detector loops.

In addition, the taxi marshal would help ensure the rank operates effectively. It is anticipated that a voluntary code of conduct, supplemented by the presence of a marshal at peak times / the evening would be sufficient to ensure the rank operated effectively. If compliance becomes an issue, additional enforcement options could include installation of a camera to enable enforcement of arrangements around the rank. This is likely to have an additional resource implication for the installation and maintenance of the camera, and also for management of any enforcement process. If the proposal was taken forward a means of resourcing this arrangement would need to be identified.

**Other concerns - A cab rank will encourage anti social behaviour in North Laine .**

The presence of a rank (and so passive surveillance) in Frederick Place should discourage anti-social behaviour in this area. However the presence of a marshal may help mitigate public concern over this issue, especially late at night.

The council's conservation officer states that a taxi rank in Frederick Place would not seriously harm its character as part of the North Laine Conservation Area. Any potential harm would be outweighed by the positive effect of removal of the Taxi Rank from under the Brighton Station Canopy on the character and setting of that Grade II\* Listed Building and on the West Hill Conservation in which it is located.

The advice comes with the caveat that the Albert Public House on the corner of Trafalgar Street and Frederick Place is Listed and the taxi rank should not run alongside it (the rank does not run adjacent to the pub to avoid conflict with the dray loading area), and that care needs to be taken to ensure that a Frederick Place rank does not lead to displaced traffic having a negative impact on the wider North Laine.



# Traffic Management Options – Impact of Consulted Scheme

## Testing the Consulted Scheme

Having established that taxis could be accommodated on Frederick Place, the next stage of the study examined the impact of different traffic management options on surrounding streets.

The first option tested was the scheme that formed the basis of consultation. Testing showed that this option would increase southbound traffic on Trafalgar Lane by 448%. This would increase the likelihood of traffic blocking back from Trafalgar Lane onto Trafalgar Street and would also have a significant adverse impact on the viability of the Travis Perkins business.

Diverting these levels of traffic down Trafalgar Lane would realistically necessitate the Compulsory Purchase Order of Travis Perkins, which is not considered an attractive course of action. Consequently this option was not considered further.

The network flow diagram (Figure 20) showing the results of this option test is attached as Appendix D.

## Variations on the Consulted Scheme

A number of variations on the consulted scheme were also tested and ultimately discounted:

### Consulted Scheme plus Whitecross Northbound Only

The option, which tested the impact of restricting access to North Lane from Whitecross Street to reduce NE to SW movements, still created an increase of around 1000 movements on Trafalgar Lane.

### Consulted Scheme – Trafalgar Lane Southbound Only

Making Trafalgar Lane one-way southbound had a negative impact on Travis Perkins and resulted in much higher flows on Kemp Street.

### Consulted Scheme – Trafalgar Lane and Queens Gardens Southbound Only

This option was discounted because of its impact on Travis Perkins

### Consulted Scheme – Removal of westbound plug on Trafalgar Street

The removal of the suggested westbound 'plug' on Trafalgar Street resulted in traffic flow on Over Street increasing from 10 vehicles per hour to over 120 vehicles per hour – a significant increase on the residential street.

### Consulted Scheme – Removal of 'Plug' with Kemp Street Southbound

This option led to significant increases of traffic on Kemp Street

## Developing Options

Two alternative Traffic Management options were developed which have potential to be implemented. The options, and their relative benefits and disadvantages, are shown on the following pages.

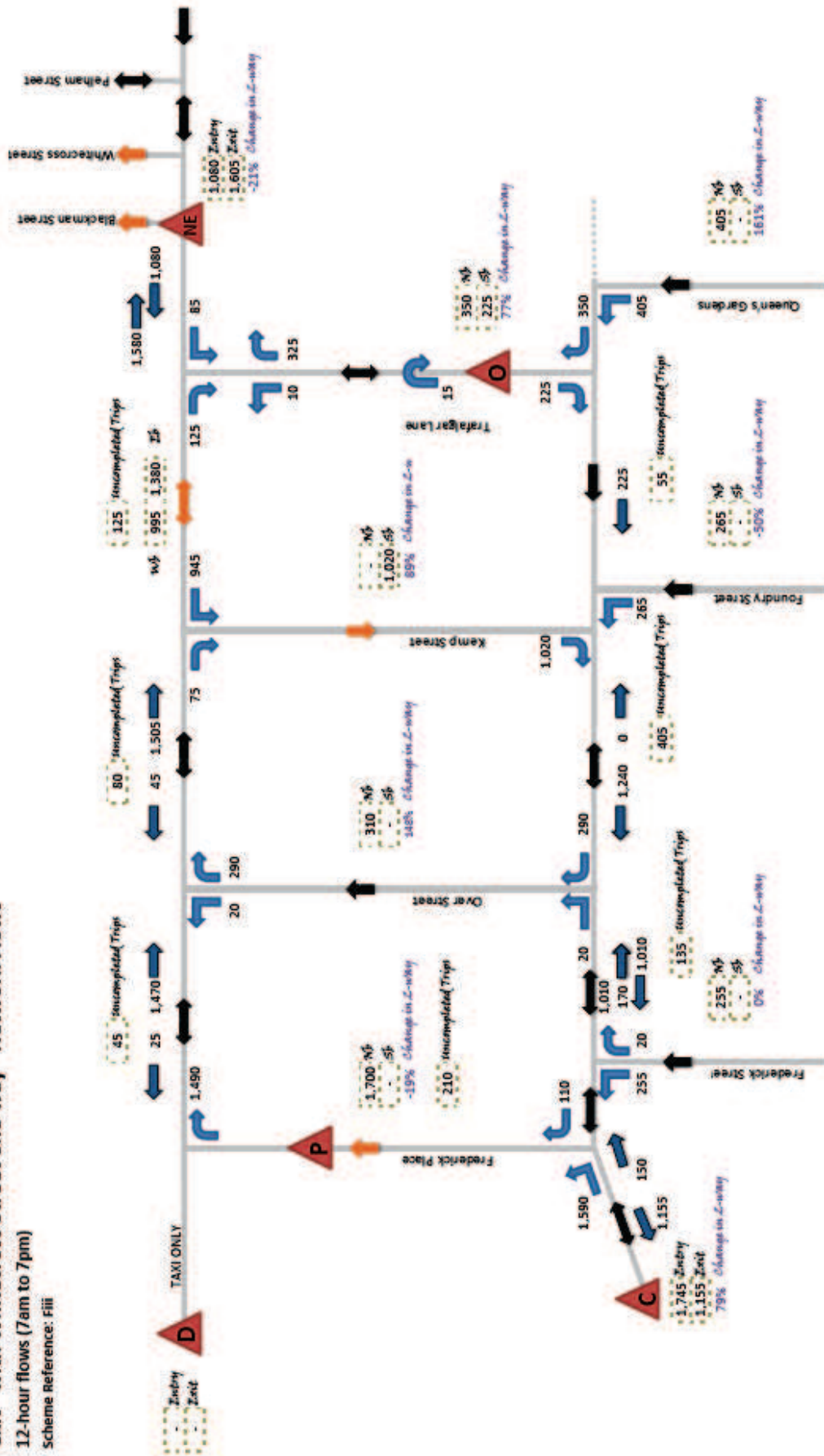


# Traffic Management Options – Preferred Options



Figure 19 – Potential Option 1

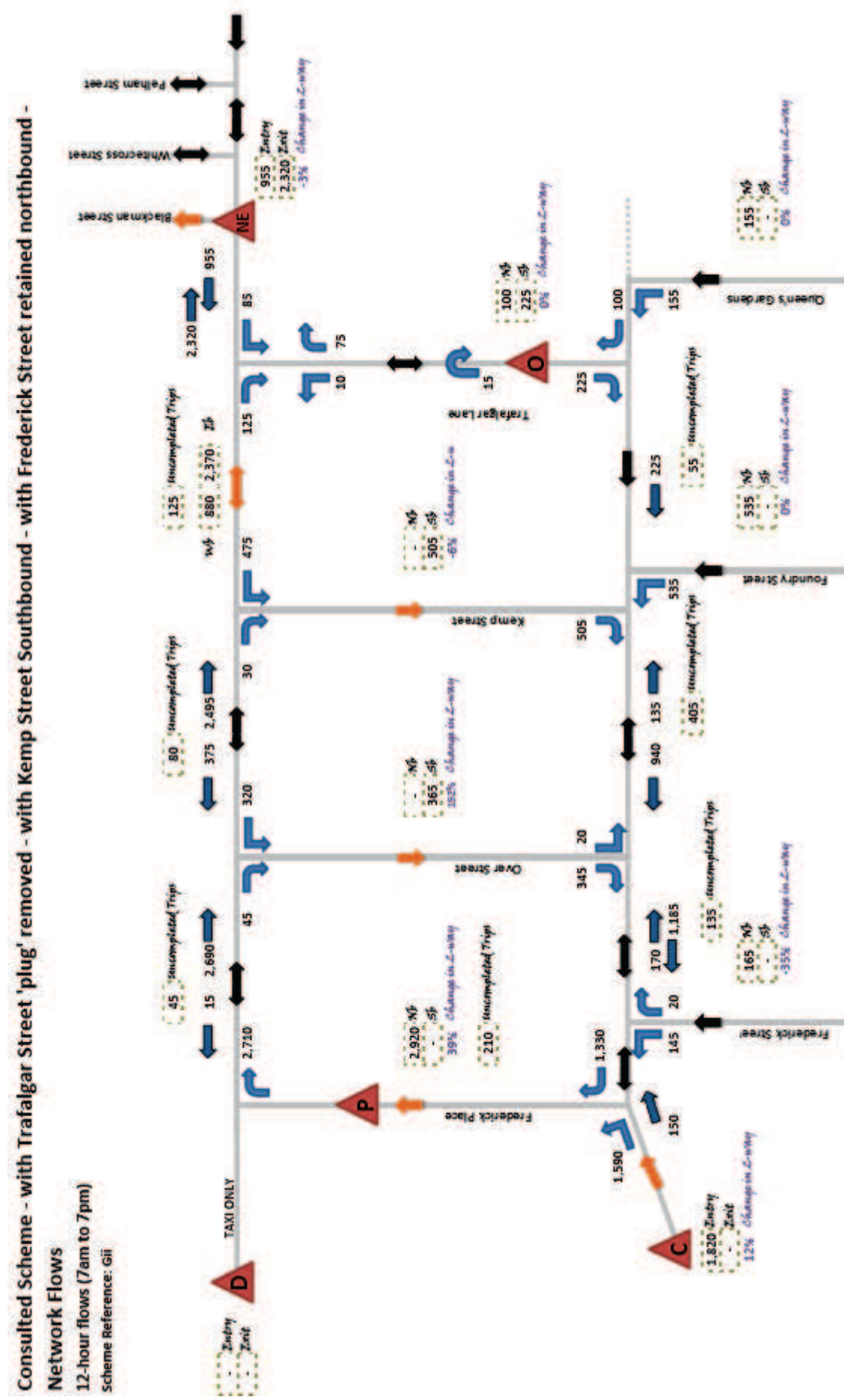
Consulted Scheme - with Trafalgar Street 'plug' removed (Kemp Street Southbound instead of Over Street) - with Gloucester Road westbound exit - with Whitecross Street one-way - Network Flows  
12-hour flows (7am to 7pm)  
Scheme Reference: F111






# Traffic Management Options – Preferred Options

## Figure 20 – Potential Option 2






Short Description	Advantages	Disadvantages
<p><b>Potential Option 1</b></p> <p>Option 1 maintains access from North Laine to Queens Rd via a 2 way Gloucester Rd junction.</p> <p>Access from the north west (via Cheapside) restricted to limit through traffic by making Whitecross &amp; Blackman St one way northbound.</p> <p>Kemp St made southbound to provide local access from the north.</p>	<ul style="list-style-type: none"> <li>• Maintains through access for local residents and businesses but discourages some wider through movements</li> <li>• Traffic increases on Over Street and Kemp Street are moderate when considering hourly increases: 15vph for Over (1 every 4 minutes); 40vph for Kemp (1 every 1.5 minutes).</li> <li>• Postal operations not significantly affected</li> <li>• Taxis are less likely to circulate through the North Laine than with Potential Option 2</li> </ul>	 <ul style="list-style-type: none"> <li>• Local access into North Laine will be more restricted than at present with no direct access from Cheapside (west)</li> <li>• Trafalgar Lane will experience an increase in flows, particularly northbound, so more conflict than currently experienced.</li> <li>• Traffic not wishing to use Trafalgar Lane for northbound movements (for example during loading / unloading) would instead be tempted to use Over St (unless access control was considered at the southern end of Trafalgar Lane)</li> <li>• Requires engineering solution for Gloucester Road / Queens Road which might require increasing the size of the junction. Cost implication</li> </ul>
<p><b>Potential Option 2</b></p> <p>Option 2 restricts access from North Laine to Queens Rd. This means residents and businesses can't access the west of the city directly, but also stops any wider through traffic in the North Laine.</p> <p>Kemp Street and Over Street become southbound</p>	<ul style="list-style-type: none"> <li>• Discourages all through movements</li> <li>• Over Street increases are moderate when considering hourly increases: 20vph for Over (1 every 3 minutes);</li> <li>• Kemp Street and Trafalgar Lane flows would be similar to that experienced today</li> <li>• Reduction in flows on Trafalgar Street</li> <li>• Postal operations not significantly affected</li> </ul>	<ul style="list-style-type: none"> <li>• Frederick Place flows would increase by around 800 vehicles per day or 66 per hour.</li> <li>• When taxis are added, increase on Frederick Place is further increased. However conflict at the northern end is removed because Trafalgar Street would become one way westbound between Frederick Place and Over Street.</li> <li>• Potential issue with taxi's circulating down Over and Kemp Street if they can't find space on the feeder rank as a right turn ban could not be imposed from Gloucester Road to Frederick Place. (This could be partly mitigated by a call forwarding system)</li> <li>• Potential for conflict with back of taxi queue increased because of risk of queue jumping – although this could be mitigated by a yellow junction box.</li> <li>• Access out of North Laine more restricted than Option 1 and hence longer journeys for residents and businesses for destinations to the south west of North Laine</li> </ul>



## ‘User Impacts’ of preferred options

Impact on..	Residents	Taxi Operators	Businesses	Travis Perkins	Royal Mail
Access	<p><b>Option 1 Preferred</b> - Option 2 will restrict access to the Seafront. It has been calculated that to reach the Clocktower / Churchill Square Shopping Centre would require a 1 mile detour from streets such as Over, Kemp and Frederick Place compared to the existing situation.</p>	<p><b>Option 1 Preferred</b> - Whilst access is not so much of an issue for taxi operators because they can use Trafalgar Street westbound to access the seafront, the absence of a right turn ban from Gloucester Road to Frederick Place for Option 2 could result in some taxi drivers attempting to jump the queue. There is also a greater risk of taxis circulating around North Lane with this option. However this risk could be mitigated to some extent through the use of marshals and enforced through the provision of a yellow box at the junction.</p>	<p><b>Option 1 Preferred</b> - For the same reasons as residents</p>	<p><b>Option 2 preferred</b> – This results in less traffic using Trafalgar Lane and hence will be preferred because it has less of an impact on the business</p>	<p> <b>Option 1 Preferred</b> - For the same reasons as residents and retailers. Option 2 is likely to increase delivery times and also increase fuel costs particularly for runs to Seven Dials. However the impact of Option 2 will be ameliorated somewhat by the option of using the North Road entrance. The result is that the Gloucester Road entrance would not be used to the same extent that it is now. It is not known whether this could be accommodated internally within the site</p>
Traffic Volumes	<p>Kemp Street, Trafalgar Lane, Queens Gardens residents are likely to <b>prefer Option 2</b> because of the lower traffic volumes although this is likely to be offset by the reduced access to the south. All other residents and particularly those on Frederick Place are likely to favour <b>Option 1</b></p>	<p><b>Option 1 Preferred</b> - Option 1 results in much lower traffic volumes on Frederick Place and hence reduced conflict with other road users</p>	<p><b>Option 1 Preferred</b> - particularly for Trafalgar Street retailers who will experience lower volumes. There is a risk that more illegal movements may be made down Sydney Street with Option Gii as residents seek alternative means of accessing Valley Gardens without having to use Preston Circus.</p>	<p><b>Option 2 preferred</b> – For reasons given above</p>	<p>Unlikely to be concerned about traffic volumes unless it affects delivery times. For this reason <b>Option 1</b> is likely to be Preferred.</p>



## ‘User Impacts’ of preferred options



Impact on..	Residents	Taxi Operators	Businesses	Travis Perkins	Royal Mail
Parking	<p><b>Option 1 Preferred</b> - Option 2 will restrict access to North Laine and hence parking behaviour may change to reflect the new arrangements. For example restricted access might encourage residents to park further away from their properties as access may be less constrained (such as to the south of North Road or north of Trafalgar Street). This may introduce new parking pressures for residents in adjacent areas.</p>	<p><b>Not Relevant</b> as taxi drivers will use the feeder ranks</p>	<p><b>Option 1 Preferred</b> - Any scheme (2) that makes access to pay and display spaces in North Laine more difficult is likely to be viewed unfavourably by businesses.</p> <p>Although most of the existing visitors to North Laine are likely to arrive on foot, bike, by public transport or park in the multi storey car parks such as North Street and Whitecross Street, a proportion of sales are likely to be derived from passing trade. The reduction in permeability of north lane in Option 2 will reduce the propensity for passing trade custom</p>	<p>Travis Perkins benefits from off street parking which normally means that customers are not required to use surrounding pay and display bays. However <b>Option 2 will be preferred</b> because this results in less traffic using Trafalgar Lane and hence has less of an impact on the business</p>	<p>Royal Mail staff benefit from off street parking which normally means that the use of surrounding pay and display bays is not required.</p>



# Conclusions and Recommendations

This study has assessed the

- (i) impact of relocating the taxi feeder rank from in front of Brighton Station to Frederick Place; and
- (ii) associated traffic management options required to facilitate its relocation

## Taxi Feeder Rank

The study has concluded that it is feasible to locate the taxi rank to Frederick Place and Trafalgar Street provided that a managed system is put in place through a combination of technology and enforcement to mitigate against adverse taxi impacts.

The study also concludes that there would be no adverse impacts on taxi capacity or air quality and that access to properties and basement car parks on Frederick Place could be maintained.

A feeder rank of up to 13 taxis could be provided on Frederick Place with a further 4 on Trafalgar Street and 4 on Junction Road. Although not explicitly modelled, the arrangement is likely to offer significant decongestion benefits to the front of Brighton Station and enables a greater proportion of the station forecourt area to be given over to public realm improvements.

The taxi rank proposals are supported by the main unions and taxi operators in the city. However the issue of funding a marshal would need to be resolved.

## Associated Traffic Management Options



The study has concluded that it will not be possible to take forward the scheme which was consulted on in late 2012 because of the significant adverse impacts on the Travis Perkins business on Trafalgar Lane.

The study also concludes that a trade off will be required between maintaining access to North Laine and reducing the impact of diverting traffic onto residential streets.

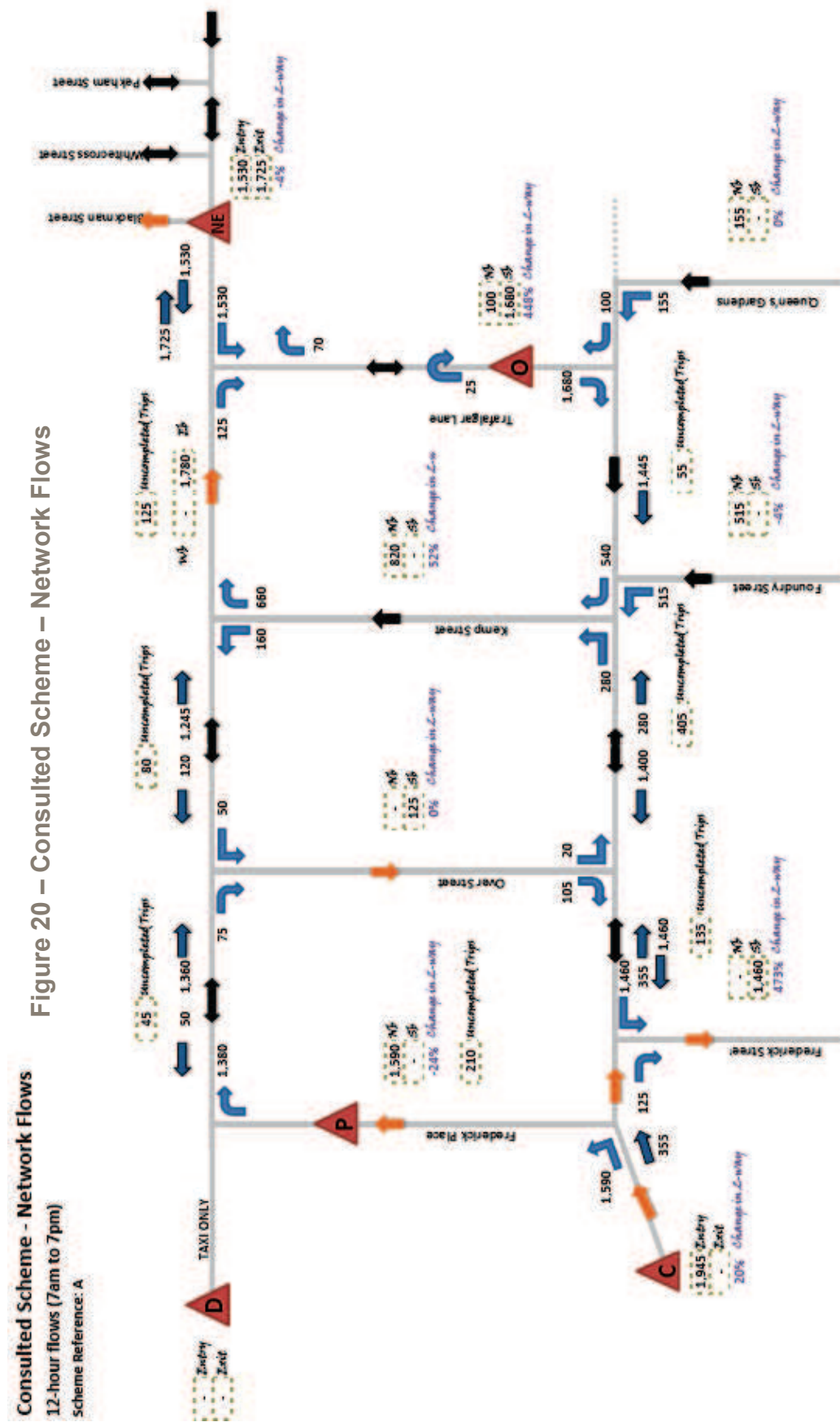
Both the shortlisted options, require some form of 'access control' to reduce the number of strategic movements through North Laine. This can be achieved either through reducing the number of through routes in North Laine (option Fiii) or preventing traffic from exiting onto Queens Road from Gloucester Road (option Gii). If these options are taken forward the number of strategic movements can be reduced by between 700 and 850 trips for a typical weekday 7am to 7pm period.

It is inevitable that with the proposed traffic management changes there will be 'winners' and 'losers'. However both the shortlisted options have sought to reduce the impact on Over Street, Kemp Street and Trafalgar Lane. Whilst some of the proportional increases seem large they should be taken in the context that these are from a low base. Furthermore the increases should also be considered from an hourly perspective. For example the worst case option for Kemp Street (Fiii) only amounts to an increase of 1 vehicle per 90 seconds and flows would still be 50% of current day flows on Frederick Place. Overall, option Fiii is likely to be slightly favoured because it seems to offer a wider range of benefits than Option Gii

Ancillary measures such as changes to signing, road treatments and consolidation of deliveries could reduce the impact of the proposals further.



## Appendix C – Traffic Impact of Consulted Scheme









## Note of Meeting

**Date** 6<sup>th</sup> December 2012

**Job No/ Name** ST13305 North Laine, Brighton

**Present** Andy Nicholson, Philip Harding (Travis Perkins), Chris Sibthorpe, Tim Hapgood (JMP).

**Subject** Travis Perkins Consultation

1. A meeting was held on site at Travis Perkins Trading Co. Ltd, 1-2 Trafalgar Lane, Brighton, East Sussex, BN1 4ES for approximately 1 hour on Thursday 6<sup>th</sup> December between 13:00 and 14:00. The following topics were discussed and this note provides a record of those discussions.
  - Travis Perkins Operations;
  - Daily / weekly vehicle arrival and departure profile: volume and timings;
  - Vehicle size and routing;
  - Vehicle loading and unloading operations: location, dwell time, handling equipment etc; and
  - Vehicle access problems or issues.

### Overview of Travis Perkins' Operations

2. The site was originally a local timber merchant established in 1829. Travis Arnold (Perkins) acquired the site in 1924 and they have been trading from the site ever since.
3. Travis Perkins is open Monday to Friday 07:30 to 17:00 and Saturday 08:00 to 12:00. The site is closed on Sundays.
4. The site serves both commercial and public customers and supplies a range of products including building materials, plumbing and heating, landscaping materials, timber and sheet materials, painting and decorating, dry lining and insulation, doors and joinery, and hand and power tools.
5. The sites functions are split between a customer facing shop with an entrance into the customer car park and a warehouse for customer collections of bulkier items which faces on to Trafalgar lane.
6. Trafalgar Lane is a narrow two way road running north to south in the North Laine area of Brighton. The road connects with Trafalgar Street at the northern end and Gloucester Road at the southern end. There are double yellow lines along the length of Trafalgar Lane.

### Customer Trip Generation and Loading / Unloading

7. A week of sales data was supplied covering the period 27/11/12 to 03/12/12. The total number of sales over the six day period was 412. The average number of sales per day Monday to Friday was 77, both account customers and cash purchases. Saturday sales totalled 28. There is very little seasonal variation in trade.
8. The busiest time was estimated to be mid-morning between 9am and midday. At any one time it is normal to have 3-4 customers on-site. Customer vehicles are typically cars or vans up to large transit van size.
9. The vast majority of sales are associated with a vehicle trip with only a small percentage of walk in customers. Between a third and a half of all sales require customers to collect goods from the warehouse. This equates to somewhere between 137 and 206 collections per week. Excluding Saturday's this equates to between 26 and 39 collections per day.



10. When customers collect bulkier items from the warehouse it requires them to stop and load goods on Trafalgar Lane. The average loading time is thought to only be 5-10 minutes. However due to the narrow width of Trafalgar Lane when a vehicle is stopped to load goods the road is effectively blocked with insufficient room for another vehicle to pass. During the site visit a number of customers loaded goods from the warehouse on Trafalgar Lane and twice this caused a blockage to another vehicle. The pictures below illustrate the problems caused by loading on Trafalgar Lane.



11. Travis Perkins have put up signage on the entrance to warehouse to encourage caution when manoeuvring and carrying out loading activities.

#### Travis Perkins Deliveries

12. Travis Perkins receive a timber delivery once a week on a Wednesday in the early morning (before 9AM) by a 33 tonne vehicle. Due to the size of the vehicle and scaffolding which is in place on a dwelling opposite the entrance to Trafalgar Lane on Gloucester Road, the vehicle parks on Gloucester Road. The timber is then unloaded via forklift truck which reverses along Trafalgar Lane to reach the warehouse. The pictures below illustrate the operation.



13. Travis Perkins also receive a daily delivery from their central store, which brings general stock. The delivery is made in a smaller 17tonne vehicle and usually arrives between midday and 14:00. The vehicle is usually able to reverse in to Trafalgar Lane and unload in the customer car park. If it not possible to reverse in to Trafalgar Lane the vehicle will unload on Gloucester Road.
14. Travis Perkins also occasionally receive irregular deliveries, which are made using a 7.5tonne vehicle.
15. Travis Perkins also have their own on-site flatbed lorry, which they use for making customer deliveries as required. This can be parked in the warehouse without affecting movements along Trafalgar Lane.
16. Commercial refuse collections require Travis Perkins' bins, which are stored in the car park, to be wheeled to Gloucester Road for collection by Veolia. The collection is made on a Wednesday between



6-7am. Other premises based in Trafalgar Lane at the northern end keep their bins on-street and are collected by Biffa via Trafalgar Street usually late on a Thursday.

#### **Vehicle Size and Routing and Access Issues**

17. Although Trafalgar Lane is a two way road the predominant movement is thought to be north to south with Kemp Street acting as an alternative south to north route through the area.
18. It is thought that local knowledge dictates the use of the lane at present and vehicles will look to see if the lane is blocked by loading vehicles before turning in. However it is also quite common for vehicles to turn into the lane and then try to reverse out again if the lane is blocked.
19. Royal Mail vans from the depot on Gloucester Road are frequent users of the lane as a through route. Seven Royal Mail vans were counted using the lane (north to south) whilst the site visit took place.
20. Access to the lane from both Trafalgar Street to the north and Gloucester road to the south is tight. Both junctions have substandard visibility. The largest vehicle that can safely traverse the junctions is a large transit van. Although as demonstrated through the Travis Perkins deliveries it is possible for large vehicles to reserve into the lane if necessary.
21. There are no particular issues with parking on Trafalgar Lane due to the double yellow lines and the narrow width of the road naturally prohibiting parking. There are no defined loading / unloading restrictions and traffic wardens are known to be relatively accommodating basing permitted loading time on the size of the vehicle.
22. Trafalgar Lane is also used as a pedestrian and cycle through route and is lined on one side with rear pedestrian accesses to residential properties that face on to Kensington Place.

#### **North Laine Traffic Management Proposals**

23. Travis Perkins have made formal representations regarding their concerns about the proposed changes to the road network in North Laine as part of the station improvement programme.
24. The principal concern is regarding the access restriction proposed to the west of Trafalgar Lane on Trafalgar Street. The access restriction would see westbound traffic restricted to emergency vehicles only to discourage through traffic and stop rat running through Kemp and Over Street. If implemented the access restriction would likely cause increased use of Trafalgar Lane as a through route north to south.
25. Travis Perkins believe Trafalgar Lane is highly unsuitable for use as a through route and would not be able to accommodate any increase in traffic. The narrow width of the road and the arrangement of loading on-street outside of the Travis Perkins warehouse already causes the road to become blocked when loading takes place and any increase in traffic would exacerbate the problem further. This in turn would potentially cause wider network management problems in the North Laine area.

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#### **Distribution**

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**Name/ Signed** Tim Hapgood

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## File Note

<b>Time / Date</b>	10:30am 7 <sup>th</sup> December 2012
<b>Job No/ Name</b>	ST13305 North Laine Study, Brighton
<b>Present</b>	John Beard, Nicholas Fleet, Peter Patrick (Royal Mail), Chris Sibthorpe, Tim Hapgood (JMP).
<b>Subject</b>	Royal Mail Conference Call

1. A conference call was held with Royal Mail Brighton MPU, North Road, Brighton, BN1 1AA for approximately 1.5 hours on Friday 7<sup>th</sup> December between 10:30 and 12:00. The following topics were discussed and this note provides a record of those discussions. Prior to the conference call Royal Mail provided details of their inbound and outbound delivery vehicle movements as well as their collections and night time operations.
  - Overview of Royal Mail operations
  - Daily / weekly vehicle arrival and departure profile: volume and timings and data availability.
  - Vehicle size and routing.
  - Vehicle loading and unloading operations: location, dwell time, handling equipment etc.
  - Vehicle access problems or issues.

### Overview of Royal Mail operations

2. The Royal Mail depot handles both deliveries and collections and operates 24 hours a day. Operations begin on Sunday evenings and finish on Saturday afternoons giving an approximate 6.5 day working week.
3. The site is situated to the south west of the North Laine area and bordered by Gloucester Road to the north, Foundry Street to the east, North Road to the south and Frederick Gardens to the west. There are access and egress points to site; one on North Road and two on Gloucester Road. The first entrance on Gloucester Road provides access to the loading bay, the second entrance provides access to an upper parking deck where vehicles are stored overnight. The Gloucester Road entrance is closed at night between 10pm and 6am for security purposes.
4. Royal Mail are currently in a seasonal peak, which has resulted in some additional 31 vehicles being hired at the beginning of November in the run up to Christmas.

### Trip Generation and Loading / Unloading

5. The data provided on vehicle arrivals and departures is currently being assessed in detail to build a daily and weekly profile. However initial analysis suggests there are close to 500 daily two way (arrival and departure) vehicle movements associated with the site over the 24 hour working period. Building in the current seasonal peak this figure rises to around 560 daily two way vehicle movements. The arrival and departure profile will in part be verified once the data from the traffic surveys has been received and analysed.
6. Time periods with the greatest level of vehicle activity appear to be between 07:00 and 11:00 and 13:30 and 15:00. Night time operations between 22:00 and 06:00 appear to account for some 40 two way vehicle movements.
7. Loading and unloading takes place within the confines of the site. No particular problems were raised, although occasionally unloading may occur on-street on either North road or Gloucester Road depending on the volume of vehicles using the loading bay.



8. Vehicle sizes within the Royal Mail fleet range from small vans (150 cubic feet capacity) and LDV Maxus vans through to larger transit vans and 7.5t and 17t lorries that are used for collections and night time operations.

#### **Vehicle Routing and Access Issues**

9. With entrances on both North Road and Gloucester Road serving destinations all over Brighton and Hove Royal Mail vehicle routing varies depending on the day of the week, traffic congestion and vehicle size. Much of the routing chosen is based on local knowledge and drivers will select a route that gets them to their destination as quickly as possible given the time sensitive nature of deliveries and collections.
10. Drivers are not told which route to take, except drivers of 7.5t vehicles which are required to use North Road. It is felt drivers are best placed to judge which route to take based on the prevailing traffic conditions.
11. Key routes that provide access to the North Road entrance include Queens Road, North Road, Spring Gardens and Church Street. These roads along with Foundry Street also provide access to the Gloucester Road entrances from the south. Accessing the Gloucester Road entrances from the north requires use of Gloucester Road, Frederick Place, Over Street, Trafalgar Street and Blackman Street and Whitecross Street. It is thought that Trafalgar Lane is not a key route for Royal Mail vehicles because of its narrow width although vehicles were observed to use this route if the route was clear of vehicles
12. It is also thought there is an approximate 50 / 50 split in vehicles using the different entrances. Except as specified at night when the Gloucester Road entrance is shut.
13. Royal Mail are currently carrying out a review of vehicle routes, which will potentially impact on the current arrangements.
14. It is acknowledged that the current site location presents its own problems, but the site is managed to run as effectively as it can.

#### **North Laine Traffic Management Proposals**

15. Royal Mail has concerns that the current traffic management proposals will potentially exacerbate local rat running of traffic. However it is thought the proposals would likely result in less Royal Mail vehicles using Kemp and Over Street.
16. Key routes that are needed for Royal Mail to operate effectively include:
  - Retaining Foundry Street north bound;
  - Gloucester Road two way to allow access to Frederick Place;
  - Frederick Place either north bound or south bound as a route in or out of the area.
17. It was acknowledged that with the proposals that Richmond Place/ Grand Parade/Church Street might become more of an attractive route compared to the A23/St Peters Place/Cheapside / Whitecross Street for inbound movements particularly with increased volumes of traffic on Trafalgar Lane. It was considered that this would not be a significant issue for Royal Mail.

#### **Conference Call Actions**

18. Following the conference call Royal Mail has provided number plate and vehicle type information for both their usual Brighton fleet and additional seasonal vehicles. This will be used to verify the records from Automatic Number Plate Recognition (ANPR) data captured as part of the traffic surveys being carried out as part of the North Laine Study. The information from Royal Mail is very helpful and is received with thanks.

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#### **Distribution**

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**Name/ Signed** Tim Hapgood

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## **Appendix 2: Letter of objection to the Frederick Place taxi rank from the North Laine Community Association.**

Dear Ian Davey

I write to you on behalf of the North Laine Traders Association (NLTA), of which I am Chair. As you know we represent over one hundred individual businesses in a vibrant and essential part of the Brighton community. Our members have discussed and debated the new proposals for the Station Gateway Project ([http://www.brighton-hove.gov.uk/downloads/bhcc/transport/station-gateway/Station\\_gateway\\_-\\_design\\_proposal.pdf](http://www.brighton-hove.gov.uk/downloads/bhcc/transport/station-gateway/Station_gateway_-_design_proposal.pdf)) for some considerable time.

Earlier this week we raised the subject of the Project at our committee meeting and our conclusions were summarised as follows:-

- 1) Although the NLTA support the Council vision in making the Station a welcoming gateway to the City this should not be the detriment of the North Laine business area and the local community.
- 2) To our knowledge at present no business in the North Laine has supported the proposals whereas many have strongly opposed, especially in the area immediately south-east of the Station.
- 3) We note your undertaking to consult with the local community:

*‘We're also talking to residents and businesses about [changes to the current one way system in North Laine \[PDF 111kb\]](#) to accommodate the taxi rank proposals and reduce current amounts of through traffic.’*

We await the outcome of these consultations, bearing in mind your (Green Party) published policies for ‘greater public participation at all levels’, ‘bringing communities together rather than dividing them’ and support your party commitment that ‘people must be able to play an active part and hold their elected representatives to account’

- 4) The NLTA cannot see any benefit in these proposals (moving the taxi-rank into Frederick Place and changing the road pattern) for our area and business community, only a prolonged period of disruption.
- 5) We are disappointed that the NLTA's wish for better access from the Station via Trafalgar Street is not taken into account as part of the planning application. This would have been a real benefit to Station users and the North Laine business community, but words such as ‘are considering’ and ‘We hope’, on the above referenced proposal means that this is highly unlikely to proceed.

- 6) Wider transport restrictions at the Station which the Bus Company wants have not been ruled totally out.

In Summary improvements to the 'Station Experience' enabled by moving the taxi's and rank



should not be at the expense of the North Laine Area, both for local communities and businesses.

As our Ward Councillor, you know this is a very important part of Brighton & Hove and the area needs to be carefully looked after and nurtured.

The current proposals need re-visiting before you would gain our support.

Regards  
David Sewell

[www.northlaine.co.uk](http://www.northlaine.co.uk)  
Chair of the N.L.T.A.



**Appendix 3 - Southern Railway's written confirmation of their commitment to better manage the taxi rank in future.**





SOUTHERN

GATWICK EXPRESS

Ian Denning  
Senior Programme Manager  
Southern Railways  
Go Ahead House  
26-28 Addiscombe Road  
Croydon  
Surrey  
CR9 5GA

Tom Campbell  
Brighton & Hove City Council  
King's House  
Grand Avenue  
Hove BN3 2LS

18<sup>TH</sup> April 2013

Dear Tom,

This letter is to confirm Southern's commitment to work with Brighton & Hove City Council and other stakeholders to identify how management of the station taxi rank can be best managed following implementation of the Gateway scheme. Excellent relationships have been formed between partners on the scheme to date and we look forward to continuing this good work over the coming months.

Yours sincerely

Ian Denning  
Senior Programme Manager  
Southern – Project Team



## **Appendix 4: Wider Station Phases**

Changes to the environment to the south of Brighton Station have always been viewed as one part of a wider programme of improvement works that together provide significant regeneration of this area of the city. Current investment in the area exceeds £8m, and of significantly greater value if developments such as Block J and the Ibis Hotel in Queens Road are considered.

Other phases, and their current status, are summarized below:

### **1: Station Canopy**

Work with English Heritage and rail partners is ongoing to assess costings and practicality of various approaches that could be taken to enhance the station forecourt by improving or removing the canopy. The options being investigated are:

- 1/ Do nothing (leave the canopy as it is).
- 2/ Make aesthetic improvements (replace canopy glazing, paint dark woodwork lighter) to make the concourse feel more airy, but otherwise leave the structure as it is.
- 3/ Remove the canopy completely and renovate the building frontage.
- 4/ Remove the canopy, renovate the building frontage, and reinstate a new enhanced canopy.
- 5/ A mixture of options above (for example partial removal of sections of the canopy).

Given that work is ongoing, the report recommends that a decision on the future of the Station Canopy is deferred, subject to receipt of a future Network Rail planning application. The recommendation is not intended to commit Network Rail to submit a planning application. Rather it is intended to clarify that if partners decide that there is merit in changing the canopy arrangement, any council decision would effectively be made through the formal planning application process, with Network Rail making the application as building owner.

### **2: Cycle Parking Hub / Northern Station Gateway**

Southern Railway has been working for some time on developing proposals and seeking funding that would enable a dedicated cycle hub to be built at the north of the station. Southern Railway has now secured funding of £850K and a planning application is being prepared. Southern plan to submit the application imminently and should it be agreed, work to deliver the facility will commence immediately.

Planned improvements to the area directly outside the northern station entrance have been on hold pending resolution of the future of the Cycle Parking Hub, due to the Hub's potential for significant impact on this environment. However, S106 funding in excess of £300K has been secured to



enable improvements to be made, and design will progress following the outcome of the Cycle Hub planning decision. Proposals for improvements will be presented to a future Committee meeting as soon as possible.

### **3: Improvements within the Station**

Southern Railway's £4.9m enhancement of the inner station is ongoing, with works targeted for completion by the end of the current year.

### **4: Trafalgar Street Entrance(s)**

The council is committed to supporting Southern Railway and Network Rail in reopening one or both of the historic entrances from the Station to Trafalgar Street. However, delivering the entrances is not within the council's direct gift, given that the council do not own or operate the station building. The rail companies are currently in dialogue with potential commercial partners who could support delivery of this objective. Those discussions are ongoing.

### **5: Mangalore Way**

Network Rail has a long term ambition to improve Mangalore Way. However, it is unlikely that any investment will be made in the area at least until completion of Block J.

### **6: Block J**

Development of Block J, to the immediate east of the northern Station Entrance, is currently ongoing. As well as providing new office, hotel and residential space, Block J will incorporate direct connections between the northern Station entrance and Anne St / London Road.

Hyde Housing are currently on site constructing the residential block (147 units) at the north end of Block J, together with the greenway and public square. Works started in February 2013.

The amended planning application submitted by Fourshore (HOT) Ltd for the block at the south end which includes offices (2460 sq m internal floorspace) and 94 bedroom hotel is currently awaiting the completion of a Section 106 planning agreement before the planning permission can be issued. This block has attracted funding from Coast to Capital, the Local Economic Partnership, under the Government's Growing Places Fund.





# Appendix 5: Revised Proposal

Notes				urbaninitiatives		Job	Station Gateway	Scale 1:1200
				1 FITZROY SQUARE LONDON W1T 1HE TEL: +44 (0)20 7380 4545 Fax: +44 (0)20 7380 4546 e-mail: admin@urbaninitiative.co.uk		Date	28/02/13	
				Client		Title	Trade on Forecourt	Drawn
				BHCC		Checked		OD
				Rev		Description	Date	By
						Drawing No.	DRAFT	Revision







## **Appendix 6: Benefits achieved by the scheme against original objectives**

The following note summarises benefits offered by the proposal against the original scheme vision and objectives:

### **Vision:**

#### **A fitting welcome to the city**

The first impression of the city upon leaving the Station is dominated by complex traffic infrastructure and associated clutter (such as guard-railing and traffic signals). It is this infrastructure that has the greatest negative impact on the environment around the Station. By simplifying the carriageway design, the impact of traffic infrastructure is greatly reduced, enabling positive elements of the environment to take precedence.

#### **An efficient interchange**

Formalising the gyratory road system enables simplification of junctions, which improves traffic flow and enables easier crossing for cyclists and pedestrians. The gyratory system also enables carriageway space to be reduced – significantly enhancing provision for pedestrians (the main users of the space) without any detrimental impact on vehicular traffic. The rebalancing of space also enables a cycle contra-flow to be provided in Queens Road. Cycle parking is due to be enhanced by Southern Railway's efforts to deliver a dedicated cycle parking facility at the north of the Station. Bus and taxi services are retained outside the Station's southern entrance in a simpler arrangement which complements rather than dominates the environment.

#### **A high quality public place**

As with the welcome to the city, the main way in which the public places around the station can be improved is by removing the elements that currently have the greatest negative impact on the environment (those relating to the overly complex traffic infrastructure). The simplified traffic arrangement enables widened footways which provide opportunities for businesses lining Queens Road to create outdoor activity areas. Improving the environment is also likely to encourage investment from business owners (as has happened in New Road). Where possible tree planting is also introduced to bring additional aesthetic benefit.

### **Objectives:**

#### **An accessible environment**

The project improves the accessibility of the environment for all through measures such as simplifying road crossings (the current arrangement has been described as one of the worst in the city for visually impaired people) and creating accessible taxi drop off facilities. An accessibility audit will be undertaken during the process of developing detailed design.

#### **High quality cycle facilities**

Southern Railway has been working for some time on developing proposals and seeking funding that would enable a dedicated cycle hub to be built at the



north of the station. Southern Railway has now secured funding of £850K and a planning application is being prepared. Southern plan to submit the application imminently and should it be agreed, work to deliver the facility will commence immediately.

By reclaiming road space the proposal enables a cycle contraflow to be provided on Queens Road.

The simplified arrangement also reduces the need for clutter such as the guard-railing outside Budgens, which has historically attracted cycle fly parking, creating additional barriers to pedestrian movement.

### **High quality pedestrian facilities**

By reclaiming road space, additional pedestrian space is provided on Queens Road and Surrey Street. As well as improving vehicular flow, simplified junctions enabled by the new road layout enable significant improvements to pedestrian crossings outside the Station and at Gloucester Road / Queens St.

The simplified arrangement also provides a more pleasant environment than the existing, heavily engineered and cluttered streetscape.

### **Effective and efficient deliveries and business access**

Dedicated loading spaces are provided for businesses including pubs on Surrey Street / Terminus Road. Located within the footway, these spaces enable businesses to be serviced without obstructing through traffic, and provide additional pedestrian space when not in use for servicing.

### **An environment that reflects the qualities of Brighton & Hove**

The design of the current streetscape is heavily engineered and congested, untidy and cluttered and confusing. The poor quality of the environment makes it difficult for businesses in the area to thrive, which is reflected in the upkeep of some of the potentially attractive buildings in the area.

By proposal simplifies the streetscape, creating a better balance of space and reducing the need for traffic related clutter, the proposal significantly improves the quality of the environment, and so the welcome to the city.

### **Enhanced connections to surrounding areas such as North Laine**

The proposal primarily improves physical connections between the station and the south of the city by improving walking and cycling facilities along Queens Road and Surrey Street. These improvements are significant.

Opportunities to make real improvement to the connection with the west of the city (via Guildford Road) are limited by spatial constraints on Terminus Road.

Enhanced physical northern and eastern connections will be delivered through later phases (the Northern Gateway and Trafalgar Street entrances respectively).



Simplifying the arrangement of Queens Road and Surrey Street also improves the inherent legibility of the route south from the station.

Requirements and opportunities for enhanced signage can be considered at the next stage of detailed design.

#### **An environment that feels safe from physical harm and pollution**

The gyratory road system enables existing traffic flow to be maintained within a simpler arrangement. The simpler arrangement enables wider footways and improved crossings which reduce the perceived impact of traffic and make moving through the area much safer for pedestrians. Widening footways moves vehicles further from frontages which reduces impact of vehicle emissions and noise pollution on people in buildings lining the streets, whilst simplified junctions will improve traffic flow.

#### **An environment that is well managed and maintained**

The detailed design stage will consider maintainability of materials suggested for the scheme. Management of the environment, including taxis, licensing and crime, will be considered during and inform the detailed design process.

#### **An environment that encourages business success**

As stated above, the existing environment of Queens Road does little to encourage business success, whilst the proposal reduces the negative impacts of traffic in the area, creating an environment people (particularly potential business customers) are less likely to rush through. It is expected that the enhanced setting provided for businesses will be a boost to the local economy. New Road is a reasonable comparison as to the benefits that can be achieved through enhanced public realm.

#### **Better use of Mangalore Way**

Network Rail has a long term ambition to improve Mangalore Way. However, it is unlikely that any investment will be made in the area at least until completion of Block J.

#### **An improved Northern entrance**

Planned improvements to the area directly outside the northern station entrance have been on hold pending resolution of the future of the Cycle Parking Hub, due to the Hub's potential for significant impact on this environment. However, S106 funding in excess of £300K has been secured to enable improvements to be made, and design will progress following the outcome of the Cycle Hub planning decision. Proposals for improvements will be presented to a future Committee meeting as soon as possible.







<b>Subject:</b>	<b>Resident Parking Schemes - Formal Consultation</b>		
<b>Date of Meeting:</b>	<b>30 April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 29-3329</b>
	<b>E-mail:</b>	<b>charles.field@brighton-hove.gov.uk</b>	
<b>Key Decision:</b>	<b>Yes</b>		
<b>Wards Affected:</b>	<b>Hollingdean &amp; Stanmer, Preston Park, St Peters &amp; North Laine</b>		

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

- 1.1 The purpose of this report is to address comments and objections to the draft traffic regulation orders. The traffic orders outline the inclusion of proposed extensions to the Area J Residents Parking Scheme (London Road Station area) The first was undertaken in the London Road Station North area (Appendix A) while the second was in the Round Hill area (Appendix B). Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability Cabinet Member meeting on 9<sup>th</sup> November 2011.

**2. RECOMMENDATIONS:**

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following order;
- (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\* 20\*\* (Area J extensions) TRO-6-2013
- 2.2 That any necessary minor amendments and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In 2009 a leaflet and questionnaire, asking about support for a residents parking scheme was sent to all properties in a large area to the north of Brighton covering Round hill and roads to the south of the Fiveways junction bordered by Preston Road, Stanford Avenue and Ditchling Road. At this time, respondents for the whole area were not in favour but a section to the south of the proposed area bordered by Viaduct Road, Preston Road, Ditchling Rise and Ditchling Road were heavily in favour and so Area J was extended to cover this area.
- 3.2 Since then, the area to the North of London Road station and the Round Hill area have experienced parking pressures and the council has received requests to look at these locations again to see whether support for a residents parking scheme has changed.



- 3.3 At the Environment Cabinet Member Meeting on 9<sup>th</sup> November 2011 it was agreed to consult these residents again to determine whether they would like the opportunity to join neighbouring residents parking schemes.
- 3.4 In September 2012 an information leaflet and questionnaire giving details about proposals for a resident parking scheme was sent to all property addresses in the area to the North of London Road Station (1784 property addresses) and the Round Hill area (1260 property addresses)..
- 3.5 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at: Stanford Avenue Methodist Church on Thursday 25 October, 1.30 pm to 5.30 pm and on Friday 26 October 3.30 pm to 7.30 pm. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 1 October, 2012 to Wednesday 31 October, 2012, 9am to 5pm.
- 3.6 In the area North of London Road Station 715 valid responses were received giving a response rate of 40%. Overall, 394 (56%) respondents supported the proposed extension of the Area J scheme and 312 (44%) were not in favour. Responses from outside the area (17) or where no street name was given (1) were removed from the analysis. 9 responses where people did not state whether they are in favour of the proposed scheme were also removed from the analysis of this question. There are 16 streets in the proposed scheme area.
- 3.7 However, responses from Wellend Villas in Springfield Road were also separated from the final results. This is because at the time it was considered a car-free development and residents were ineligible for resident permits. Therefore, the final results outlined that overall 385 (58%) respondents supported the proposed extension of the Area J scheme and 280 (42%) were not in favour.
- 3.8 In the Round Hill area 433 valid responses were received giving a response rate of 34%. Overall, 239 (56%) respondents supported the proposed extension of the Area J scheme and 189 (44%) were not in favour. Responses from outside the area (7) or where no street name was given (6) were removed from the analysis. 5 responses where people did not reply whether they are in favour of the proposed scheme were also removed from the analysis of this question. There are 18 streets in the proposed scheme area.
- 3.9 Therefore, the recommendation on 15<sup>th</sup> January 2013 in the report to the Environment, Transport & Sustainability Cabinet Member Meeting was that both these residents parking scheme extensions should be progressed to final design and advertised through a traffic regulation order.

#### **4. CONSULTATION**

- 4.1 The draft Traffic Regulation Order (TRO) was advertised on 20<sup>th</sup> February 2013 with the closing date for comments and objections on 13<sup>th</sup> March 2013.
- 4.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 4.3 Notices were put on street for 20<sup>th</sup> February 2013 which outlined the proposal and after a week any missing notices on-street were replaced. The notice was also



published in The Argus newspaper on 20<sup>th</sup> February 2013. Detailed plans and the Traffic Regulation Order were available to view at Hove Library, Jubilee Library, the City Direct Offices at Bartholomew House and Hove Town Hall. A plan detailing the proposals is shown on Appendix A and B.

- 4.4 The documents were also available to view and to respond to directly on the Council website.

*London Road Station North area*

- 4.5 There were 296 items of correspondence received to the London Road Station North area proposal. All 296 items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix C.
- 4.6 121 items of correspondence were support for the proposals due to the parking problems in the area. 166 items of correspondence were objections to the proposals. The remaining 8 items of correspondence were general comments and changes required to the scheme. The 166 items objecting included 125 from within the proposed area, 29 from outside the proposed area and 12 addresses were not disclosed.
- 4.7 The support and objections by road are outlined in Appendix D and they clearly indicate that the majority of objections have been received by the most Northerly roads. However, as shown by the informal consultation results outlined in Appendix D there are considerably less objections to the formal Traffic Order than objections by road to the previous consultation. To put the responses into some context the support / objections / comments from previous resident parking schemes since 2009 is outlined in Appendix G. Only twice in this period has there been more support than objections during the formal TRO stage (as opposed to support at the initial stage) and this was for single road extensions to schemes (Preston Park Avenue and Canning Street). The formal TRO stage is seen as a period to outline concerns rather than put forward support again as this would have been represented during the initial consultation period.
- 4.8 The 166 representations that objected contained 18 different types of reasons to object to the resident parking proposals (some residents / businesses outlined more than one type of reason for their objection).
- 4.9 77 of the representations were due to no parking problem being perceived in the area.
- 4.10 Several residents in this area have been requesting parking controls to the Council and that is the why the Council agreed to include this area in the resident parking scheme priority timetable. Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability Cabinet Member meeting on 9<sup>th</sup> November 2011.
- 4.11 From the original consultation in this area there are a few roads to the north against the proposals but there would be concern about vehicle displacement if these roads are not included. From previous experiences there have been a number of areas that rejected a resident parking scheme based on there being no problem at the time only to come back at a later date when part of a scheme has been introduced complaining



about vehicle displacement. Officers have then been accused of having no “foresight” and eventually a re-consultation occurred and a resident parking scheme was introduced. Examples of this include Tivoli Crescent and Poets Corner.

- 4.12 72 of the representations were that this is a revenue gaining exercise for the Council and / or they do not want to pay to park.
- 4.13 When introducing new residents parking schemes the Council must demonstrate that these would be self financing. This is why charges have to be made for On-street parking through permits and pay & display. The Council do have to charge residents for permits for the schemes as the schemes have ongoing costs i.e. Civil enforcement officers, maintenance of signage and lining etc. Any surplus from the revenue received from the proposed parking schemes goes back into transport and environmental improvements throughout the City.
- 4.14 48 of the representations were concerned that the proposals would affect businesses, services, schools and churches.
- 4.15 Officers have met with representatives from the school and church to discuss parking needs and comments on the design have been considered. In some cases alterations have been made to bays in the area such as more pay & display bays for visitors. There were also a number of parking policy issues raised which does not come under the remit of this consultation, however, comments have been passed onto the relevant department to take into consideration. As with all the parking schemes introduced into Brighton and Hove the objective is to find the right balance of residents, business and daily parking for a local area. The introduction of a scheme will require that all day parkers and visitors using parking places will pay for their use. The consultation on the parking scheme is reflecting the fact that too many vehicles are trying to use this area or may park in certain roads if a scheme is introduced in other roads and a system for managing this situation has been requested by local residents. In terms of parking for the Church and / or Nurseries if a scheme is taken forward then extra exclusive pay & display bays (which finish at 6pm) will be considered in suitable roads in the vicinity.
- 4.16 36 of the representations were concerned that displacement would occur. The majority of these respondents were from residents just north of the proposed boundary in Stanford Avenue.
- 4.17 The council is aware that the introduction of a parking scheme may cause some displacement into adjacent areas, although to what level is very hard to predict. This is because driver behaviour changes and where vehicles may go cannot be known in advance of a scheme introduction (e.g. some commuters using the local area may choose alternative means of travel or pay to park within the scheme). However, previous experience has shown that there can be a degree of displacement to neighbouring areas. Equally officers feel that not to proceed with a scheme in the proposed area would not be fair on residents suffering parking pressures and safety issues.
- 4.18 34 of the representations were received to the reduction of parking spaces caused by waiting restrictions at junctions or across crossovers.
- 4.19 The design of the proposals was created using guidance from Department for Transport and officer expertise from experience of previous schemes as well as the



need for safety at junctions. In terms of crossovers the yellow lining is essential to make the scheme legal as there needs to be enforceable restrictions on every part of the public highway within a Controlled Parking Zone. The restrictions also need to be consistent with the rest of the scheme to ensure enforcement and deter any obstructional parking.

- 4.20 34 of the representations were to the consultation process and / or that the process has been undemocratic.
- 4.21 The consultation process has been extensive and is clearly outlined in the background papers outlined below. Overall during the previous consultation the majority of respondents in the whole area who responded were in favour of proceeding with these proposals.
- 4.22 33 of the representations were received requesting that a Light touch parking scheme should be considered.
- 4.23 The reason the scheme is being consulted on in this area at this point is because it is based on previous designs for an extension to a full scheme (Area J). The Committee agreed in November 2011 to take forward consultations up to 2014 for full scheme extensions where in particular residents had campaigned to be re-consulted and designs were in place. Transport Committee on 15<sup>th</sup> January 2015 approved a recommendation in a report detailing the outcome of the Citywide Parking Review that no further light touch schemes are proposed. This is due to a number of issues outlined in that report including increased displacement and lack of flexibility for visitors.
- 4.24 31 of the representations were that the scheme should only be in the Southern Roads of the proposal.
- 4.25 As outlined in the report to the Transport Committee on 15<sup>th</sup> January 2013 there was a positive opinion from the majority of respondents within the London Road Station north area with sufficient public support for the proposed Area J extension, based on the scheme boundary. Therefore, the recommendation was that the revised Area J Residents Parking Scheme extension into the London Road Station North area be progressed to final design and advertised through a traffic order. In this area there were roads to the north against the proposals but there is concern about vehicle displacement if these roads are not included and the area as a whole did vote in favour of a scheme.
- 4.26 30 of the representations were due to the fact there is no guarantee of more than one resident permit for each household or other permit issues such as for visitors or wanting a permit despite being outside the proposed area.
- 4.27 Each household in the proposed scheme will be able to apply for one permit if they do not have off street parking for that vehicle. Any household requiring more than one permit can call the Parking Information Centre to request a second permit application form. Assuming that permits are available following the initial allocation, (as has been the case with the majority of previous schemes) these will be issued to other members of the household who have applied for a second permit for that household before the scheme begins operation. The number of permits issued currently in Area J is based on a 1:1 ratio of spaces available in resident permit only and shared resident permit/



pay & display spaces available and a waiting list will be created at that cut off point. Currently there is no resident permit waiting list in Area J and the current take up of resident permits is 718 (1120 permit limit) so it is at 63% of permit capacity.

- 4.28 12 of the representations were that weekend / evening restrictions were not wanted.
- 4.29 As mentioned previously the reason the scheme is being consulted on in this area at this point is because it is based on previous designs for an extension to a full scheme (Area J). The 9am-8pm Monday to Sunday resident parking scheme proposal for the original Area J parking scheme was designed by officers as it was felt this would be the best scheme for the area taking into account previous experience of implementing resident parking schemes over the last few years. This seven day proposal takes into account possible displacement at weekends and evenings (if the roads were not restricted) into the area from other resident parking schemes and restricted areas (for example Area Y in the North Central Brighton area which is a 7 day parking scheme up to 8pm).
- 4.30 10 of the representations were concerned that the proposals will devalue property.
- 4.31 We have received no complaints or evidence from residents that property prices are reduced due the introduction of a resident parking scheme in their road.
- 4.32 9 of the representations were unhappy that the consultation excluded residents outside the proposed area.
- 4.33 This was considered as part of the Citywide Parking report presented to Transport Committee on 15<sup>th</sup> January 2013. The area north of Stanford Avenue is due to be investigated from the end of the year with consultation with directly affected residents in 2014.
- 4.34 9 of the representations did not want unsightly pay & display machines or signage in their area.
- 4.35 The Council has considered the issue of additional street furniture causing street clutter and difficulties on narrow pavements. Therefore, the Council will be putting down the minimal signing / machines possible to allow enforcement and will take into consideration pavement widths.
- 4.36 8 of the representations were concerned that there may be safety issues or perceived that there were no current safety issues to warrant the proposals.
- 4.37 The design of this proposal involved liaising with the road safety team and the proposals should improve road safety by reducing parking on junctions.
- 4.38 5 of the representations wanted free parking for the schools.
- 4.39 This is a parking policy issue which does not come under the remit of this consultation, however, comments have been passed onto the relevant department to take into consideration.
- 4.40 2 representations would like the parking scheme extended further.



- 4.41 This was considered as part of the Citywide Parking report presented to Transport Committee on 15<sup>th</sup> January. The area north of Stanford Avenue is due to be investigated from the end of the year with consultation with residents in 2014.
- 4.42 2 representations were concerned that no resident permits would be available to Wellend Villas in Springfield Road.
- 4.43 It has been agreed that at Planning Committee on 13<sup>th</sup> March 2013 to allow the completion of a variation to the s106 planning agreement dated 27 September 2002 relating to Wellend Villas, Springfield Road, Brighton to allow residents of the development to apply for residents' parking permits.
- 4.44 2 representations were concerned about taxi issues and specifically asked that taxi ranks be increased.
- 4.45 The Council have taken into account all the taxi issues and also consulted taxi representatives as part of the traffic order process. No taxi ranks are being removed or reduced as part of these proposals. Any requests for additional or increased taxi ranks can be considered as part of the six monthly Controlled Parking Zone Traffic Regulation orders.

*Round Hill area*

- 4.46 There were 12 items of correspondence received to the Round Hill area proposal. All 12 items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix E.
- 4.47 1 item of correspondence were support for the proposals due to the parking problems in the area. The remaining 11 items of correspondence were objections to the proposals. The support and objections by road are outlined in Appendix F
- 4.48 The 11 representations that objected contained 9 different types of reasons to object to the resident parking proposals (some residents / businesses outlined more than one type of reason for their objection).
- 4.49 6 of the representations were due to no parking problem being perceived in the area.
- 4.50 Several residents in this area have been requesting parking controls to the Council and that is the why the Council agreed to include this area in the resident parking scheme priority timetable. Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability Cabinet Member meeting on 9<sup>th</sup> November 2011.
- 4.51 6 of the representations were received to the reduction of parking spaces caused by waiting restrictions at junctions or across crossovers.
- 4.52 The design of the proposals was created using guidance from Department for Transport and officer expertise from experience of previous schemes as well as the need for safety at junctions. In terms of crossovers the yellow lining is essential to make the scheme legal as there needs to be enforceable restrictions on every part of the public highway within a Controlled Parking Zone. The restrictions also need to be



consistent with the rest of the scheme to ensure enforcement and deter any obstructional parking.

- 4.53 5 of the representations were that that this is a revenue gaining exercise for the Council and / or they do not want to pay to park.
- 4.54 When introducing new residents parking schemes the Council must demonstrate that these would be self financing. This is why charges have to be made for On-street parking through permits and pay & display. The Council do have to charge residents for permits for the schemes as the schemes have ongoing costs i.e. Civil enforcement officers, maintenance of signage and lining etc. Any surplus from the revenue received from the proposed parking schemes goes back into transport and environmental improvements throughout the City.
- 4.55 2 of the representations were concerned that displacement would occur.
- 4.56 The council is aware that the introduction of a parking scheme may cause some displacement into adjacent areas, although to what level is very hard to predict. This is because driver behaviour change and where vehicles may go cannot be known in advance of a scheme introduction (e.g. some commuters using the local area may choose alternative means of travel or pay to park within the scheme). However, previous experience has shown that there can be a degree of displacement to neighbouring areas. Equally officers feel that not to proceed with a scheme in the proposed area would not be fair on residents suffering parking pressures and safety issues.
- 4.57 2 of the representations were due to the fact there is no guarantee of more than one resident permit for each household or other permit issues such as for visitors or wanting a permit despite being outside the proposed area.
- 4.58 Each household in the proposed scheme will be able to apply for one permit if they do not have off street parking for that vehicle. Any household requiring more than one permit can call the Parking Information Centre to request a second permit application form. Assuming that permits are available following the initial allocation, (as has been the case with the majority of previous schemes) these will be issued to other members of the household who have applied for a second permit for that household before the scheme begins operation. The number of permits issued currently in Area J is based on a 1:1 ratio of spaces available in resident permit only and shared resident permit/ pay & display spaces available and a waiting list will be created at that cut off point. Currently there is no resident permit waiting list in Area J and the current take up of resident permits is 718 (1120 permit limit) so it is at 63% of permit capacity.
- 4.59 2 representations were concerned about taxi issues and specifically asked that taxi ranks be increased.
- 4.60 The Council have taken into account all the taxi issues and also consulted taxi representatives as part of the traffic order process. No taxi ranks are being removed or reduced as part of these proposals. Any requests for additional or increased taxi ranks can be considered as part of the six monthly Controlled Parking Zone Traffic Regulation orders.



- 4.61 1 representation would like overnight restrictions.
- 4.62 As mentioned previously the reason the scheme is being consulted on in this area at this point is because it is based on previous designs for an extension to a full scheme (Area J). The 9am-8pm Monday to Sunday resident parking scheme proposal for the original Area J parking scheme was designed by officers as it was felt this would be the best scheme for the area taking into account previous experience of implementing resident parking schemes over the last few years. This seven day proposal takes into account possible displacement at weekends and evenings (if the roads were not restricted) into the area from other resident parking schemes and restricted areas (for example Area Y in the North Central Brighton area which is a 7 day parking scheme up to 8pm).
- 4.63 1 representation was to the consultation process and / or that the process has been undemocratic.
- 4.64 The consultation process has been extensive and is clearly outlined in the background papers outlined below. Overall during the previous consultation the majority of respondents in the whole area who responded were in favour of proceeding with these proposals.
- 4.65 1 representation received requesting that a Light touch parking scheme should be considered.
- 4.66 The reason the scheme is being consulted on in this area at this point is because it is based on previous designs for an extension to a full scheme (Area J). The Committee agreed in November 2011 to take forward consultations up to 2014 for full scheme extensions where in particular residents had campaigned to be re-consulted and designs were in place. In a separate Citywide Parking Review report that was presented to Transport Committee on 15<sup>th</sup> January 2013 it was approved that no further light touch schemes are proposed. This is due to a number of issues outlined in the report including increased displacement and lack of flexibility for visitors.

## **Conclusions**

- 4.67 The recommendation is that both scheme extensions be progressed due to the reasons outlined within the relevant background and consultation responses.
- 4.68 Ward Councillors in all three wards affected have been consulted about this proposal.
- 4.69 Preston Park and St Peters & North Laine Ward Councillors are in support of the proposals. Ward Councillors in Hollingdean & Stanmer have voiced their concerns about displacement into their Ward and also difficulties that may be presented to certain residents and services.
- 4.70 In terms of the London Road Station North area there are a number of reasons why it is being recommended to proceed with the whole area rather than the Southern part of the area.
- i. There is concern about vehicle displacement if the Northern roads are not included. A number of previous experiences have seen residents originally



against a parking scheme proposal come back to complain that the Council did not take this into consideration and that there was a lack of foresight by officers.

- ii. If a parking scheme is not taken forward in these roads it maybe a long while before the roads can be consulted again due to an agreed resident parking scheme priority timetable up to 2017. The timetable includes consulting residents north of Stanford Avenue in the Preston Park Triangle area next year which if taken forward would lead to the area left out being sandwiched between two parking scheme areas.
  - iii. Respondents to the initial consultation in the whole area voted in favour of a scheme (58%).
  - iv. The objections that have been received to the Traffic Regulation Orders are less by road than the objections received during the initial consultation when the scheme was originally agreed at Committee (Appendix D).
  - v. Preston Park Ward Councillors have been consulted and although they appreciate the concerns outlined agree with the principles and recommendations outlined.
- 4.71 Any necessary minor amendments or subsequent requests to the approved schemes deemed appropriate by officers will be introduced during the implementation stage and advertised through a traffic regulation amendment order.
- 4.72 As part of the consultation undertaken in the scheme regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the areas and existing parking provisions in the areas.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The set up costs of new parking schemes such as this are capital projects and are funded by unsupported borrowing. This is repaid from revenue over 7 years, using the income generated.
- 5.2 The financial impact of the income from the proposed new scheme, along with the associated ongoing revenue costs, has been included within the budget for 2013-14 which was approved by Budget Council in February 2013.

*Finance Officer Consulted: Jeff Coates*

*Date: 09/04/13*

### Legal Implications:

- 5.3 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved



objections to an order must be considered by the Transport Committee before it can be made.

The Council is under a duty to exercise its powers under the Act secure the safe and convenient movement of traffic and the provision of adequate on and offstreet parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters.

Under section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004, the Council must keep an account of all parking income and expenditure in designated (i.e. on-street) parking spaces which are in a Civil Enforcement Area, and of their income and expenditure related to their functions as an enforcement authority. Any surplus may be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local transport Plan projects.

In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

*Lawyer Consulted: Carl Hearsom*

*Date: 10/04/13*

Equalities Implications:

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

Sustainability Implications:

- 5.5 The new motorcycle bays will encourage more sustainable methods of transport.
- 5.6 Managing parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

- 5.7 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.8 Any risks will be monitored as part of the overall project management, but none have been identified.



Corporate / Citywide Implications:

- 5.9 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The only alternative option for the proposals is doing nothing which would mean the proposals would not be taken forward or only taking forward part of the scheme. However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To seek approval of the schemes to the implementation stage after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.



## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Appendix A - London Road Station North area Plan
2. Appendix B - Round Hill area Plan.
3. Appendix C - Items of correspondence – London Road Station North
4. Appendix D - London Road Station North area – Road by road analysis
5. Appendix E - Items of correspondence – Round Hill
6. Appendix F – Round Hill area – Road by road analysis
7. Appendix G - Support / Objections to TRO – Recent Parking scheme proposals

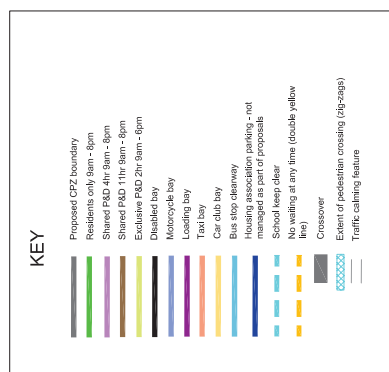
### **Background Documents**

1. Item 43 - Environment Cabinet Member Meeting Report – 9<sup>th</sup> November 2011
2. Item 49 – Transport Committee Meeting Report – 15<sup>th</sup> January 2013







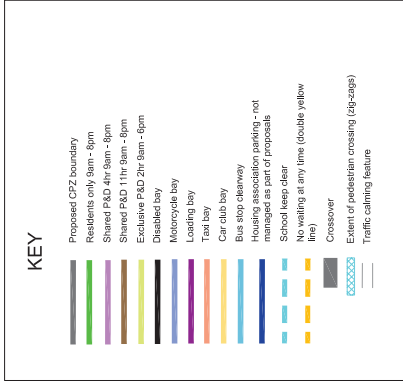


# Appendix A – Map of proposed extension of Area J (London Road Station North area)









# Appendix B – Map of proposed extension of Area J (Round Hill area)







## APPENDIX C – Items of correspondence – London Road Station North

Who	Object / Support	Contents
1. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> </ul>
2. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> </ul>
3. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> </ul>
4. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> </ul>
5. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> </ul>
6. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> </ul>
7. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem.</li> </ul>
8. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> </ul>
9. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> <li>Undemocratic</li> </ul>
10. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> <li>Undemocratic</li> </ul>
11. Resident	Object	<ul style="list-style-type: none"> <li>Don't want weekend / evening restrictions</li> </ul>
12. Business	Object	<ul style="list-style-type: none"> <li>It will affect our business</li> <li>Undemocratic</li> </ul>
13. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem.</li> </ul>
14. Resident	Object	<ul style="list-style-type: none"> <li>Undemocratic</li> <li>Doesn't want to pay to park.</li> </ul>
15. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem.</li> <li>Doesn't want to pay to park.</li> </ul>
16. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem.</li> <li>Undemocratic</li> </ul>
17. Resident	Object	<ul style="list-style-type: none"> <li>Don't want weekend / evening restrictions</li> <li>No parking problem.</li> </ul>
18. Resident	Object	<ul style="list-style-type: none"> <li>Undemocratic</li> <li>No safety issue / will cause safety issue.</li> <li>Should be free parking for schools.</li> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> </ul>
19. Resident	Object	<ul style="list-style-type: none"> <li>Undemocratic</li> <li>Displacement will occur.</li> <li>Will affect businesses / services / Schools / Churches</li> <li>Will reduce parking available.</li> <li>No parking problem</li> <li>Doesn't want to pay to park.</li> </ul>
20. Resident	Object	<ul style="list-style-type: none"> <li>Should be a light touch parking scheme.</li> </ul>



		<ul style="list-style-type: none"> <li>• Undemocratic</li> </ul>
21. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> <li>• Doesn't want to pay to park.</li> </ul>
22. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• No safety issue / will cause safety issue.</li> <li>• Undemocratic</li> </ul>
23. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Undemocratic</li> <li>• No safety issue / will cause safety issue</li> </ul>
24. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Will reduce parking available.</li> <li>• Doesn't want to pay to park.</li> </ul>
25. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Doesn't want to pay to park.</li> <li>• Don't want weekend / evening restrictions</li> </ul>
26. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur.</li> <li>• Would like parking scheme extended further</li> </ul>
27. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• consultation excludes responses outside area</li> <li>• Does not want machines / signage in area.</li> </ul>
28. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• consultation excludes responses outside area</li> <li>• Displacement will occur.</li> <li>• Would like parking scheme extended further</li> </ul>
29. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur.</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
30. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur.</li> </ul>
31. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem.</li> <li>• Don't want weekend / evening restrictions</li> </ul>
32. Resident	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Doesn't want to pay to park.</li> </ul>
33. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> </ul>
34. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Doesn't want to pay to park.</li> <li>• Undemocratic</li> </ul>
35. Service	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
36. Service	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Don't want weekend / evening restrictions</li> </ul>
37. Resident	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• Will reduce parking available.</li> </ul>



		<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Doesn't want to pay to park.</li> </ul>
38. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available.</li> <li>• No parking problem</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
39. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park.</li> </ul>
40. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Will reduce parking available.</li> </ul>
41. Resident	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Will devalue property</li> <li>• Doesn't want to pay to park</li> <li>• Will reduce parking available</li> <li>• Displacement will occur</li> </ul>
42. Resident	Object	<ul style="list-style-type: none"> <li>• Does not want machines / signage in area.</li> <li>• Will devalue property</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
43. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Undemocratic</li> </ul>
44. Resident	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• No parking problem</li> <li>• Will affect businesses / services</li> <li>• Displacement will occur</li> <li>• Will cause parking issues for the schools.</li> </ul>
45. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> </ul>
46. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Will reduce parking available</li> <li>• Will devalue property</li> <li>• Doesn't want to pay to park</li> </ul>
47. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• No guarantee of a resident permit / permit issues</li> </ul>
48. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> </ul>
49. Resident	Object	<ul style="list-style-type: none"> <li>• Will devalue property</li> <li>• No guarantee of a resident permit / permit issues</li> </ul>



50. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
51. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• Doesn't want to pay to park</li> <li>• Will devalue property</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
52. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• No parking problem</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
53. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> </ul>
54. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> <li>• No parking problem</li> <li>• Will reduce parking available</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• No guarantee of a resident permit / permit issues</li> </ul>
55. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Will devalue property</li> <li>• Doesn't want to pay to park</li> </ul>
56. Resident	Object	<ul style="list-style-type: none"> <li>• No guarantee of a resident permit / permit issues</li> </ul>
57. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• Displacement will occur</li> <li>• Does not want machines / signage in area.</li> </ul>
58. Resident	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> </ul>
59. Resident	Object	<ul style="list-style-type: none"> <li>• consultation excludes responses outside area</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Doesn't want to pay to park</li> </ul>
60. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> <li>• No parking problem</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Will reduce parking available</li> <li>• No guarantee of a resident permit / permit issues</li> </ul>



61. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Undemocratic</li> <li>• Displacement will occur</li> </ul>
62. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> <li>• Will devalue property</li> <li>• No guarantee of a resident permit / permit issues</li> </ul>
63. Resident	Object	<ul style="list-style-type: none"> <li>• No guarantee of a resident permit / permit issues</li> <li>• No parking problem</li> <li>• Doesn't want to pay to park</li> </ul>
64. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> </ul>
65. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• Doesn't want to pay to park</li> </ul>
66. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Displacement will occur</li> <li>• Should be a light touch parking scheme.</li> </ul>
67. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Should be a light touch parking scheme.</li> </ul>
68. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Displacement will occur</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Will reduce parking available</li> </ul>
69. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Doesn't want to pay to park</li> <li>• consultation excludes responses outside area</li> </ul>
70. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> </ul>
71. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Doesn't want to pay to park</li> </ul>
72. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> <li>• Does not want machines / signage in area.</li> <li>• No parking problem</li> <li>• Will reduce parking available</li> </ul>
73. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• Displacement will occur</li> </ul>
74. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• No parking problem</li> </ul>



		<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> </ul>
75. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Should be a light touch parking scheme.</li> </ul>
76. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Should be a light touch parking scheme.</li> </ul>
77. Resident	Object	<ul style="list-style-type: none"> <li>• No guarantee of a resident permit / permit issues</li> <li>• No parking problem</li> </ul>
78. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> </ul>
79. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Displacement will occur</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
80. Resident	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Don't want weekend / evening restrictions</li> </ul>
81. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
82. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> </ul>
83. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• Undemocratic</li> <li>• No parking problem</li> </ul>
84. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> <li>• Don't want weekend / evening restrictions</li> <li>• Doesn't want to pay to park</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• Displacement will occur</li> </ul>
85. Business – Petition ( 18 signatures)	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Don't want weekend / evening restrictions</li> <li>• Doesn't want to pay to park</li> </ul>
86. Resident	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• Displacement will occur</li> <li>• No parking problem</li> <li>• Does not want machines / signage in area.</li> </ul>
87. Resident	Object	<ul style="list-style-type: none"> <li>• No resident permit allowed for Wellend Villas.</li> </ul>
88. Resident	Object	<ul style="list-style-type: none"> <li>• No resident permit allowed for Wellend Villas.</li> </ul>
89. Resident	Object	<ul style="list-style-type: none"> <li>• No resident permit allowed for Wellend Villas.</li> </ul>
90. Resident	Object	<ul style="list-style-type: none"> <li>• No resident permit allowed for Wellend Villas.</li> </ul>



91. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> </ul>
92. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Will reduce parking available</li> <li>Displacement will occur</li> <li>Will affect businesses / services / Schools / Churches</li> <li>No guarantee of a resident permit / permit issues</li> <li>Doesn't want to pay to park</li> <li>Undemocratic</li> </ul>
93. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Will reduce parking available</li> <li>Displacement will occur</li> <li>Will affect businesses / services / Schools / Churches</li> <li>No guarantee of a resident permit / permit issues</li> <li>Doesn't want to pay to park</li> <li>Should be a light touch parking scheme.</li> </ul>
94. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Undemocratic</li> <li>Should be a light touch parking scheme.</li> </ul>
95. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> <li>No guarantee of a resident permit / permit issues</li> </ul>
96. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> <li>Will reduce parking available</li> <li>No guarantee of a resident permit / permit issues</li> <li>Will devalue property</li> </ul>
97. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> <li>Undemocratic</li> </ul>
98. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> </ul>
99. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> </ul>
100. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Will reduce parking available</li> <li>No guarantee of a resident permit / permit issues</li> </ul>
101. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> </ul>
102. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Doesn't want to pay to park</li> </ul>
103. Resident	Object	<ul style="list-style-type: none"> <li>No safety issue / will cause safety issue</li> </ul>
104. Resident	Object	<ul style="list-style-type: none"> <li>No safety issue / will cause safety issue</li> </ul>



105. Resident	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• Will reduce parking available</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Doesn't want to pay to park</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
106. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• No parking problem</li> </ul>
107. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> </ul>
108. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• No parking problem</li> <li>• Should be a light touch parking scheme.</li> </ul>
109. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• Will reduce parking available</li> </ul>
110. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• No parking problem</li> <li>• Doesn't want to pay to park</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Does not want machines / signage in area.</li> </ul>
111. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
112. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• Will reduce parking available</li> </ul>
113. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Doesn't want to pay to park</li> <li>• Displacement will occur</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
114. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> </ul>



115. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Should be a light touch parking scheme.</li> <li>• Doesn't want to pay to park</li> </ul>
116. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Should be a light touch parking scheme.</li> <li>• Doesn't want to pay to park</li> <li>• Does not want machines / signage in area.</li> <li>• Will reduce parking available</li> </ul>
117. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> <li>• Displacement will occur</li> <li>• Will reduce parking available</li> </ul>
118. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Doesn't want to pay to park</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Displacement will occur</li> <li>• Will reduce parking available</li> <li>• Undemocratic</li> </ul>
119. Resident	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• Doesn't want to pay to park</li> </ul>
120. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> </ul>
121. Resident	Object	<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> </ul>
122. Resident	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
123. Resident	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> <li>• Should be a light touch parking scheme.</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Does not want machines / signage in area.</li> </ul>
124. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Will reduce parking available</li> <li>• Doesn't want to pay to park</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Displacement will occur</li> </ul>
125. Resident	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• Doesn't want to pay to park</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• No parking problem</li> <li>• Don't want weekend / evening restrictions</li> <li>• Should only be in the Southern roads of the</li> </ul>



		scheme
126. Resident	Object	<ul style="list-style-type: none"> <li>• Will devalue property</li> </ul>
127. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Doesn't want to pay to park</li> <li>• Will reduce parking available</li> <li>• Should be a light touch parking scheme.</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
128. Resident	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• Should be a light touch parking scheme.</li> <li>• Displacement will occur</li> <li>• Doesn't want to pay to park</li> <li>• Does not want machines / signage in area.</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Don't want weekend / evening restrictions</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
129. Resident	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• Displacement will occur</li> <li>• No parking problem</li> <li>• Should be a light touch parking scheme.</li> </ul>
130. Resident	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> </ul>
131. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Doesn't want to pay to park</li> </ul>
132. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Doesn't want to pay to park</li> </ul>
133. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> </ul>
134. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Will reduce parking available</li> <li>• Should be a light touch parking scheme.</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
135. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>



		<ul style="list-style-type: none"> <li>• Should be a light touch parking scheme.</li> </ul>
136. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> <li>• No safety issue / will cause safety issue</li> <li>• No parking problem</li> </ul>
137. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> <li>• consultation excludes responses outside area</li> <li>• Undemocratic</li> </ul>
138. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• No safety issue / will cause safety issue</li> <li>• Doesn't want to pay to park</li> </ul>
139. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> <li>• consultation excludes responses outside area</li> </ul>
140. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> <li>• consultation excludes responses outside area</li> <li>• Undemocratic</li> </ul>
141. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> <li>• Undemocratic</li> <li>• consultation excludes responses outside area</li> <li>• Should only be in the Southern roads of the scheme</li> <li>• Doesn't want to pay to park</li> <li>• No safety issue / will cause safety issue</li> <li>• Don't want weekend / evening restrictions</li> <li>• Should be a light touch parking scheme.</li> </ul>
142. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
143. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Doesn't want to pay to park</li> </ul>
144. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• No parking problem</li> </ul>
145. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Will affect businesses / services / Schools / Churches</li> <li>• No parking problem</li> <li>• Will devalue property</li> </ul>
146. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>• Displacement will occur</li> <li>• consultation excludes responses outside area</li> <li>• Undemocratic</li> <li>• No guarantee of a resident permit / permit issues</li> </ul>



147. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> <li>No guarantee of a resident permit / permit issues</li> </ul>
148. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> </ul>
149. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> <li>No parking problem</li> </ul>
150. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>Will affect businesses / services / Schools / Churches</li> <li>Should be a light touch parking scheme.</li> </ul>
151. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Should be a light touch parking scheme.</li> <li>Doesn't want to pay to park</li> <li>Displacement will occur</li> </ul>
152. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>Displacement will occur</li> </ul>
153. Resident (Outside)	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> </ul>
154. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> <li>No guarantee of a resident permit / permit issues</li> <li>No parking problem</li> <li>Don't want weekend / evening restrictions</li> <li>Should be a light touch parking scheme.</li> <li>Displacement will occur</li> <li>Undemocratic</li> </ul>
155. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Doesn't want to pay to park</li> </ul>
156. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Displacement will occur</li> <li>Undemocratic</li> </ul>
157. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park</li> <li>Will affect businesses / services / Schools / Churches</li> <li>Should be free parking for schools.</li> </ul>
158. Business (Unknown)	Object	<ul style="list-style-type: none"> <li>Taxi rank should be increased / Taxi issues</li> </ul>
159. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>No parking problem</li> <li>Should only be in the Southern roads of the scheme</li> <li>Displacement will occur</li> </ul>



		<ul style="list-style-type: none"> <li>• No guarantee of a resident permit / permit issues</li> <li>• Should be free parking for schools.</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Doesn't want to pay to park</li> <li>• Should be a light touch parking scheme.</li> </ul>
160. Business (Unknown)	Object	<ul style="list-style-type: none"> <li>• Taxi rank should be increased / Taxi issues</li> </ul>
161. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>• Should be free parking for schools.</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• No guarantee of a resident permit / permit issues</li> </ul>
162. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> <li>• Should be a light touch parking scheme.</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• No parking problem</li> </ul>
163. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>• No parking problem</li> <li>• Will reduce parking available</li> <li>• Undemocratic</li> <li>• No guarantee of a resident permit / permit issues</li> <li>• Will affect businesses / services / Schools / Churches</li> </ul>
164. Resident (Unknown)	Object	<ul style="list-style-type: none"> <li>• Undemocratic</li> <li>• Will affect businesses / services / Schools / Churches</li> <li>• Should be a light touch parking scheme.</li> <li>• Should only be in the Southern roads of the scheme</li> </ul>
165. Petition – 50 signatures	Object	<ul style="list-style-type: none"> <li>• Should only be in the Southern roads of the scheme</li> </ul>
166. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
167. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
168. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
169. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
170.	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>



Resident		
171. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
172. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
173. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
174. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
175. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
176. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
177. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
178. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
179. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
180. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
181. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
182. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
183. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
184. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
185. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
186. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
187. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
188. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
189. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
190. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
191. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
192. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
193.	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>



Resident		
194. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
195. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
196. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
197. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
198. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
199. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
200. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
201. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
202. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
203. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
204. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
205. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
206. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
207. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
208. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
209. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
210. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
211. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
212. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
213. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
214. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
215. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
216.	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>



Resident		
217. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
218. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
219. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
220. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
221. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
222. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
223. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
224. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
225. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
226. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
227. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
228. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
229. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
230. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
231. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
232. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
233. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
234. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
235. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
236. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
237. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
238. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
239.	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>



Resident		
240. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
241. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
242. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
243. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
244. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
245. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
246. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
247. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
248. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
249. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
250. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
251. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
252. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
253. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
254. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
255. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
256. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
257. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
258. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
259. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
260. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
261. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
262.	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>



Resident		
263. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
264. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
265. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
266. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
267. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
268. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
269. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
270. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
271. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
272. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
273. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
274. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
275. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
276. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
277. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
278. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
279. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
280. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
281. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
282. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
283. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
284. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
285.	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>



Resident		
286. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
287. Resident	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
288. Resident	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
289. Petition (28 signatures)	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
290. Resident	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
291. Resident	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
292. Resident	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
293. Resident	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
294. Resident	N/A	<ul style="list-style-type: none"> <li>• General Comment / changes required</li> </ul>
295. Resident	Support	<ul style="list-style-type: none"> <li>• Support for the proposals</li> </ul>
296. Resident	Object	<ul style="list-style-type: none"> <li>• No parking problem.</li> </ul>







## Appendix D - Support / Objections – Road by Road Analysis

### London Road Station North area

	Support	Objections	Total	(Previous Informal consultation results for reference)		
	Support	Objections	Total	Support	Objections	Total
Ditchling Road	0	14	14	11	54	65
Edburton Avenue	2	14	16	19	35	54
Florence Road	31	4	35	65	15	80
Grantham Road	0	18	18	19	26	45
Rugby Road	19	9	28	60	15	75
Semley Road	0	5	5	0	8	8
Southdown Avenue	13	17	30	30	22	52
Springfield Road	40	5	45	149	22	171
St Andrews Road	0	3	3	4	5	9
Stanford Avenue	6	36	42	20	67	87
Beaconsfield Road	0	0	0	2	8	10
Ditchling Gardens	0	0	0	6	3	9
	<b>111</b>	<b>125</b>	<b>236</b>	<b>385</b>	<b>280</b>	<b>665</b>
				<b>58%</b>	<b>42%</b>	
Outside of consultation area	6	29	35			
Unknown address	5	12	17			
<b>Total</b>	<b>122</b>	<b>166</b>	<b>288</b>			
General Comments			8			
			<b>296</b>			







## APPENDIX E – Items of correspondence – Round Hill

Who	Object / Support	Contents
1. Resident	Object	<ul style="list-style-type: none"> <li>No parking problem.</li> <li>Will Reduce Parking</li> </ul>
2. Resident	Object	<ul style="list-style-type: none"> <li>Will Reduce Parking</li> <li>Displacement will occur</li> </ul>
3. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>Will Reduce Parking</li> <li>Undemocratic</li> </ul>
4. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> <li>Should be a light touch parking scheme.</li> </ul>
5. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> <li>Will Reduce Parking</li> <li>Would like overnight restrictions.</li> </ul>
6. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> <li>Will Reduce Parking</li> </ul>
7. Resident	Object	<ul style="list-style-type: none"> <li>Doesn't want to pay to park.</li> <li>No parking problem.</li> <li>Will Reduce Parking</li> <li>No guarantee of a resident permit / permit issues</li> </ul>
8. Resident	Object	<ul style="list-style-type: none"> <li>Displacement will occur</li> <li>No guarantee of a resident permit / permit issues</li> </ul>
9. Petition (31 signatures)	Support	<ul style="list-style-type: none"> <li>Support for the proposals and a particular amendment.</li> </ul>
10. Resident (outside)	Object	<ul style="list-style-type: none"> <li>No parking problem.</li> </ul>
11. Business (Unknown)	Object	<ul style="list-style-type: none"> <li>Taxi rank should be increased / Taxi issues</li> </ul>
12. Business (Unknown)	Object	<ul style="list-style-type: none"> <li>Taxi rank should be increased / Taxi issues</li> </ul>







## Appendix F - Support / Objections – Road by Road Analysis

### Round Hill area

	Support	Objections	Total	(Previous Informal consultation results for reference)	
				Support	Objections
Belton Road	0	3	3	10	14
Mayo Road	1	0	1	4	8
princes crescent	0	1	1	28	14
richmond road	0	1	1	29	43
roundhill crescent	0	2	2	37	37
Outside of consultation area	0	2	2		
Unknown address	0	2	2		
<b>Total</b>	<b>1</b>	<b>11</b>	<b>12</b>		







## Appendix G - Support / Objections to TRO – Recent Parking scheme proposals

Scheme	Year	Support	Objections	Comments	Total
London road Station north (J ext)	2013	122	166	8	296
Round Hill area (J ext)	2013	1	11	0	12
Richmond Heights (C ext)	2012	8	11	0	19
Canning Street (C ext)	2012	5	3	0	8
Tivoli Crescent (A ext)	2011	0	8	0	8
Viaduct Rise (J ext)	2010	0	62	0	62
RSCH scheme (H ext)	2010	1	6	1	8
Preston Park Station (A)	2009	1	29	3	33
The Marlet area (O ext)	2009	0	3	1	4
Preston Park Avenue (J ext)	2009	2	1	0	3







<b>Subject:</b>	<b>Lively Cities – Regeneration in the London Road area</b>		
<b>Date of Meeting:</b>	<b>30 April 2013</b>		
<b>Report of:</b>	<b>Executive Director, Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Alan Buck</b>	<b>Tel: 29-2287</b>
	<b>Email:</b>	<b>alan.buck@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>St Peter’s &amp; North Laine</b>		

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 This report informs members of the results of the INTERREG IVB-assisted Lively Cities 'place making' pilot project that took place in the Ann Street/Providence Place area between 1 – 14 October 2012. The project is one of a number of interventions planned to help regenerate the wider area, in line with the council's London Road Central Masterplan (Supplementary Planning Document SPD 10).
- 1.2 The council now has the opportunity to develop the successful elements of the pilot into a permanent plan for implementation. Members are requested to endorse the preparation by officers of a plan for a permanent scheme that can be presented to the Environment, Transport & Sustainability Committee at the end of the year/ early 2014. This will enable certain transport-related elements of the scheme to fall within the remit of (and receiving funding from) the Local Transport Plan (LTP).

**2. RECOMMENDATIONS:**

- 2.1 That the committee endorses the preparation of a permanent implementation plan that falls within the remit of the Local Transport Plan and which takes forward and develops the successful aspects of the Lively Cities Common Room pilot project for the Ann Street/Providence Place area.
- 2.2 That the permanent implementation plan be considered at a future meeting of the Environment, Transport & Sustainability Committee.



### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In December 2009 the council adopted the London Road Central Masterplan (Supplementary Planning Document SPD 10) as a means of addressing and guiding opportunities for redevelopment, regeneration and other improvements in the area for the benefit of all. One important aspect of the masterplan is that it identifies opportunities for public realm and open space improvements around the edge of the shopping area. The intention of the SPD in this respect is to act as a driver for improved and increased opportunities for people to spend time within and around London Road, thereby benefiting a range of social, economic and recreational needs in this densely populated inner city area.
- 3.2 In 2011 the council became a partner on the INTERREG IVB Lively Cities project, which aims to transform failing public spaces into popular and valued community assets. This represented a welcome opportunity to develop and test an innovative transformation of the Ann Street/Providence Place area to the immediate east of London Road, which is identified in SPD10 as an area in need of public realm improvements in order to help meet the masterplan's objectives. The area includes the bottom end of Ann Street and Providence Place Gardens (a small grassed park area opposite St Bartholomew's Church).
- 3.3 Detailed analyses, data collection and surveys were undertaken in the area in the autumn of 2011. A range of issues were identified that were combining to prevent the area from meeting its potential as a place for people to spend time and enjoy. These included incidents of anti social behaviour, street drinking, graffiti, the physical presence of fencing around the park - acting as a disincentive for many to enter it, a complete absence of amenities such as seating and a considerable imbalance in the physical space allocated for pedestrians (the vast majority of users) over vehicles - to the detriment of pedestrians.
- 3.4 In January 2012 the council held a competition for an innovative two week pilot project to dramatically and positively transform the area. The winner was 'The Common Room' a radical and wide-ranging proposal by Plan Projects, in association with Luis Trevino Architects. This proposed a range of activities, facilities, physical interventions and traffic restrictions - including the removal of on-street parking, a ban on heavy goods vehicles, complete removal of the railings around the park, provision of terraced steps into the park, fixed and movable seating, an art wall, a performance area, free large-capacity wi-fi and a range of activities including after-school play (for the local primary school) and table tennis. The Common Room pilot was tested between 1 – 14 October 2012 and was a considerable success in enticing a far wider range of users to spend time in and enjoy the area. A summary report on the pilot forms an appendix to this committee report, a full report is available in the members' rooms (or can be downloaded from ([www.brighton-hove.gov.uk/livelycities](http://www.brighton-hove.gov.uk/livelycities))) and a visual presentation including video footage will be given during this committee meeting.



- 3.5 The testing of the pilot project and its proven success have been important factors in attracting funding and resources via Section 106 Agreements and elsewhere for a permanent scheme to be developed and implemented - in line with the objectives of SPD10. It is now proposed that a costed and phased plan be prepared in-house by officers in collaboration with the Common Room design team, and in consultation with ward members and the local community. This will allow:
- an informed means to identify existing funding available for implementation of the initial phase(s) and an effective means of attracting finance for later phases
  - efficient and collaborative working across the council on a project that spans a variety of service areas and interests including planning, transport, regeneration, parks, sports and recreation, economic development
  - spin-off benefits to be fully explored in respect of other projects and proposals within and around the London Road area.
- 3.6 Following community consultation and agreement by the Environment, Transport & Sustainability Committee of a phased plan, it is anticipated that implementation will commence in 2014.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Community engagement and consultation have been and will continue to be integral to this project. A stakeholder forum including representatives from a range of local community interests was established in July 2011, has met on a number of occasions to input to the project and is kept abreast of project developments. This has included representation by resident interests, St Bartholomew's Church, St Bartholomew's School, City College, the London Road Local Action Team (LAT) and local ward councillors. The project has been discussed a number of times at meetings of the LAT. Community workshops were held as part of the data collection in the autumn of 2011. Fieldwork undertaken by community volunteers who were trained by the council helped to gather a wide range of data from residents, workers, shoppers and other users of the project area. This information was integral in informing the pilot project brief.
- 4.2 The judging panel for the pilot project included a range of stakeholders including community representatives. Shortlisted entries were the subject of a public exhibition and consultation, with public feedback informing the judges' decision on the winner. Further data, including the public's responses to the pilot, was collected by community volunteers during the pilot project in October 2012. An online survey was conducted on the council website. The results of these various exercises are discussed in the appended report. Various forms of social media have been used to advertise the project's ongoing development including Facebook, YouTube and Twitter, as well as press releases.
- 4.3 The community will continue to be consulted via a variety of means (including the above and via the stakeholder forum) in implementing a permanent scheme for the area.



## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 Preparation of the detailed implementation plan will be funded by a mixture of existing staff resources, INTERREG IVB and the LTP. Once the implementation plan is prepared, the individual elements of it will need to be properly costed and funding identified for it. The permanent scheme will be funded from a mixture of INTERREG IVB, Section 106 contributions, the LTP and other potential future funding sources (e.g. via possible access to funding under a future City Deal arrangement).

*Finance Officer Consulted: Jeff Coates*

*Date: 14/03/2013*

### Legal Implications:

- 5.2 Any infrastructure to be provided as part of the permanent implementation plan may fall within the definition of “development” under the Town and Country Planning Act 1990 and will therefore require planning permission, unless permitted development rights apply.

The traffic measures outlined will require traffic regulation orders which will need to be advertised in accordance with the relevant legislation, following approval of the detailed implementation plan by Environment, Transport & Sustainability Committee.

In carrying out consultation on the scheme the Council must comply with the legal requirements for fair consultation. This means that consultation must take place at the stage where proposals are being formulated, adequate time and information must be given to consultees to enable proper responses to be given, and the results of any consultation must be taken into account when developing the scheme.

*Lawyer Consulted: Hilary Woodward; Carl Hearsum*

*Date: 21/03/13*

### Equalities Implications:

- 5.3 The Lively Cities project seeks to implement an element of SP10, for which an equalities impact assessment was undertaken. Equalities implications have informed the data collection process to date. Identified equalities issues will be taken into account in developing a detailed implementation plan, for which a further equalities impact assessment will be undertaken.

### Sustainability Implications:

- 5.4 The Lively Cities project seeks to implement an element of SP10 for which a sustainability assessment was undertaken. The project seeks to provide a greatly improved environment and public realm that will be a valued community asset, encourage walking, cycling, outdoor play and recreation and assist in the physical and economic regeneration of London Road, an important inner city area in recognised need of improvement.



#### Crime & Disorder Implications:

- 5.5 The project has identified and seeks to tackle a range of public safety issues including anti-social behaviour, graffiti, street drinking, drug dealing and general perceptions and fear of crime.

#### Risk and Opportunity Management Implications:

- 5.6 A risk assessment was undertaken as part of the pilot project in order to ensure public safety and the safety of those taking part in its implementation. Further risk assessments will be undertaken as appropriate in developing a permanent improvement scheme for the area.

#### Public Health Implications:

- 5.7 The pilot project tested a range of facilities and attractions that had positive public health implications, including the provision of table tennis facilities and after-school play for the local primary school. It is intended that these aspects be taken forward and developed as part of the permanent project for the area.

#### Corporate / Citywide Implications:

- 5.8 The project helps to take forward important aspects of SPD 10, which is an adopted corporate document that sets out the council's land use, sustainable transport and regeneration aspirations for improving the London Road area.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The 2012 competition for the pilot project allowed for a wide range of alternative options to be examined against the competition brief. The Common Room was considered by the judges to best represent the concerns of the project brief, in addressing the various recognised issues, deficiencies and other problems in the area.

### **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 Endorsement for the principle of preparing an implementation plan for a permanent transformation of the area will enable elements of the scheme, including input from certain officers, to be funded against the Local Transport Plan (LTP)

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Ann Street/Providence Place Gardens – Common Room Site Assessment Report (Summary – Headlines & Recommendations)



### **Documents in Members' Rooms**

1. Ann Street/Providence Place Gardens – Common Room Site Assessment Report

### **Background Documents**

1. London Road Central Masterplan (SPD 10)



Compiled by the Planning Projects,  
Environment Initiatives and International Teams  
at Brighton & Hove City Council

# INTERREG IVB Lively Cities Project

## **Ann Street / Providence Place Gardens**

## **Common Room site assessment report**

### SUMMARY: HEADLINES & RECOMMENDATIONS

February 2013

**Printing advice:**

*For optimum results, this document should be printed back to back. This is because information provided in the even pages has been designed to be complemented by*





## 1. Headlines & recommendations

This is a summary of the findings of quantitative and qualitative data collected prior to (2011) and during the (2012) two-week temporary transformation of the Ann Street and Providence Place Gardens area of Brighton into the Common Room.

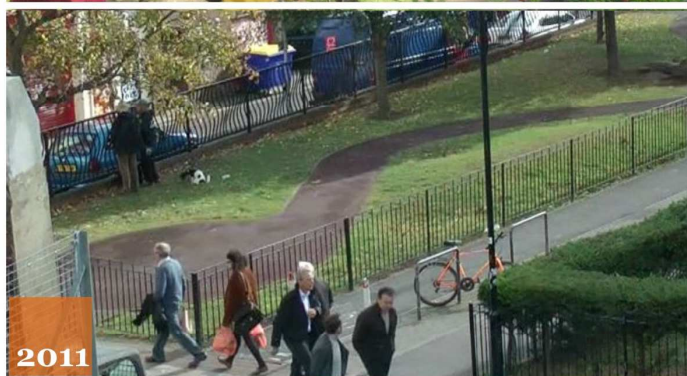
For detailed information please refer to the report.

### What does the data collected say about the changes put in place as part of the Common Room when compared to that collected one year earlier?

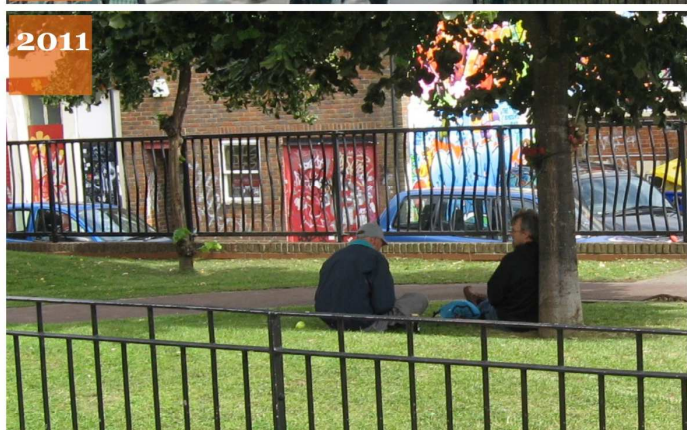
A comparison of data from the 2011 and 2012 surveys suggest how successful (or not) changes implemented as part of the Common Room were in addressing user concerns and suggestions for improving the area.



2012



2011



2011



2012



2012

### 2011

Anti-social behaviour in general and street drinking in particular was a concern for many users and viewed by some as a deterrent to using the area.

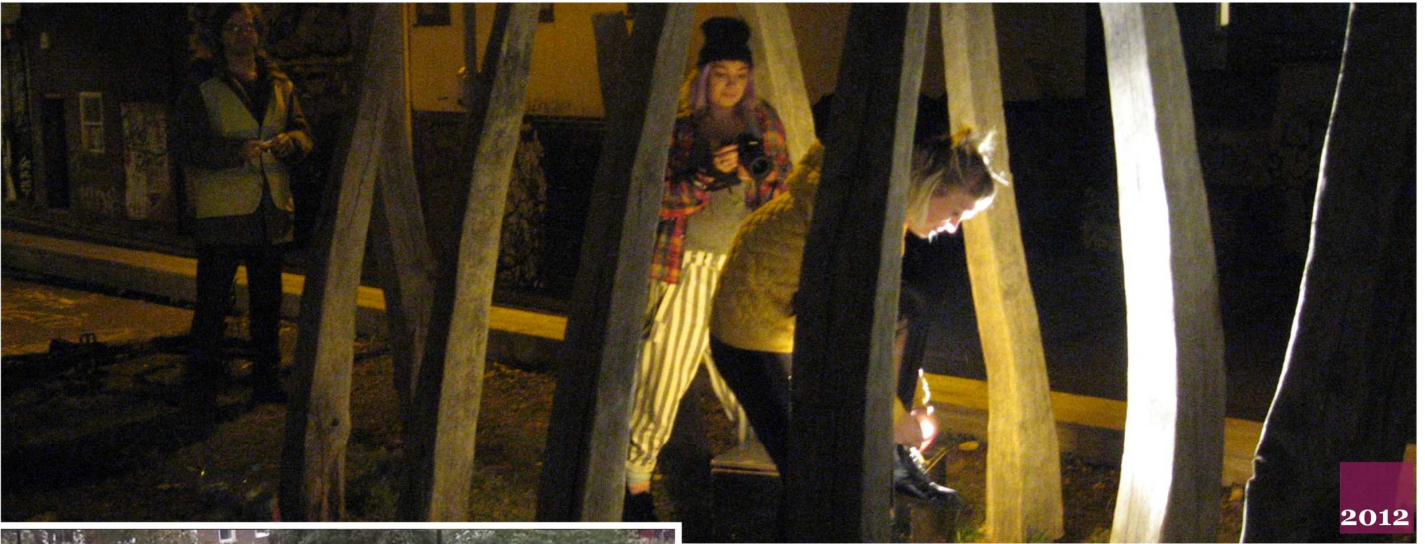
One of the most popular suggestions for improving the area was the provision of more seating and tables.

### 2012

There was a noticeable increase in the use of the park (Providence Place Gardens) as people made use of the facilities and activities introduced as part of the Common Room.

A wider range of activities was evident across the project area as a whole, including people making use of the bottom end of Ann Street and park terraced steps as places to rest and linger, due to the changed nature of the space and seating opportunities provided.





## 2011

When asked which aspects of the area they liked most users cited the role of the park as an open, green, public space that provides a quiet respite from the busy area around it. However, most considered the area to feel insufficiently welcome for them to spend time in it.

## 2012

People visited the project area more often and stayed for longer periods of time, with a larger proportion present throughout the day and even into the evening when uplighting was provided beneath the trees in the park.

A more diversified age range of people using the project area with a far higher percentage of young adults, teens/children and seniors.







### High priority Seating, removal of fence and introduction of steps

These were the most popular changes and as such it is recommended that they be secured as the first phase in any permanent transformation of the project area. Particular care will need to be afforded to the following details:

#### Seating

- the quantity and location of fixed seating;
- movable seating is best avoided as it requires daily management and can result in territorial behaviour by some users;

#### Steps

- ensuring that the design and materials of permanent steps are carefully tailored to encourage and provide access and egress to and from the park, provide comfortable but robust informal seating – whilst deterring 'misuse' (e.g. skateboarding);
- considering and agreeing viable and fair options for residents, blue badge holders and delivery vehicles arising from any parking bays removed from or relocated within the project area; and
- allowing for accessibility across the site.





### Moderate to high priority **Art wall and facilities for food trading**

Particular care will need to be afforded to the following details:

#### Art wall

- the nature, design and extent of the art wall, whether it be for temporary or long-term designs, its role in contributing to a potential wider graffiti strategy in the locality and the co-operation and involvement (as appropriate) of affected landowners and local residents;

#### Food trading

- provision of power supply, water point and possibly other facilities on site to enable more flexible use of the project area and to support food trading; and  
if and how licensing arrangements/income derived from any on-site trading might support and contribute to the ongoing operation of the Common Room (e.g. assisting in place management and maintenance).







#### Moderate priority

**Restrict access of large vehicles and provision of 'shared surface' approach to carriageways in project area, provision of events, tree lighting (and external lighting of church) Ann Street 'pocket' square**

Particular care will need to be afforded to the following details:

#### Large vehicle restriction

- providing for necessary access while limiting circulation and size of vehicles;

#### Shared surface

- agreeing the extent and nature of any shared surface treatment;

#### Events and lighting

- providing a temporary or permanent table tennis facility in the park and working in partnership with residents and Sussex Police to manage hours of play;
- implementing after school play on a consistent basis and applying for play street status for Providence Place in partnership with St. Bartholomew's School;
- lighting trees, park sculpture and church façade in partnership with St Bartholomew's Church; and

#### Ann Street 'pocket' square

- incorporating parking for delivery vehicles and disabled parking into the design of the 'square'.





### Lower priority Wi-Fi

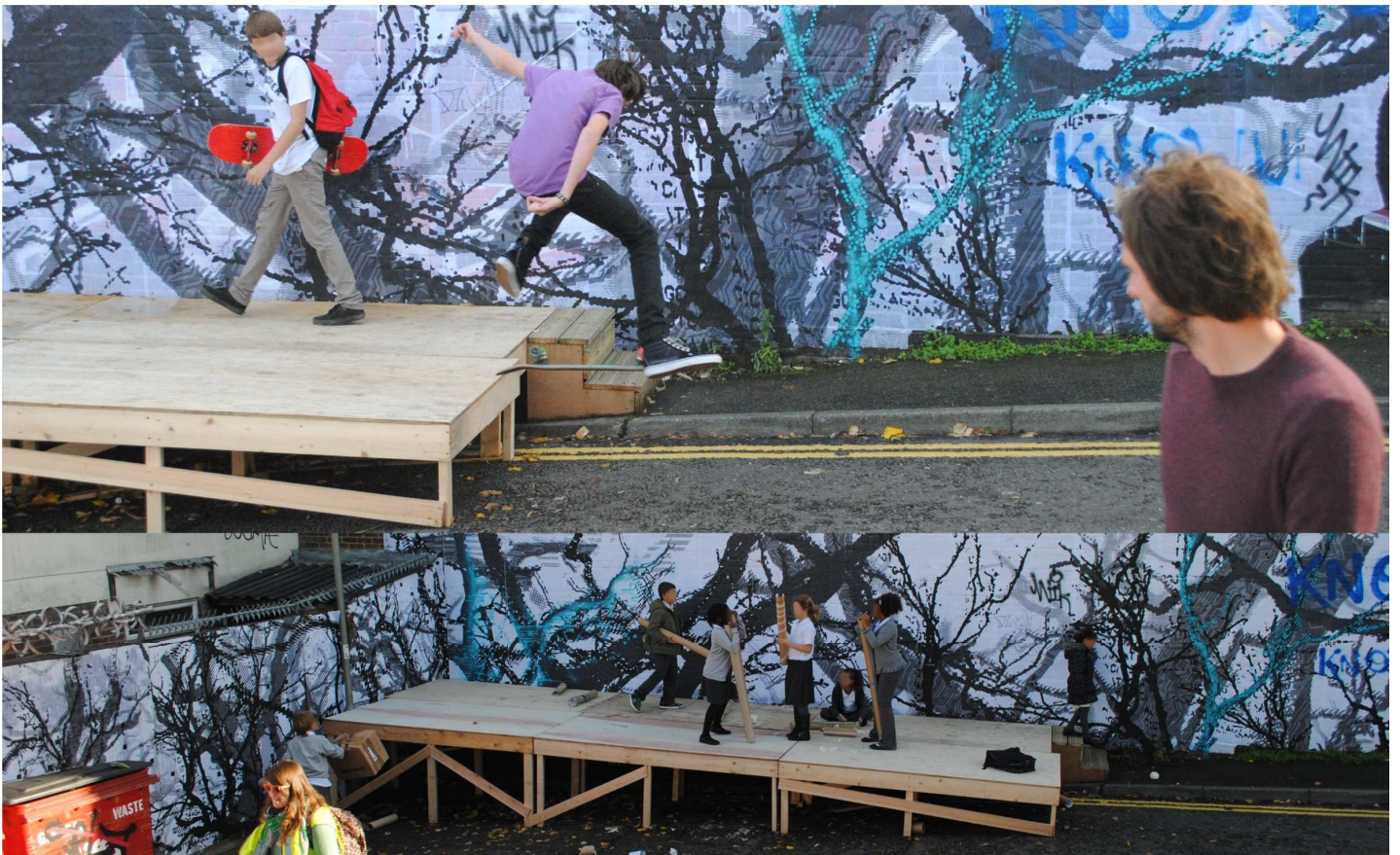
It is possible that the free wi-fi may be more successful in drawing people into the area in the long term once proposed high priority measures have been put in place (i.e. steps and fixed seating). Its presence was not particularly well highlighted until the second week of the pilot and may well have been needed to be tested over a longer period than the two weeks in October 2012. At the time of writing the wi-fi remains available in the area (currently until Sep 2013) although the absence of any seating since the end of the pilot is not conducive in encouraging its use.

Nevertheless, it has the potential to add to the total 'offer' of the Common Room and draw an increased and wider range of users into the area. It is important in the process of implementing wi-fi to work with local partners to raise awareness and make best use of the service currently in place until September 2013.

### Unsuccessful Common Room change Performance area

This was considered to be the only unsuccessful element of the Common Room scheme as it was not used for its intended purpose – i.e. for impromptu performances. In the context of after school playtime it posed a potential risk insofar as some children considered it an extension of the park and a play attraction, running across the road between the stage and the park during those times. It should, however, also be noted that the road tended to be used as a shared surface for cars and pedestrians during the course of the pilot and that both drivers and pedestrians were observed to co-exist harmoniously and observe due caution for each other.

For the reason that the stage was at no time used for its intended purpose it is recommended that an alternative use be identified of for this sub area, including options for using replacement on-street parking and/or delivery bays.







**Thanks  
everyone  
who helped  
to bring the  
Common Room  
to life!**





<b>Subject:</b>	<b>West Hove &amp; South Portslade resident parking consultation</b>		
<b>Date of Meeting:</b>	<b>30 April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Owen McElroy</b>	<b>Tel: 293693</b>
	<b>Email:</b>	<b>owen.mcelroy@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Westbourne, Wish, South Portslade</b>		

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

- 1.1 The purpose of this report is to outline a plan and timetable for consulting residents in West Hove and South Portslade in accordance with the recommendations of the city wide parking review ("the review") whilst taking account of further ward member consultation.
- 1.2 The review was an investigation into the way the council manages parking through consulting residents, businesses and other stakeholders and learning from the best practice of other local authorities. The purpose of the review was to seek continuous improvement in the council's parking management services whilst balancing the needs of users overall. The review also sought to examine the future of controlled parking schemes including scheme boundaries, changes to existing schemes and new schemes.

**2. RECOMMENDATIONS:**

- 2.1 That, later this year residents, businesses and other stakeholders in Wish ward, Hove, with the exception of Boundary Road are asked by way of a simple letter, and any other measures officers deem appropriate, whether they agree in principle to the introduction of a full residents parking scheme for their area.
- 2.2 That officers in consultation with ward members consider the responses to the letter and decide which, if any parts of Wish ward should proceed to detailed design consultation and a further report is brought to Committee giving authority to proceed to detailed design consultation on any proposed scheme.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In January 2013, Transport Committee, as part of the city wide parking review, recommended that parts of Wish Ward and South Portslade were consulted on separate full schemes together with an extension to Area R along Portland Road including roads to the north up to the railway line. At the same time it was proposed that Area W was asked whether it wishes to convert to a full scheme.



The justification was that during the review there had been requests and petitions from residents in Wish ward supported by ward members. Parts of Wish ward were experiencing displacement from adjacent parking schemes and pressure from seafront visitors and commuters using the bus services along the through routes. South Portslade being adjacent and having significant retail and industrial areas and a busy rail station was to be consulted at the same time. The existing Area W light touch scheme in Westbourne ward was to be re-consulted on becoming a full scheme in accordance with the approved policy not to create any more light touch schemes and to re-consult on existing schemes.

- 3.2 In view of the cost and staff resource implications of such a wide ranging consultation it is proposed to carry out an initial consultation with residents in Wish ward, with the exception of Boundary Road before progressing to detailed design and to consult ward members on the scope and timing of this consultation.
- 3.3 The costs of the detailed design stage are substantial in terms of money and officer time as they involve full parking surveys of occupancy and duration, computer aided design work and the design, printing and mail out of consultation leaflets and questionnaires, return postage and data entry.
- 3.4 It is council policy that parking schemes are only introduced after careful consultation and if the consultation produces a negative vote it should not proceed. A detailed consultation would be an expensive and time consuming process without any guarantee that there will be resident support.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 Between November 2011 and July 2012 seven community meetings were attended by officers. Three meetings in Wish were in favour of consultation and two against. In Portslade both meetings were against consultation. Several business owners in Boundary Road, Hove and Station Road, Portslade attended the meetings and said that the current arrangements of one hour limited waiting worked well for them and they did not favour any changes
- 4.2 During the review 30 items of correspondence were received from Wish ward broadly in favour of a residents' parking scheme or in favour of consultation (includes Bolsover Road) and 11 against. In South Portslade 5 items of correspondence were received broadly in favour of a residents parking scheme or in favour of consultation and none against.
- 4.3 In the postal questionnaire sent as part of the review to 6000 households throughout the city the question was asked "If you are not currently in a residents parking scheme would you like to be in one?" A number of positive responses were received from roads to the west of Wish Park, also from Bolsover Road and Portland Avenue..
- 4.4 A further survey of opinion of ward members for South Portslade, Wish and Westbourne was carried out in March 2013.
- 4.5 In Wish ward both members supported consultation on the principle of a scheme although both asked for the consultation approach not to be fixed in terms of



geographical boundaries within the ward so as to allow to allow for flexibility on any final agreed boundaries. There was no consensus for consulting residents in South Portslade or to re-consult the existing light touch W area. The exclusion of Boundary Road from consultation was also favoured by one of the ward members

### *Conclusions*

- 4.6 It is proposed that a simple letter with a yes/no questionnaire should be sent to residents and businesses in Wish Ward (excluding Boundary Road, Hove) later this year. If there is support for detailed consultation then a leaflet/plan and questionnaire could be sent to residents in early 2014 and subject to further traffic order consultation a scheme could be implemented in late 2014 or early 2015.
- 4.7 Consultation in South Portslade and the existing light touch W zone consultation should not take place. It should only take place in the future if there is evidence of support from residents and the consensus of ward members.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The set up costs of new parking schemes are capital projects and are funded by unsupported borrowings. This is repaid over 7 years, using the income generated.

*Finance Officer Consulted:*      *Jeff Coates*

*Date: 02/04/13*

### Legal Implications:

- 5.2 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

*Lawyer Consulted:*

*Carl Hearsum*

*Date: 08/04/13*

### Equalities Implications:

- 5.3 An Equalities Impact Assessment has not been carried out on the implications of this report. However the impact of residents parking schemes has already been subject to an EIA.



#### Sustainability Implications:

- 5.4 Effective parking management contributes to reducing congestion and improving safe access contributing to the promoting sustainable transport usage and tackling climate change through reduction in carbon emissions.

#### Crime & Disorder Implications:

- 5.5 The recommendations are not expected to have implications for the prevention of crime and disorder.

#### Risk and Opportunity Management Implications:

- 5.6 Any risks will be identified as part of the overall project management. Parking is a corporate critical budget: however no major risks have been identified

#### Public Health Implications:

- 5.7 Parking controls may help towards reducing motor traffic in the city, and therefore the effect on public health in terms of harmful pollutants (and injuries sustained in collisions) will be beneficial to public health. Nitrogen dioxide, principally emanating from vehicles, is a respiratory irritant which is known to exacerbate asthma. There is a 3.5% increase in mortality for a 100ug/m<sup>3</sup> increase in ambient NO<sub>2</sub>. There is a 5% increase in hospital asthma conditions for the same increase in NO<sub>2</sub>.
- 5.7.1 The majority of locally derived pollution comes from either diesel engines or older petrol vehicles. Generally vehicles are more polluting to the local environment if they are heavier, older or run on diesel. Therefore promoting travel choice has to be part of a much more comprehensive air quality action plan. Parking controls are a positive contribution.

#### Corporate / Citywide Implications:

- 5.8 The report further develops a recommendation of the city wide parking review and will contribute to the following priorities in the 2011-15 Corporate Plan; tackling inequality, creating a more sustainable city, engaging more individuals and groups across the city. A specific commitment was given to “review the effectiveness and impact of current parking schemes on the city, for residents, businesses and visitors”.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The main alternative to the plan and timetable for consultation is not to proceed, however Transport Committee approved the principle of consultation therefore it is the recommendation of officers that it is carried out.
- 6.2 Various options for consultation and their advantages and disadvantages are assessed as part of this report.

### **7. REASONS FOR REPORT RECOMMENDATIONS**



- 7.1 The report outlines the plan and timetable for consulting West Hove and South Portslade on parking proposals for their area following the recommendations set out in the city wide parking review report to transport committee in January this year in the light of additional ward member consultation.

### **SUPPORTING DOCUMENTATION**

#### **Appendices:**

1. Appendix A plan of proposed parking review areas
3. Appendix B proposed timetable of parking reviews for West Hove & South Portslade

#### **Documents in Members' Rooms**

None

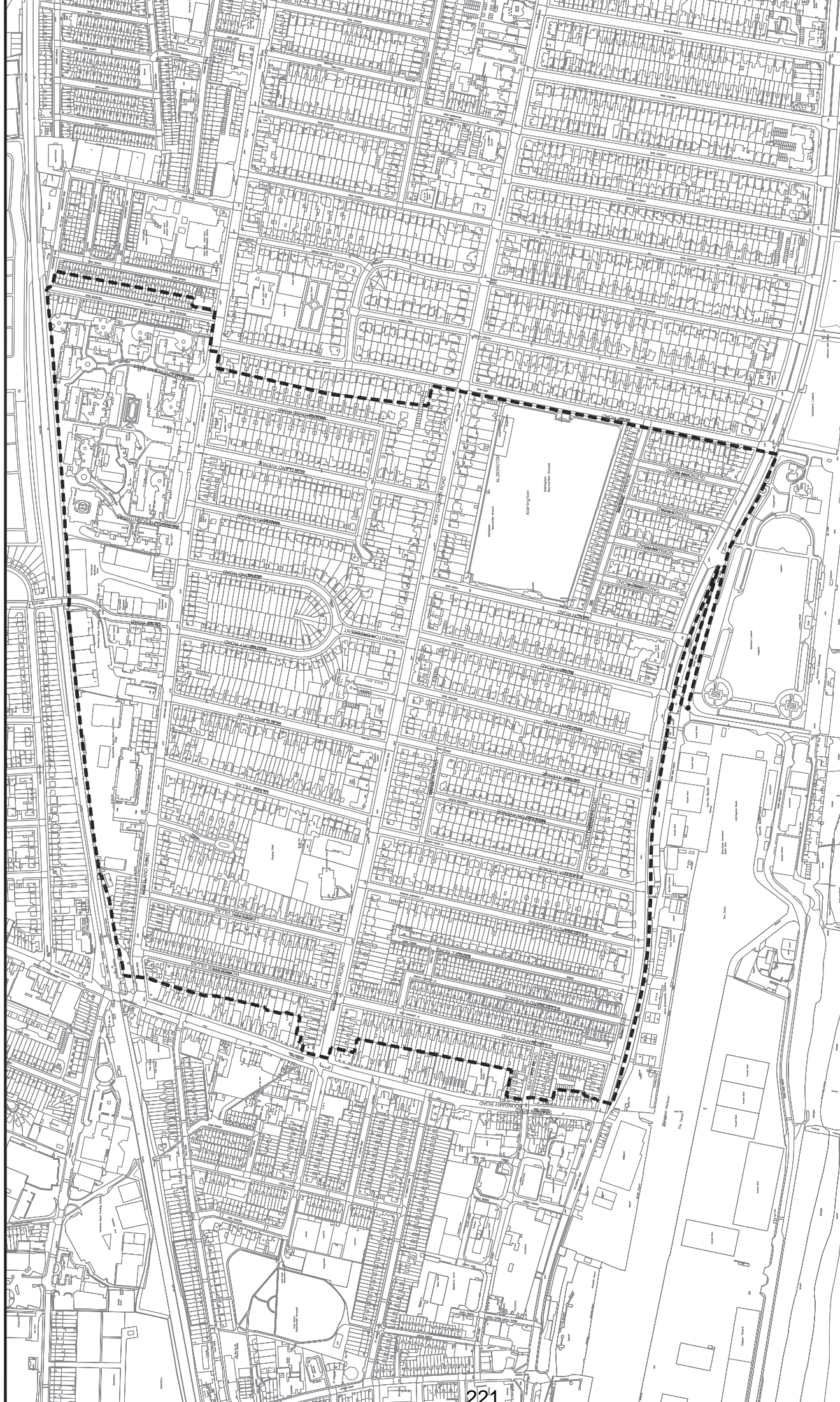
#### **Background Documents**

1. City wide parking review report transport committee 15 January 2013 Agenda item 53









Scale : N.T.S.  
Date : 08/04/13  
Drawn : P.T.

CITY INFRASTRUCTURE  
PARKING INFRASTRUCTURE

Plan of proposed  
parking review area.

# APPENDIX A







**Appendix B - Proposed resident parking scheme timetable**

	Year	2013				2014				2015				2016				2017				2018			
	Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Priority	Area																								
1	Wish Park / Portland Road																								
2	Preston Park Triangle / Lewes Road Triangle																								
3	Hove Park area (West Of Dyke Road) and Bakers Bottom.																								







<b>Subject:</b>	<b>Blakers Park Road Safety Scheme – TRO</b>		
<b>Date of Meeting:</b>	<b>30<sup>th</sup> April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jo Brooksbank</b>	<b>Tel: 291819</b>
	<b>Email:</b>	<b>Jo.Brooksbank@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Preston Park</b>		

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

- 1.1 In November 2011 the Transport Committee approved proposals to implement infrastructure improvements on several roads in the Blakers Park area, including Cleveland Road, in response to a petition from local residents. The measures are designed to improve the safety and quality of walking routes to Blaker's Park and for pupils attending Balfour Primary, Downs Junior and the Montessori Schools,
- 1.2 Consultation with local residents resulted in broad support for the scheme which narrows the southern end of Cleveland Road at its junction with Stanford Avenue, retains existing School Keep Clear markings outside the Cleveland Road entrance to the Montessori School and deters unsafe parking and maintains good visibility for pedestrians on the corners of the junction.
- 1.3 The purpose of this report is to consider comments and objections received in response to the advertisement of a Traffic Regulation Order which extends existing waiting restrictions, introduces a short section of additional double yellow lines and amends the position of School Keep Clear markings along the newly created kerb line, to achieve the objectives above.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee, having taken into account all duly made representations and objections, approves as advertised the Brighton & Hove (Waiting and loading/unloading restrictions and parking places) Consolidation Order 2008 Amendment Order No.\*20\*\* (TRO-7-2013)



### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS**

- 3.1 The proposed Traffic Regulation Order relates to one location, the junction of Cleveland Road and Stanford Avenue, as indicated in the original plan of the proposals shown in Appendix A. Appendix A1 shows the revised plan, redrawn after the school relocated its pedestrian entrance during the consultation period and to overcome the objections received from residents. Of the comments received, four are in objection to the extent of waiting restrictions proposed and one is in support of the proposed extension to School Keep Clear markings outside the Montessori School. All comment, support and objections are summarised in Appendix B. The majority of objections received refer to the extent of double yellow lines proposed to control parking on the east side of Cleveland Road, outside the school.
- 3.2 The extent of these waiting controls has been determined to both support the objectives of the Safe Routes to School measures, whilst also concurring with guidance on safe parking contained in the Highway Code (rule 243) viz.: Drivers should not park i) near a school entrance; ii) within 10 metres of a junction; iii) where a kerb has been lowered to assist wheelchair users; or iv) in front of an entrance to property.
- 3.3 The double yellow lines proposed on the corners of the junction seek to provide clear sight lines for pedestrians crossing the road, to see and be seen and for motorists throughout the whole day and night. These double yellow lines are close to the school entrances on both Cleveland Road and Stanford Avenue; they cover an area 10m either side of the junction and include drop kerbs on Cleveland Road and also on Stanford Avenue adjacent to the pedestrian island.
- 3.4 The length of double yellow lines north of the School Keep Clears will not now be implemented and will allow for further parking opportunities at all times, thereby accommodating objections from residents.
- 3.5 The School Keep Clear restrictions are to provide clear sight lines for motorists, children and their parents, as well as other road users, outside the school entrance during the extended school day (Mon-Fri, 8am – 6pm except August). They provide a clear area in which children and adults can cross the road more safely.

### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The Traffic Regulation Order was advertised between 1<sup>st</sup> March 2013 and 22<sup>nd</sup> March 2013.
- 4.2 Ward Councillors for the area were consulted, as were the statutory consultees such as emergency service organisations and public transport operators.
- 4.3 Notices advertising the proposals and the reasons for them were placed on-street on 2<sup>nd</sup> March 2013; including a layout plan. Formal notice was also published in The Argus newspaper on 1<sup>st</sup> March 2013. Detailed layout plans and a copy of the



proposed Traffic Regulation Order were available for public inspection at Hove Library, Jubilee Library, the City Direct Offices at Bartholomew House and Hove Town Hall.

- 4.4 The documents were also available to view and open for public response on the Council website.

## 5 **FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The cost implications for advertising and making the Traffic Regulation Order can be met from the 'Access to Parks' budget of £60,000 which forms part of the Local Transport Plan (LTP) capital allocation.
- 5.2 Any changes to the Traffic Regulation Order, traffic signs and road markings will result in additional officer time and this will be funded from with the current available budget.

Finance Officer Consulted:

.....  
Jeff Coates

.....  
Date: 18.4.13

### Legal Implications:

- 5.3 The Council has power to make traffic orders under the Road Traffic Regulation Act 1984. The orders have been advertised in accordance with the relevant procedure regulations. As there are unresolved objections they are now referred to this meeting for consideration.
- 5.4 Relevant Human Rights to which the Council should have regard are the right to respect for family and private life and the right to protection of property. These are qualified rights and there can be interference with them in appropriate circumstances.

.....  
Lawyer Consulted: Carl Hearsom

.....  
Date: 17.4.13

### Equalities Implications:

- 5.5 The proposed measures will be of universal benefit to all regardless of age, sex, race, faith, disability, sexuality, etc. They should be of particular benefit to more vulnerable members of society, including young and elderly pedestrians and people with disabilities.

### Sustainability Implications:

- 5.6 The Safer Routes to School initiative seeks to increase use of sustainable travel modes to and from school by increasing the quality and safety of walking, cycling and scooting on specific routes to schools.

### Crime & Disorder Implications:



- 5.7 The proposed amendments to restrictions will not have any implications on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.8 Any risks will be monitored as part of the overall project management, but none has been identified.

Corporate / Citywide Implications:

- 5.9 There are no corporate/citywide implications for the decision.

Public Health Implications:

- 5.10 Public realm improvements, including the installation of double yellow lines at this junction will encourage more families to walk, especially those on the school run to and from local schools on this busy route. The increased visibility and additional kerbside space made available by the proposed waiting restrictions will help pedestrians feel safer when crossing the road. Increased walking and safety both contribute to improved public health.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The only alternative option is doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined in the report.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To seek approval of the Traffic Order after taking into consideration of the duly made representations and objections.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A – plan showing the proposals as advertised with the TRO  
Appendix A1 – revised plan showing the amended proposal  
Appendix B – summary of representations received

**Documents in Members' Rooms**

1. None

**Background Documents**

1. None



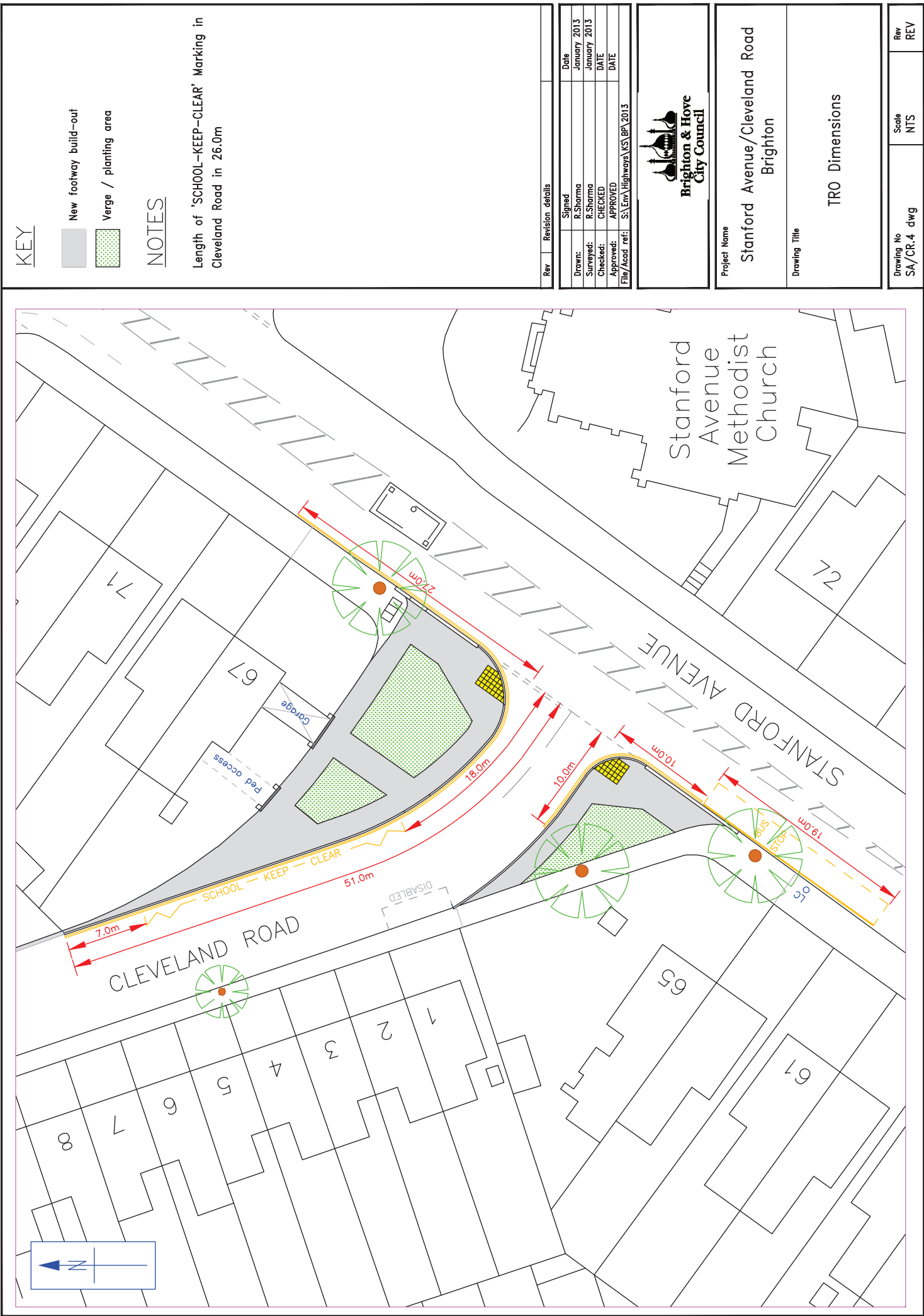
## **Blaker's Park Road Safety Scheme – TRO for parking restrictions**

**Appendix A – plan showing the original proposal as advertised with the TRO**















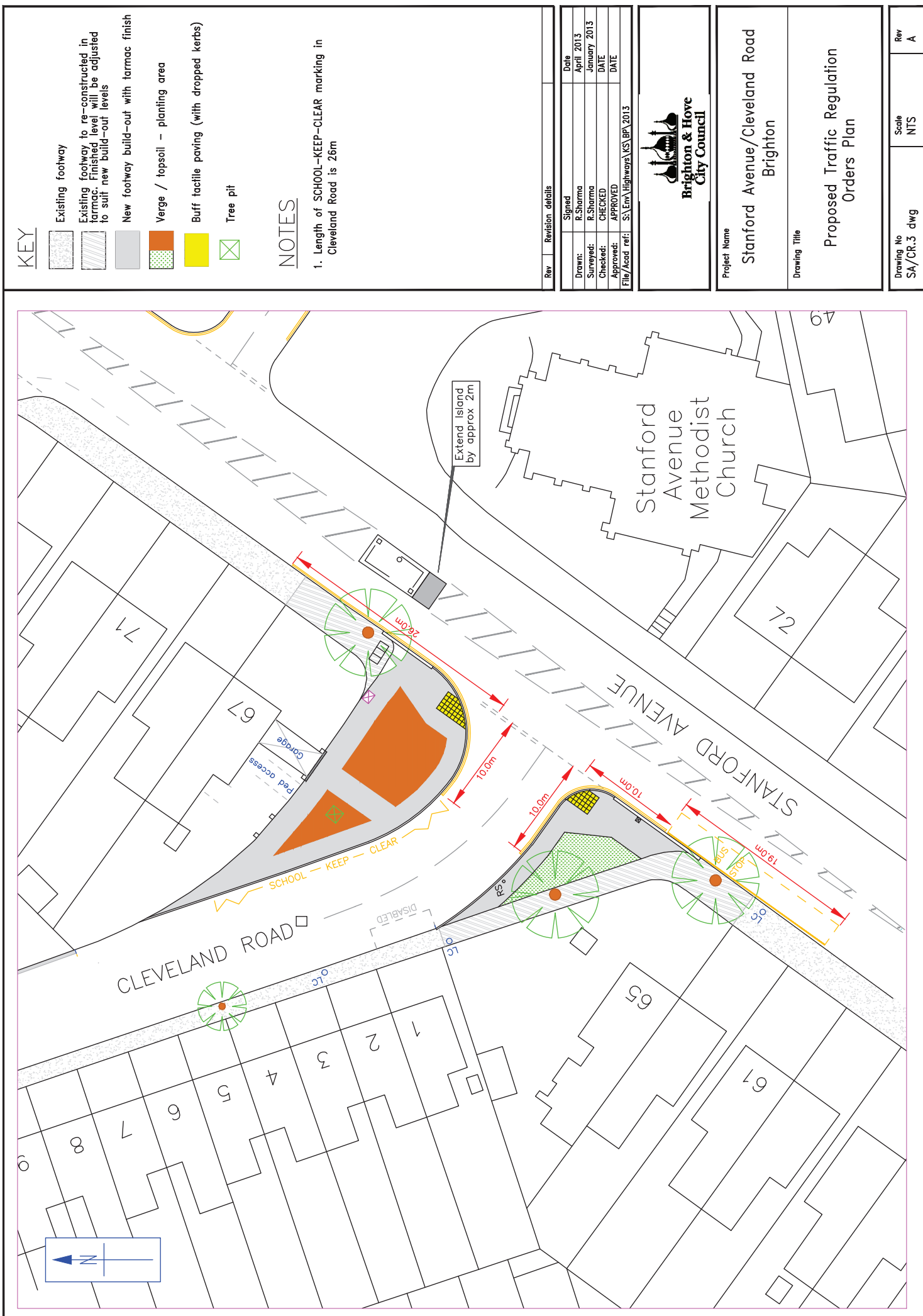
## **Blaker's Park Road Safety Scheme – TRO for parking restrictions**

Appendix A1 – revised plan showing the amended proposal















## Appendix B - Blakers Park Road Safety Scheme – TRO

### Summary of representations received

Objector	Summary of Objection	Response	Recommendation
1	Extent of yellow lines; loss of resident parking spaces at all times;	Proposed parking controls restrict parking within 10 metres of the junction and across a vehicular crossover access to the school at all times. A further section of 7 metres length deters parking on a pedestrian desire line.  Existing School Keep Clear markings are retained in a new position but permit parking after 6pm and before 8am each day.	Objection Refused
2	Proposal to narrow the entrance to Cleveland Road will increase congestion already caused by parents who drop and collect the children at the school.  Reducing the parking area and access to Cleveland Road will create a dangerous situation.	The measures reducing road width were supported by the majority of residents and deliver several benefits including reduced crossing distances, deterrence of u-turn movements and allow for the creation of pedestrian footway where none exists.  Parking controls will deter unsafe parking in the locations described.	Objection Refused
3	Proposed parking controls will prevent Stanford Avenue residents from parking in Cleveland Road after 6pm.  Footway way works in Cleveland Road are too long and narrow the road too much.  The relocation of a bus stop is considered unnecessary.	On street space will remain for parking vehicles after 6pm, on the School Keep Clear markings.  The extent of proposed kerb works only reduces carriageway width to 10 metres which is in excess of the width required to permit existing on-street parking on the south-west side of Cleveland Road whilst allowing traffic to pass safely.  The bus stop is relocated to enable introduction of a Kassel Kerb and to improve visibility to the right for drivers using Cleveland Road.	Objection Refused
4	Objection to the need for narrowing Cleveland Road.  The proposed 10 metre	Kerbworks enable creation of footway and safer pedestrian entrance to the existing school; Proposed parking controls restrict parking within 10	Objection Refused



	<p>deep no waiting restriction is excessive.</p> <p>Objector makes recommendations for alternative layouts.</p>	<p>metres of the junction and across a vehicular crossover access to the school at all times</p> <p>Alternatives would not achieve the required objectives for safe Routes to School measures and be unlikely to overcome objectors own comments.</p>	
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<b>Subject:</b>	<b>Dyke Road (Seven Dials) - Formal Traffic Regulation Order Consultation</b>		
<b>Date of Meeting:</b>	<b>30 April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Robin Reed</b>	<b>Tel: 293856</b>
	<b>E-mail:</b>	<b>robin.reed@brighton-hove.gov.uk</b>	
<b>Wards Affected:</b>	<b>St Peters &amp; North Laine, Regency, Preston Park, Goldsmid</b>		

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

- 1.1 The purpose of this report is to consider the outcome of the formal Traffic Regulation Order (TRO) consultation for the provision of additional loading facilities in Dyke Road as part of the Seven Dials improvement scheme.
- 1.2 The city council has recently consulted on an improvement scheme for Seven Dials that will primarily address the road safety problem that exists and also improve the area for all users. Approval to begin construction of the Seven Dials scheme and to advertise the TRO for loading facilities in Dyke Road was granted at the Transport Committee meeting on 15<sup>th</sup> January 2013. Construction of the main improvement works commenced in March 2013 as the majority of the scheme does not require a TRO.
- 1.3 A TRO for the creation of the additional loading facilities was prepared and subsequently advertised for 21 days with a closing date for objections of 4th March 2013. One objection to the TRO was raised and is discussed in the main body of the report.

**2. RECOMMENDATIONS:**

- 2.1 That the Transport Committee (having taken into account of all the duly made representations and objections):

Approves the BRIGHTON & HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2008 AMENDMENT ORDER No.\* 201\* (Dyke Road – Seven Dials)

with the following amendment:

- the proposed Loading Bay in Dyke Road (southern section) is to be amended and a Disabled Bay provided for the reasons set out in paragraph 4.6.



### **3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 Seven Dials roundabout is an irregularly shaped junction with seven arms, located on the boundary of several inner city wards. The roundabout is a key traffic node, distributing high volumes of traffic during peak periods and accommodating approximately 26,000 vehicle movements per day. The junction also experiences relatively heavy pedestrian flows and is used by a modest number of cyclists currently. It is known to act as a barrier to further uptake of cycling, with many choosing to avoid the area in favour of quieter adjacent routes. As well as being a difficult area for pedestrians and cyclists to navigate, many motorists find the area confusing and perceive it to be dangerous, with multiple busy roads converging into a small roundabout area.
- 3.2 A total of 20 personal injury accidents were recorded within a 25m radius of the Seven Dials roundabout in the three year period October 2009 to October 2012, resulting in 23 casualties. The Seven Dials is consistently amongst the top five sites for highest collision record within the city. Given the poor accident record at Seven Dials and the other issues identified in this section, the city council recently undertook a public consultation exercise for an improvement scheme that will primarily address the road safety problem and also improve the area from the perspective of all users. The proposals also included additional dedicated loading facilities in Dyke Road (north and south sections) at the request of local businesses that rely on such facilities.
- 3.3 The public consultation lasted for a 4 week period, ending on 2<sup>nd</sup> November 2012. A total of 661 responses were collected, with 67% of respondents indicating that they support the main changes to the Seven Dials roundabout.

### **4. CONSULTATION**

- 4.1 Following approval at the Transport Committee meeting on 15<sup>th</sup> January 2013, a TRO was prepared and subsequently advertised for a period of 21 days with a closing date for objections of 4<sup>th</sup> March 2013. As is standard practice when a TRO is advertised, the Ward Councillors for the affected areas were consulted and statutory consultees, such as the Emergency Services, were also informed.
- 4.2 Notices were put on street for the entire consultation period, these comprised of a legal notice as well as the scheme justification statement. The notice was also published in The Argus newspaper. Detailed plans and the order were available to view at Hove Library, Jubilee Library, at the City Direct Offices at Bartholomew House and Hove Town Hall and on the Council's website.
- 4.3 One objection to the BRIGHTON & HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2008 AMENDMENT ORDER No.\* 201\* (Dyke Road – Seven Dials) was received during the consultation period. The objection was made by a local resident on the following grounds:

1). There is a lack of clarification about the information contained in this traffic regulation order. There has been a lack of information and consultation about the order. It is not clear from the title that it mainly refers to Dyke Road (north and south sections of seven dials). The section



referring to TRO's on the Brighton and Hove council website is unclear as to the period of consultation allowed.

**2).** The specific proposal to move the bus stop at the north section of Dyke Road / Seven Dials would be detrimental to local residents, bus users and some local businesses because it would no longer be close to the pedestrian crossing and make things more difficult for many people including older people and disabled people, this includes access to the post office in Melville Road.

**3).** The order would generally make things difficult for some residents and bus users in terms of general accessibility to homes, shops, the post office and general amenities (including the age uk resource centre in Prestonville Road).

A response to each of these points is included in the paragraphs below.

- 4.4 In response to point 1 above, the consultation process followed for this TRO is in accordance with the Council's standard practice and is consistent with all other TRO's produced by the Council. The title of the TRO is clear and is consistent with the naming convention applied to all TRO's. The deadline for responding is also clearly stated in the TRO.
- 4.5 Points 2 and 3 are essentially the same and will therefore be considered jointly. In response to the concerns raised, the moving of the bus stop a short distance from its current location will not result in detriment to bus users or local residents wishing to access local shops and services. The bus stop will remain in very close proximity to all the amenities in the Seven Dials area and will still allow for easy access to all of these facilities. Local businesses in the vicinity originally made the request for the bus stop to be relocated a short distance north to allow for dedicated loading facilities to be provided in the area adjacent to their premises. This will prevent illegal loading on the footway and on the bus stop and is therefore likely to represent a significant improvement over the current situation.
- 4.6 In addition to the objection outlined above, a request for a dedicated disabled parking bay within the loading bay proposed for the southern section of Dyke Road was received during the TRO consultation period. This request has been reviewed and although officers have concerns that the capacity of the loading bay may be insufficient during peak times, it has been agreed that the disabled bay will be included initially on a trial basis. A review will be undertaken within the first 12 months of the scheme being in place to ascertain whether or not any issues exist.

## **Conclusions**

- 4.7 The recommendation is that the elements of the Seven Dials scheme subject to this TRO should be progressed in their entirety due to the reasons outlined within this report.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:



- 5.1 These works will be funded from the Local Transport Plan (LTP) capital budget. Within the 2012/13 LTP budget £200,000 is set aside for the Seven Dials Roundabout Improvement Project. Indicative sums of £300,000 and £50,000 are included for the next two years.

*Finance Officer Consulted: Jeff Coates*

*Date: 27/03/2013*

Legal Implications:

- 5.2 The Traffic Order has been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution.

There are no human rights implications to draw to Members' attention.

*Lawyer Consulted: Carl Hearsum*

*Date: 28/03/2013*

Sustainability Implications:

- 5.3 The Seven Dials scheme will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking and cycling.

Crime & Disorder Implications:

- 5.4 There are no Crime & Disorder implications arising directly as a result of this report.

Risk and Opportunity Management Implications:

- 5.5 Longer term risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk will be mitigated by a careful design and safety audit process in the first instance, and thorough consultation with end users.

Public Health Implications:

- 5.6 Increasing the number of pedestrians and cyclists will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.
- 5.7 Reducing the number of people killed or seriously injured in accidents involving road traffic presents an obvious improvement in public health.



Corporate / Citywide Implications:

- 5.8 There are no citywide implications arising directly from this report.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 No alternative options have been considered as part of this report. The approved scheme for Seven Dials has been subject to extensive public consultation where a majority of respondents indicated they are in favour of the proposals.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To consider the outcome of the formal Traffic Regulation Order (TRO) consultation for the provision of additional loading facilities in Dyke Road as part of the Seven Dials improvement scheme and to recommend that the Transport Committee approves the TRO.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Plan illustrating proposed Highways improvements.

**Documents in Members' Rooms**

None

**Background Documents**

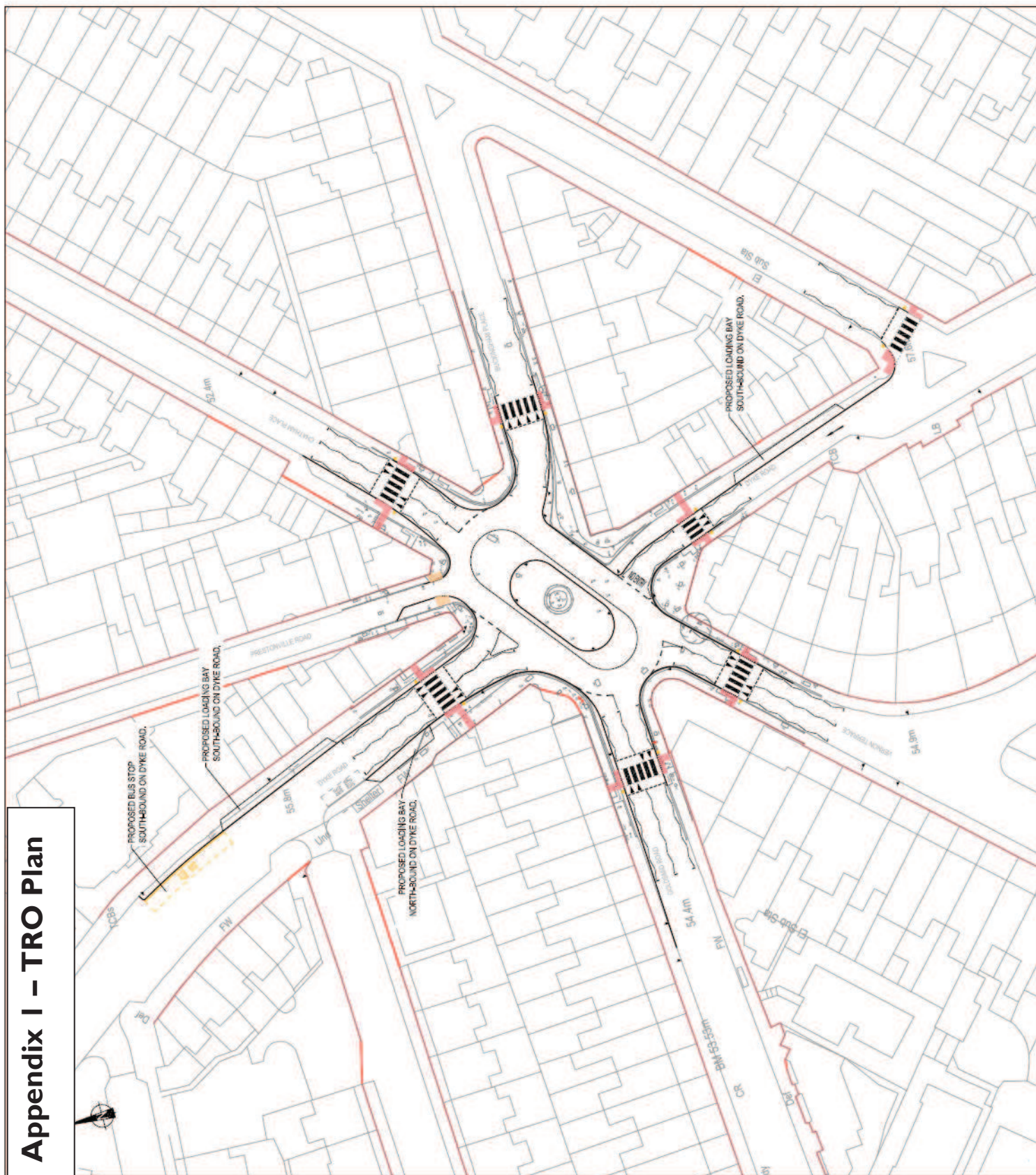
None







# Appendix I – TRO Plan



## KEY

- HIGHWAY BOUNDARY
- DIAG 101.3 (PEDESTRIAN CROSSING ZIG-ZAGS)
- DIAG 103 (GIVE WAY LINE)
- DIAG 103.1 (ROUNDABOUT GIVE WAY LINE)
- DIAG 104 (NO ENTRY)
- DIAG 103.2 (PARKING BAY LINING)
- DIAG 105.1
- ▲▲ DIAG 102 (ROAD HUMP)
- ▲▲ DIAG 102.1 (BUS STOP)
- PROPOSED BELISHA BEACON

## NOTES

1. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL OTHER CONTRACT DRAWINGS AND DOCUMENTS.
2. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.
3. ALL LINING TO BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2002 AND ANY SUBSEQUENT AMENDMENTS.
4. ROAD MARKINGS SHOWN ARE FOR ILLUSTRATIVE PURPOSES ONLY AND TO BE AGREED WITH THE ENGINEER ON SITE.
5. FOR DETAILS ON ZEBRA CROSSING MARKINGS REFER TO DRAWING 2191015/SD01.







<b>Subject:</b>	<b>Amex Community Stadium Resident Parking Scheme – Formal consultation</b>		
<b>Date of Meeting:</b>	<b>30 April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Owen McElroy</b>	<b>Tel: 293693</b>
	<b>Email:</b>	<b>owen.mcelroy@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Hollingdean &amp; Stanmer, Moulsecoomb</b>		

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

- 1.1 The purpose of this report is to address comments and objections to the draft traffic regulation orders. The traffic orders outline proposed match and large event day resident parking schemes for the Coldean (B) and Moulsecoomb (D) areas of Brighton.

**2. RECOMMENDATIONS:**

- 2.1 That having taken account of all duly made representations and objections, Transport committee approve as advertised the following orders:
- (a) The Brighton & Hove (Coldean & Moulsecoomb) Event Days) Parking Order 20\*\* (TRO-9a-2013)
  - (b) The Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No. \* 20\*\* (TRO-9b-2013)
- 2.2 That any subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**



- 3.1 In September 2012 an information leaflet, map, questionnaire and pre paid envelope for reply was sent to 1169 property addresses in Coldean and 2810 property addresses in Moulsecoomb.
- 3.2 Plans for the Coldean Scheme could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at Larchwood Community Café, Waldron Avenue, Coldean on Thursday 27 September 2012, 1.30 pm to 7.30pm.
- 3.3 Plans for the Moulsecoomb scheme could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at Moulsecoomb Leisure Centre, Moulsecoomb Way on Monday 24<sup>th</sup> September 2012 1.30pm to 7.30 pm.
- 3.4 There was also an unstaffed exhibition for both schemes at Hove Town hall, Norton Road, Hove from Monday 1<sup>st</sup> October to Friday 26 October, 2012, 9am to 5.30pm
- 3.5 In Coldean 345 responses were received giving a response rate of 29.5%. Overall 78.55 of respondents were in favour of the proposals for a match and large event day residents parking scheme in the Coldean Area.
- 3.6 In Moulsecoomb 505 responses were received giving a response rate of 18%. 68% of respondents were in favour of the proposals for a match and large event day parking scheme.
- 3.7 Therefore, the recommendation on 15 January 2012 in the report to Transport Committee was that both these match and large event day resident parking schemes be progressed to final design and advertised through a traffic regulation order.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The draft Traffic Regulation Orders (TRO) were advertised on 15<sup>th</sup> March 2013 with the closing date for comments and objections on 5<sup>th</sup> April 2013.
- 4.2 The ward councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 4.3 Notices were put on street for 15<sup>th</sup> March 2013 which outlined the proposal and after a week any missing notices were replaced. The notice was also published in the Argus newspaper on 15<sup>th</sup> March 2013. Detailed plans and the TROs were available to view at Hove Library, Jubilee Library and at the City Direct offices at Bartholomew House and Hove Town Hall.
- 4.4 The documents were also available to view and to respond to directly on the council website.

##### *Moulsecoomb*

- 4.5 There were 38 items of correspondence received in relation to the proposed Moulsecoomb scheme. The comments and objections are listed in appendix A

##### *Coldean*



- 4.6 There were 4 items of correspondence received in relation to the proposed Coldean scheme. The comments and objections are listed in appendix A

*Comments and conclusions, Moulsecoomb and Coldean*

- 4.7 A number of objections received are to the issue of just one free transferable visitor permit per resident under the schemes. As part of the scheme the council is offering one free annual visitor permit per adult resident. This permit is transferable and can be displayed in any vehicle. In addition up to 25 additional one day scratch card visitor permits can be purchased each year at the cost of £2.60. As part of the s106 planning agreement (deed of variation) a financial limit was agreed on Brighton & Hove Albion Football Club's (BHAFC) contribution to maintain the scheme. It is estimated that this will only allow the issue of one free visitor permit per adult resident without incurring financial risk to council tax payers.
- 4.8 There are also objections on the grounds that either the proposals are simply a money making exercise for the council and/or it is intended to make the scheme a full paying scheme at a later date. This scheme is paid for by BHAFC subject to the terms set out in the deed of variation to the S106 planning agreement. There is a financial cap imposed on the council and the scheme has been designed so as not to exceed these costs. BHAFC has agreed to pay the costs of maintaining and enforcing the scheme into the future and there is no need or intention to extend the scheme to non event days or introduce additional charges.
- 4.9 In response to a petition letter distributed to residents in Widdicombe Way 27 pre printed objection letters and one separate post card were received from residents of Widdicombe Way, Moulsecoomb opposed to the scheme. The printed form states opposition to the plans for resident and visitor parking permits and says there will be a negative impact on resident visitors. It also states that Widdicombe Way is not affected by football parking and that Widdicombe Way is in Higher Bevendean and not Moulsecoomb as set out in the public notice. If the scheme is approved it is not recommended that Widdicombe Way is excluded as it is likely to experience displacement parking from vehicles in surrounding streets that are in the scheme. The public notice is valid as it clearly refers to all the streets that are proposed to be included in the scheme.
- 4.10 One objector states that the scheme will displace football parking to adjacent areas and that a bigger car park should be built for the stadium. The proposed boundaries of the scheme are believed to be large enough to deter displacement parking although this is still possible. Parking and transport arrangements for the stadium were fully consulted upon and considered as part of the planning process. The club has agreed to a travel management plan and to funding the proposed residents parking schemes as part of mitigation measures
- 4.11 General messages of support have been received by representatives of Sussex Police and Brighton and Hove Bus Company.
- 4.12 Ward members for Hollingdean & Stammer and Moulsecoomb have expressed support for the schemes.



## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 The full costs of advertising and implementing the parking schemes, up to a limit of £153,000 will be met by BHAFc under the obligations set out in the deed of variation to the S106 planning agreement. In addition, BHAFc will also pay up to £57,000 per annum, for maintenance which also covers enforcement costs. This sum will be net of any income received in respect of parking permits and penalty charge notices. The scheme elements have been designed so as not to exceed these figures.

*Finance officer consulted: Jeff Coates*

*Date: 27/03/13*

### Legal Implications:

- 5.2 The traffic orders have been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution.

In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

*Lawyer Consulted: Carl Hearsom*

*Date: 05/05/13*

### Equalities Implications:

- 5.3 The proposed measures will be of benefit to many road users and include the conversion of advisory disabled parking bays to enforceable bays and the creation of bus stop clearways which will improve access to public transport.

### Sustainability Implications:

- 5.4 The new bus stop clearways and waiting restrictions at junctions will facilitate easier access for public transport.
- 5.5 Managing parking through the scheme will support local residents parking and increase turnover and parking opportunities for all

### Crime & Disorder Implications:



- 5.5 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.6 Any risks have been identified and monitored as part of overall project management. Parking is a corporate critical budget. The main risk is that the costs of setting up and running the schemes will exceed the limit set by the s106 deed of variation agreement between BHAFc, the council and other parties. However income from additional scratch card visitor permits and penalty charge notices can be applied to offset any potential liability.

Public Health Implications:

- 5.7 Effective management of parking on match and large event days may help to reduce traffic congestion in the area, and thereby reduce the harmful effect of air pollution and injuries sustained in road traffic collisions.

Corporate / Citywide Implications:

- 5.8 Proposals to manage parking are expected to reduce congestion locally during match and large event days and contribute to the following corporate priority in the Corporate Plan 2011-15 “creating a more sustainable city”

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The main alternative is to do nothing. However proposals to fund implementation of resident parking schemes, subject to consultation, are a planning obligation arising from the further development of the Amex Community Stadium, therefore it is the recommendation of officers that it is carried out.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To seek approval of the implementation stage of the schemes after taking into consideration the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined in the report.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A table of representations and objections to proposed Moulsecoomb and Coldean schemes
2. Appendix B copy notice of traffic order
3. Appendix C copy statement of reasons



4. Appendix D Map of proposed Coldean scheme
5. Appendix E Map of proposed Moulsecoomb scheme

#### **Documents in Members' Rooms**

None

#### **Background Documents**

1. Item 49 Transport Committee Meeting 15 January 2013



**Appendix A**  
**Proposed match and event day resident parking schemes summary of representations & comments**  
**Moulsecoomb**

Who	Object/Supports /Comments	Summary	Officer comments
Brighton and Hove Buses	supports	message of general support	None
Sussex Police	supports	message of general support	None
4 x Residents of Widdicombe Way	Objects/Comment	No evidence parking is a problem in the street. One free visitor permit is not enough, the council should increase the number of free visitor permits. Concerned a full scheme will be introduced. Boundary of scheme should stop at Moulsecoomb Way. Legal notice is invalid as it does not refer to Higher Bevendean.	The majority of residents and streets said "Yes" in the area south of Moulsecoomb Way. Streets outside the scheme there could be under parking pressure from nearby streets that are in the scheme. The scheme is paid for by BHAFC as part of a variation to the S106 planning agreement to build the stadium and the club has agreed to fund the scheme into the future. Adult residents are entitled to a free permit per registered vehicle and one free annual visitor permit. Additional scratch card style visitor permits can be purchased for £2.60 a day. The majority of permits are free so the council is unlikely to make a surplus. Scratch card permits are only expected to cover costs. The scheme is paid for by BHAFC as part of a variation to the S106 planning agreement to build the stadium but there is a financial limit imposed. Within this limit one free annual visitor can be offered. Additional visitor permits must be charged for at £2.60 per event day otherwise the council will be exposed to financial risk. The notice meets all requirements as it is entirely clear what roads are included
Petition/pro forma from 28 Widdicombe Way residents	Objects	No parking problem in the street. Council should not restrict visitor parking. Widdicombe Way is in Higher Bevendean and not Moulsecoomb making legal notice invalid.	The proposed scheme includes streets in Higher Bevendean because if they were not in the scheme they could experience parking pressure from nearby streets that are in the scheme. The notice meets all requirements as it is entirely clear what roads are included in the proposed scheme. It is necessary to place some numerical limitations on visitors and to charge for additional visitor day permits as otherwise visitor permits could be passed on to event attendees or others reducing the schemes effectiveness. The charge for visitor scratch cards is also there to avoid the council being exposed to financial risk.
Allotment holder for Coldean plot who lives in Moulsecoomb	Objects/Comment	Scheme restricts the freedom of residents for the benefit of a minority. How can I and my co worker access our allotment?	The scheme was subject to public consultation and was supported by the majority of residents who submitted questionnaires. It is proposed that allotment holders and co workers will be allocated free visitor permits.
Resident of Chailey Road	Objects	Lack of proper notification. Only one permit per house is insufficient. Will displace fans to other areas. Should build a bigger car park near the stadium. Needs guarantee that scheme will remain free.	All proper legal requirements for notification have been met. Permit allocation is more generous than one per household (see above) The proposed scope of the scheme is wide enough to deter displacement parking although it is still possible. Conditions were attached to the planning permission for the stadium and additional seating that set out the transport and parking mitigations and include the club funding and maintaining the proposed parking scheme into the future.
2 x Residents of Wheatfield Way	Objects	Visitors should not have to pay to park and numbers should not be limited. Residents do not know when events will take place. Who will pay to enforce the scheme? Insufficient notice given of proposals to enable people to object.	It is necessary to place some numerical limitations on visitors and to charge for additional visitor day permits as otherwise visitor permits could be passed on to event attendees or others reducing the schemes effectiveness. The charge for visitor scratch cards is also there to avoid the council being exposed to financial risk. The scheme will be enforced by contracted parking attendants paid for by BHAFC. All proper legal requirements for notification have been met.
		<b>Coldean</b>	
Who	Object/Supports /Comments	Summary	Officer comments
Taxi owner	objects	Lives in Moulsecoomb but leaves a taxi in Coldean with a co driver who is a resident of Coldean. The scheme will cause difficulties.	The taxi driver can use the resident's transferable visitor permits or the paid for scratch card day visitor permits to park legally.
Brighton and Hove Buses	supports	message of general support	None
Sussex Police	supports	message of general support	None
Small business owner in Beatty Avenue.	comments	Worried about parking on match days	Will be entitled to apply for a free business permit.







## APPENDIX B – COPY NOTICE OF TRAFFIC ORDER

### BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984

NOTICE is hereby given that Brighton & Hove City Council ("the Council") proposes to make the Orders named below under the relevant Sections of the Road Traffic Regulation Act 1984 as amended which if they come into force will introduce the changes described.

#### **Brighton & Hove (Coldean & Moulsecoomb) (Event Days) Parking Order 20\*\* (TRO-9a-2013)**

The effect of the Order would be to introduce a residents parking scheme in the roads in Coldean and Moulsecoomb identified below. The scheme would operate on days when football matches and other large events are due to be held at the American Express Community Stadium in Falmer.

Parking in the following roads would be restricted on those days to permit holders only other than limited waiting parking bays proposed by the separate Order advertised in this notice and existing parking bays for disabled persons:

#### Coldean – Parking Zone "B"

Arlington Crescent, Ashburnham Close, Ashburnham Drive, Beatty Avenue, Coldean Lane (from its junction with Lewes Road north-westwards to the prolongation of the northern kerb line of the northern arm of Hawkhurst Road only), Crawley Road, Forest Road, Haig Avenue, Hawkhurst Road, Highfields, Ingham Drive, Kenwards, Middleton Rise, Monk Close, Nanson Road, Park Close, Park Road, Reeves Hill, Ridge View, Roundway, Rushlake Close, Rushlake Road, Rusper Road, Saunders Hill, Selham Close, Selham Drive, Standean Close, Talbot Crescent, The Byway, The Charltons, The Meads, Twyford Road, Waldron Avenue, Walton Bank, Woburn Place, Wolseley Road, Woodview Close.

#### Moulsecoomb – Parking Zone "D"

Appledore Road, Ashurst Road, Barcombe Road, Beech Grove, Bevendean Crescent, Birdham Road, Bolney Road, Broadfields, Chailey Road, Colbourne Avenue, Egginton Close, Egginton Road, Friston Close, Goodwood Way, Halland Road, Highbrook Close, Highway Close, Hillside, Hodshrove Road, Home Farm Road, Lucraft Road, Medmerry Hill, Moulsecoomb Way, Newick Road, Nyetimber Hill, Ringmer Close, Ringmer Drive, Ringmer Road, Ryelands Drive, Selba Drive, Selsfield Drive, Shortgate Road, Staplefield Drive, Stonecross Road, Sullington Close, The Crescent, The Highway (69-114 inclusive only), Thorndean Road, Westergate Road, Wheatfield Way, Widdicombe Way, Wild Park Close.

Resident Permits and one transferable visitor permit will be available at no charge to residents upon application, subject to certain restrictions. An administration charge would apply upon changes of vehicle or if a permit were lost or destroyed.

Additionally, residents would be able to buy up to 25 visitor permits each year at a cost of (currently) £2.60 each. Each of these additional visitor permits would be for use on one day only. Disabled residents who have a Blue Badge would be able to park without a permit. A resident for all these purposes would be a person aged 17 years or over whose usual place of residence is at premises the postal address of which is in



one of the roads listed below. A permit would not be required for the parking of a motorcycle.

The Order would also introduce to the areas; Business, School and Carer permits all of which would be issued without charge subject to application and certain restrictions. Briefly, Business permits would be available to businesses located within the scheme areas to enable vehicles used in connection with that business to be parked on-street on match and other event days. School permits would be available to schools located within the scheme areas on the basis of 1 permit for each 6 members of the teaching staff. Carer permits would be available to non-professional carers, if the carer, who would not need to be a resident, has to visit a resident (or residents) within a scheme area and that resident is in need of a carer by virtue of age and or physical/mental infirmity or is a woman requiring ante or post natal care. An administration charge would apply upon changes of vehicle or if a permit were lost or destroyed.

Lists of roads for the purpose of permit eligibility (permits would be issued for use in the relevant zone only):

#### Coldean – Parking Zone “B”

Arlington Crescent, Ashburnham Close, Ashburnham Drive, Beatty Avenue, Coldean Lane (from its junction with Lewes Road north-westwards to the prolongation of the northern kerb line of the northern arm of Hawkhurst Road only), Crawley Road, Forest Road, Haig Avenue, Hawkhurst Road, Highfields, Ingham Drive, Kenwards, Middleton Rise, Monk Close, Nanson Road, Park Close, Park Road, Reeves Hill, Ridge View, Roundway, Rushlake Close, Rushlake Road, Rusper Road, Saunders Hill, Selham Close, Selham Drive, Standean Close, Talbot Crescent, The Byway, The Charltons, The Meads, Twyford Road, Waldron Avenue, Walton Bank, Woburn Place, Wolseley Road, Woodview Close.

#### Moulsecoomb – Parking Zone “D”

Appledore Road, Ashurst Road, Barcombe Road, Beech Grove, Bevendean Crescent, Birdham Road, Bolney Road, Broadfields, Chailey Road, Colbourne Avenue, Eastergate Road (including Fairway Trading Estate), Egginton Close, Egginton Road, Friston Close, Goodwood Way, Halland Road, Highbrook Close, Highway Close, Hillside, Hillside Way, Hodshrove Lane, Hodshrove Road, Home Farm Road (including Home Farm Business Centre), Lewes Road (from the boundary of 68/69 The Highway to the prolongation of the eastern kerb line of Coldean Lane only), Lucraft Road, Medmerry Hill, Moulsecoomb Way (including Fairway Industrial Estate), Newick Road, Nyetimber Hill, Ringmer Close, Ringmer Drive, Ringmer Road, Ryelands Drive, Selba Drive, Selsfield Drive, Shortgate Road, Staplefield Drive, Stonecross Road, Sullington Close, The Crescent, The Highway (69-114 inclusive only), Thorndean Road, Westergate Road (including Fairway Business Centre and Westergate Business Centre), Wheatfield Way, Widdicombe Way, Wild Park Close.

#### **Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.\* 20\*\* (TRO-9b-2013)**

New No Waiting at Any Time restrictions (double yellow lines) in the following roads:

- Barcombe Road (eastern end), Egginton Close (at junction with Lucraft Road), Forest Road (west side), Goodwood Way (northwest side), Hawkhurst Road (at



junction with Rushlake Road), Hodshrove Lane (alongside existing school keep clear markings), Kenwards (adjacent to existing school keep clear markings), Lucraft Road (at junction with Egginton Close), Rushlake Road (at junction with Hawkhurst Road), Selham Drive (alongside existing school keep clear markings).

Change existing No Waiting (at various times) restrictions (single yellow lines) in the following roads to No Waiting Monday to Sunday 9am to 8pm:

- Moulsecoomb Way (south side between Lewes Road and Hodshrove Way)
- Ryelands Drive (north side opposite junction with Selsfield Drive)
- Selham Drive (north side from junction with Selham Close)
- The Highway (both sides adjacent to property Nos.75-82 and 85-94)

New Limited Waiting Parking Places, maximum stay 30 minutes (no return within 1 hour), Monday to Sunday 9am to 8pm in the following roads:

- Barcombe Road (east side between southern spur of Newick Road and the Post Office)
- Beatty Avenue (east side near junction with Hawkhurst Road)
- Park Road (south side near junction with Coldean Lane)

A copy of this Notice, the proposed Orders, plans showing the lengths of road affected and a statement of the Council's reasons for proposing to make the Orders may be seen online at [www.brighton-hove.gov.uk/tro-proposals](http://www.brighton-hove.gov.uk/tro-proposals). These documents and a copy of the existing Order to be amended may also be examined at:

- Customer Service Centres at Bartholomew House, Bartholomew Square, Brighton (Monday to Friday 8.45am-4.30pm) and Hove Town Hall, Ground Floor, Norton Road, Hove, (Monday to Friday 8.45am-5.00pm)
- Brighton Jubilee Library, Jubilee Street, Monday, Tuesday and Thursday 10am-7pm, Wednesday, Friday and Saturday 10am-5pm, Sunday 11am-5pm
- Hove Central Library, Church Road, Monday 1.30pm – 5.30pm, Tuesday 9.30am-7.30pm, Wednesday to Friday 9.30am-5.30pm and Saturday 9.30am-5.00pm

All objections and other representations relating to the proposed Orders must be made in writing and all objections must specify the grounds on which they are made and should be sent to the Head of Transport, Brighton & Hove City Council, Parking Infrastructure, Hove Town Hall (room 323), Norton Road, Hove, BN3 3BQ quoting the TRO reference numbers shown above or by e-mail to [parking.consultation@brighton-hove.gov.uk](mailto:parking.consultation@brighton-hove.gov.uk) or online (see details above) no later than 5th April 2013.

Dated: 15th March 2013

Head of Transport  
Brighton & Hove City Council  
Parking Infrastructure  
Hove Town Hall (room 323)



Norton Road  
HOVE BN3 3BQ



## **APPENDIX C – COPY NOTCIE OF STATEMENT OF REASONS**

### **BRIGHTON & HOVE CITY COUNCIL ROAD TRAFFIC REGULATION ACT 1984**

#### **STATEMENT OF REASONS**

##### **Brighton & Hove (Coldean & Moulsecoomb) (Event Days) Parking Order 20\*\***

The Council's reasons for proposing the above named Order are to improve parking management in Coldean and Moulsecoomb on days that football matches and other large events are held at the Amex Community Stadium (Falmer), for the benefit of residents, visitors and local businesses.

The new controlled parking areas will operate on an exclusive permit holder only basis on those days (other than disabled badge holders parking bays and new limited waiting parking places).

The schemes also aim to encourage the use of public transport in accordance with Brighton & Hove City Council's transport and parking policies.

If introduced, the match and event day parking schemes will improve the amenities in the area for residents, businesses and visitors.

As well as permits for residents, Resident Visitor, Business, School and Carer permits will be introduced to enable parking on the restricted days for those users for the benefit of the local community.

##### **Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.\* 20\*\***

The Council's reasons for proposing the above named Order are as follows:-

New No Waiting at Any Time restrictions (double yellow lines):

These would be introduced to ensure protection of sight lines and manoeuvring space for general traffic and commercial vehicles when accessing or exiting parking spaces and which would otherwise be compromised due to a narrow carriageway width and also to provide protection for accesses or driveways.

In the case of locations with existing school keep clear markings, this additional restriction is to ensure that the school entrance areas are clear for visibility and safety purposes when parking might otherwise occur as a result of additional traffic on match and event days.

Change of existing No Waiting (at various times) restrictions (single yellow lines) to No Waiting Monday to Sunday 9am to 8pm:

These changes would ensure protection of sight lines and manoeuvring space for general traffic and commercial vehicles in the evenings and at weekends and also protection for accesses or driveways when parking might otherwise occur as a result of additional traffic on match and event days.

New Limited Waiting Parking Places, maximum stay 30 minutes (no return within 1 hour), Monday to Sunday 9am to 8pm:



These parking facilities would enable visitors to access local shops and businesses on match and event days.

Head of Transport  
2013  
Brighton & Hove City Council  
c/o Parking Infrastructure  
Hove Town Hall  
Norton Road  
HOVE BN3 3BQ

Dated: 15<sup>th</sup> March





Scale : NTS  
Date : March 2013  
Drawn : RM  
Drawing Number : TRO - 9 - 2013

CITY INFRASTRUCTURE  
PARKING INFRASTRUCTURE

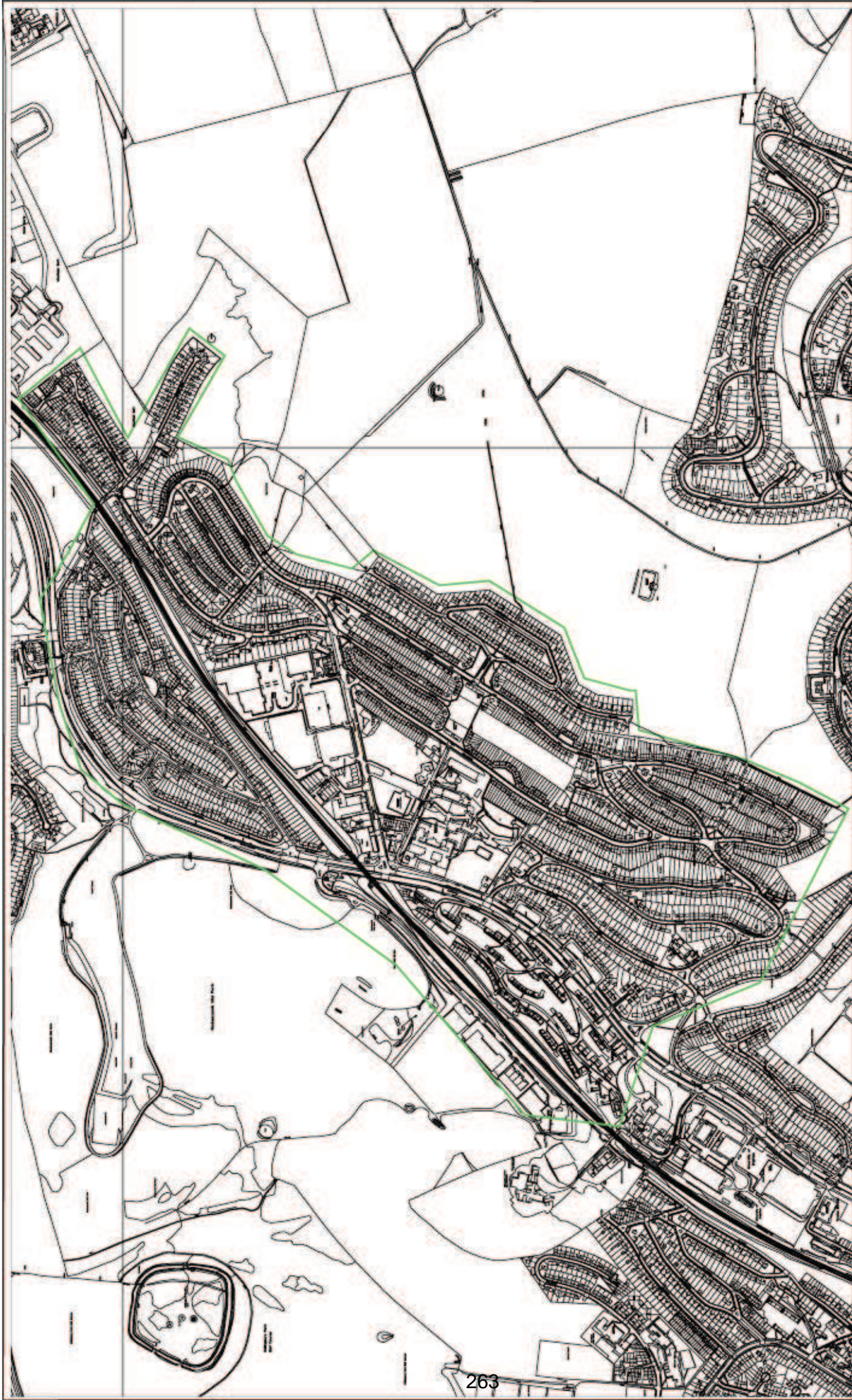
# Coldean Permit Parking Zone

## Appendix D















<b>Subject:</b>	<b>Fiveways Safer Routes to School Objections</b>		
<b>Date of Meeting:</b>	<b>30<sup>th</sup> April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Matthew Thompson</b>	<b>Tel: 29-0235</b>
	<b>Email:</b>	<b>Matthew.thompson@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Withdean, Preston Park</b>		

**FOR GENERAL RELEASE/****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The purpose of this report is to consider two objections received in relation to the Traffic regulation order (TRO) for double yellow lines on a measure at Preston Drove and to the decision to reposition a bus stop on Ditchling Road 20m further north than the position consulted on . Both measures form part of the Fiveways safer Routes to school scheme.
- 1.2 The Road Traffic Act 1988 places a statutory duty on local highway authorities to promote road safety. This duty involves studying the occurrence and causes of collisions and taking appropriate preventative action in the form of physical (engineering) and educational measures to reduce the risk of casualties on local roads. In addition, from 1<sup>st</sup> April 2013, unitary local authorities in England take on a new Public Health duty to take such steps as they consider appropriate for improving the health of the people in their areas.
- 1.3 Balfour Primary, Dorothy Stringer and Varndean schools have been selected within the Safer Routes to School Scheme as a priority due to the number of personal injury collisions reported in the area involving pedestrians and cyclists during school journey times over the past three years.

**2. RECOMMENDATIONS:**

- 2.1 That having taken account of all duly made representations and objections, the Transport committee approves Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No. \* 20\*\* (our ref TRO-23b-2012) for double yellow lines at Preston Drove.
- 2.2 That having taken account of all duly made representations and objections, the Transport Committee approves the relocation of the bus stop to the position outside 391 Ditchling Road.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**



- 3.1 Safer Routes to School is an initiative that aims to improve routes to school making it safer for children and their parents and carers to walk, cycle or use public transport, thus providing increased travel choice for the journey to and from school. The initiative forms a key component of Brighton & Hove City Council's Local Transport Plan 2011/12 – 2014/15.
- 3.2 Based on personal injury collision data the area was identified by officers as appropriate for a Safer Routes to School scheme. During the three year period 01/09/08 to 31/08/11 there were 16 collisions involving a cyclist or pedestrian and another vehicle during school journey times. This resulted in 16 casualties, 13 of whom were pedestrians and 3 of whom were cyclists. In total, 12 children were injured, with three sustaining serious injuries.
- 3.3 The measures recommended for implementation were as follows:
- Introduce a zebra crossing and build outs to help pedestrians cross from the corner near St Mary's Church to The Ride in Preston Park. Extend the kerb on the corner of Preston Park Avenue to slow left turns out onto Preston Drove and improve visibility down Preston Drove (Map 1.2A)
  - Remove the bus stop north of the upper gate to Varndean School and replace it with a pedestrian refuge and build outs allowing pupils to cross more safely to the bus stop opposite. (Map 1.2C)
  - North of Friar Road, create a new bus stop outside 391 Ditchling Road (Map 1.2C)
  - Refresh existing double yellow lines on the junction of Loder Road and Surrenden Road (Not shown on map).
- 3.4 The scheme will benefit three schools (Balfour Primary, Dorothy Stringer and Varndean) which between them cater for almost 3900 children. These improvements will also benefit the wider community of Fiveways.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

The public consultation took place between 10 September and the 12 October 2012.

- 4.4 Ward Councillors for Withdean & Preston Park visited the two sites with Council officers on the 30 August 2012 prior to the public consultation and welcomed the two main measures.
- 4.5 Postcards were delivered to 1000 random addresses in the area and properties adjacent to the proposed measures in the week commencing 10 September inviting people to attend exhibitions to view plans of the proposed layouts. Survey forms were available at exhibitions and the public event on Wednesday 19 September for people to give feedback. An on-line survey was also available on the Council website. Links to the survey were sent out in school e-newsletters, and paper copies were offered to those parents without internet access.



- 4.6 An area map was available showing the locations where changes are proposed (Map 1.1) and plans were also given showing more detailed layouts. (Maps 1.2A & B).
- 4.7 People were asked to look at plans for suggested improvements and to then give their preferred options for improvements. Each question also gave a space for comments.
- 4.8 126 people responded giving a response rate of 12.6%. 7 replies came from the exhibitions and events, 100 came from the on-line survey. 19 parents at Dorothy Stringer replied via survey forms provided by the school.
- 4.9 The headline results of the public consultation are as follows:
- Proposals for the junction of Surrenden Road and Preston Drove – 91% in favour with 37 comments made.
  - Proposals for Ditchling Road near the junction of Friar Road (including re-siting the bus stop outside 387 Ditchling Road – 79% in favour with 35 comments made
- 4.10 Residents in Loder Road responded to the consultation, pointing out that cars frequently park on the corner with Surrenden Road, making it impossible for drivers to see children trying to cross the road, and urging us to address this parking issue. As this area is not in the Controlled Parking Zone, the Parking Strategy team is not able to help with this matter. Officers therefore decided to add double yellow lines to the Safer Routes to School TRO, which included Double Yellow lines around the Preston Drove zebra crossing measure.

#### **4.10 Objection 1 to the Traffic Regulation Order (TRO) amendment.**

The first objection does not deal with the specific locations of the double yellow lines, but objects to them on the grounds that they are discriminatory as they will predominantly affect white people, men and heterosexuals. It also alleges that the measure is anti-driver, the public's views have not been considered, people will be criminalised and that the measure is a waste of money

##### **4.11.1 Response**

The objection has no bearing on the specifics of this measure and is identical to objections submitted on other schemes containing traffic regulation orders.

#### **4.12 Objection 2**

- 4.12.1 The second objection to the TRO amendment supports the introduction of the Preston Drove zebra, (Map 1.2A) but objects to the removal of parking spaces at this location and wider schemes around Preston Park causing parking displacement. It suggests that the effect on parking be minimised. It also asks that the path worn across the grass opposite the new crossing indicating the desire line for the crossing is paved, and the existing crossing further up the hill outside the Park View public house be improved. Comments are made about the



tactile paving on the crossing outside the Park view Public house not conforming to current regulations and suggest an upgrade of this crossing would be more appropriate.

#### **4.12.2 Response**

The current TRO allows for double yellow lines on the corner of Preston Park Avenue and Preston Drove to be reinstated to the new kerb line as shown in the consultation plans. The proposed amendment allowed for double yellow lines west of the crossing along the new build outs. These have now been replaced with extended zigzags which do not require a TRO amendment.

4.12.3 While the council supports the paving of the path, this is not within the remit of the scheme which is to improve road safety on school journeys. Sightlines to the west however are an important feature, which means that parking must be prevented in order to allow drivers trying to exit The Ride in Preston park a clear view to the West down Preston Drove.

4.12.4 The crossing outside the Park View Public house will be monitored in a few months time to assess the impact of the new crossing on numbers using it. There are no plans at present to remove or enhance it. The tactile paving on this crossing is in a different configuration to current regulations. This is in line with a city wide policy not to replace tactile paving installed before the regulation change.

#### **4.13 Background to objections to the Bus stop outside 391 Ditchling Road**

4.13.1 The objections to the site of the bus stop on Ditchling road refer to locations that do not fall within the scope of the proposed Traffic Regulation Order. The proposed site consulted on was outside 387 Ditchling Road. (Map 1.2B) These premises are currently used by a nursery.

4.13.2 Several submissions objecting to this measure were received from parents using the nursery, its owners and immediate neighbours raising concerns about the bus stop on child protection grounds, driveway access and parking in general, most wanting to retain the current unrestricted arrangements.

4.13.3 After the consultation, in response to submissions, officers made the decision to move the proposed site 20m north outside 391 Ditchling Road. (Map 1.2C). This was in order to avoid further delays to implementing the urgently needed safety measures which these objections had the potential to cause.

4.13.4 The Operations Manager of Brighton and Hove buses was formally consulted and responded that he was **happy** with either location because he felt the current bus stop is located too far south. He also pointed out that moving it northwards will even out the gaps between the stops but did not support removal of the stop altogether as this would create much too large a distance between stops and cause much inconvenience to local people who wish to use the bus.

4.13.5 The owners of number 391 responded to the initial consultation in support of putting the bus stop outside the nursery, but were concerned about parked cars adjacent to their driveway making it difficult to see approaching traffic, which they felt was particularly important in a 40mph speed limit.



4.13.6 Following the consultation, officers wrote to inform them of the committee's decision to put the bus stop outside their house, pointing out that the bus stop will overcome one of their concerns cars parking adjacent to their driveway and buses will only obstruct views for very brief periods. In addition, provision of a single white line across the driveways of both 389 and 391 was offered to make any obstruction by parked cars easier to enforce.

4.13.7 As the views of the owners of 391 Ditchling Road were not placed before the Committee when it made its original decision to site the bus stop outside that property, the matter is being returned to committee for those objections to be considered.

#### 4.14 Objection to the proposed bus stop position (Map 1.2C)

The owners of number 391 Ditchling Road object to the proposed bus stop position on the following grounds:

- Noise from buses calling at the stop will create disturbance in their front rooms, one of which is sometimes used as a cognitive therapy room, requiring quiet conditions.
- The nursery is only used five days a week during working hours and it is fairer to ask them to endure the engine noise rather than full time residents.
- The property at 391 will lose value
- The nursery advertises its Green credentials and promotes sustainable transport use. These are consistent with a bus stop outside their premises and the council should urge the nursery to stick to these.
- School children will sit on the front wall of 391 while waiting for a bus after school, affecting the residents' privacy.
- They pay a higher rate of council tax based on the quality of the area they live in, and this will be compromised by a bus stop.
- There is already a telegraph pole outside the house, so an additional bus stop post would be unfair. Wires to adjacent houses from this pole cross their property and they have had to remove trees which have grown too tall and replant other greenery at their own expense to accommodate this.
- There is no need for a bus stop here as others are sufficient. The council could consider re-spacing all the bus stops along this stretch of Ditchling Road.
- Bus stops should only be put near crossings.

##### 4.14.1 Response

4.14.2 The bus stop position outside 391 Ditchling Road will impact on fewer people while providing improved accessibility to bus services for the residents of Friar Road and Surrenden Park. The bus company believe this stop is necessary for passengers in this area to access northbound services.

4.14.3 There are no houses on the other side of the road so there is no need for a crossing point nearby. After school, students have no incentive to use a stop further north of the stop nearest the school gates, as the service northbound does not get as busy as those travelling southbound into the city.

4.14.4 Officers have considered the representations made above but consider that the location outside number 391 is the most appropriate.



## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The cost of additional work required to overcome objections can be met from within the Safer Routes to School budget of £50,000 which is part of the Local Transport Plan (LTP) capital allocation.

*Finance Officer Consulted: Jeff Coates*

*Date: 10/04/13*

### Legal Implications:

- 5.2 The traffic order has been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution.
- 5.2.1 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.
- 5.2.3 The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

*Lawyer Consulted:*

*Carl Hearsum*

*Date: 10/04/13*

### Equalities Implications:

- 5.3 There will not be an Equalities Impact Assessment as these proposals do not include a change to existing policy. However, the DDA will be consulted on the proposals to ensure that the highway measures are appropriate for people with physical difficulties

### Sustainability Implications:

- 5.4 Sustainable Consumption and Production: It is proposed that materials be reused where possible

### Crime & Disorder Implications:

- 5.5 There are no implications for the prevention of crime and disorder at this stage. Sussex Police have been consulted as part of the public consultation process.



### Risk and Opportunity Management Implications:

- 5.6 Following guidelines from the Institute of Highways and Transportation, independent safety audits will be carried out to ensure that safe designs will be implemented.
- 5.7 Climate Change and Energy: The Safer Routes to School initiative seeks to increase use of sustainable modes of travel to and from school by increasing safety on the routes.
- 5.8 Sustainable Communities: The initiative includes engagement with communities to encourage sustainable travel.

### 5.9 Corporate / Citywide Implications:

The proposals will assist in the achievement of the Council priorities by protecting the environment through the encouragement of sustainable modes of travel to and from school. The proposals will reuse any appropriate materials to realise a better use of money. The Safer Routes to School Scheme reduces inequality by increasing access to safer, sustainable routes through the city.

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Without double yellow lines to allow enforcement of parking restrictions, parked cars will continue to cause a hazard to pedestrians on the Loder Road/ Surrenden Road junction.
- 6.2 The original position proposed for the bus stop outside 387 Ditchling Road has drawn a considerable number of objections from users of the Nursery, the owners and their immediate neighbours. If the decision is taken to revert to this location, any renewal of these objections will have further cost implications in terms of officer time for both this and the next Safer Routes to School scheme.
- 6.3 Parking bays were removed from the proposal to future-proof a pedestrian and cycle route creating improved access to the South Downs National Park.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 The double yellow lines in the Traffic Regulation Order will prevent parking which obscures the views of child pedestrians at this junction and will compliment other crossing facility improvements.
- 7.2 The bus stop in Ditchling Road must be relocated to permit construction of the proposed pedestrian refuge which will make crossing to the bus stops opposite the school safer and reduce the risk of pedestrian collisions.



## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Map Appendices (overview);
2. A – C: (Individual site maps)

### **Documents in Members' Rooms**

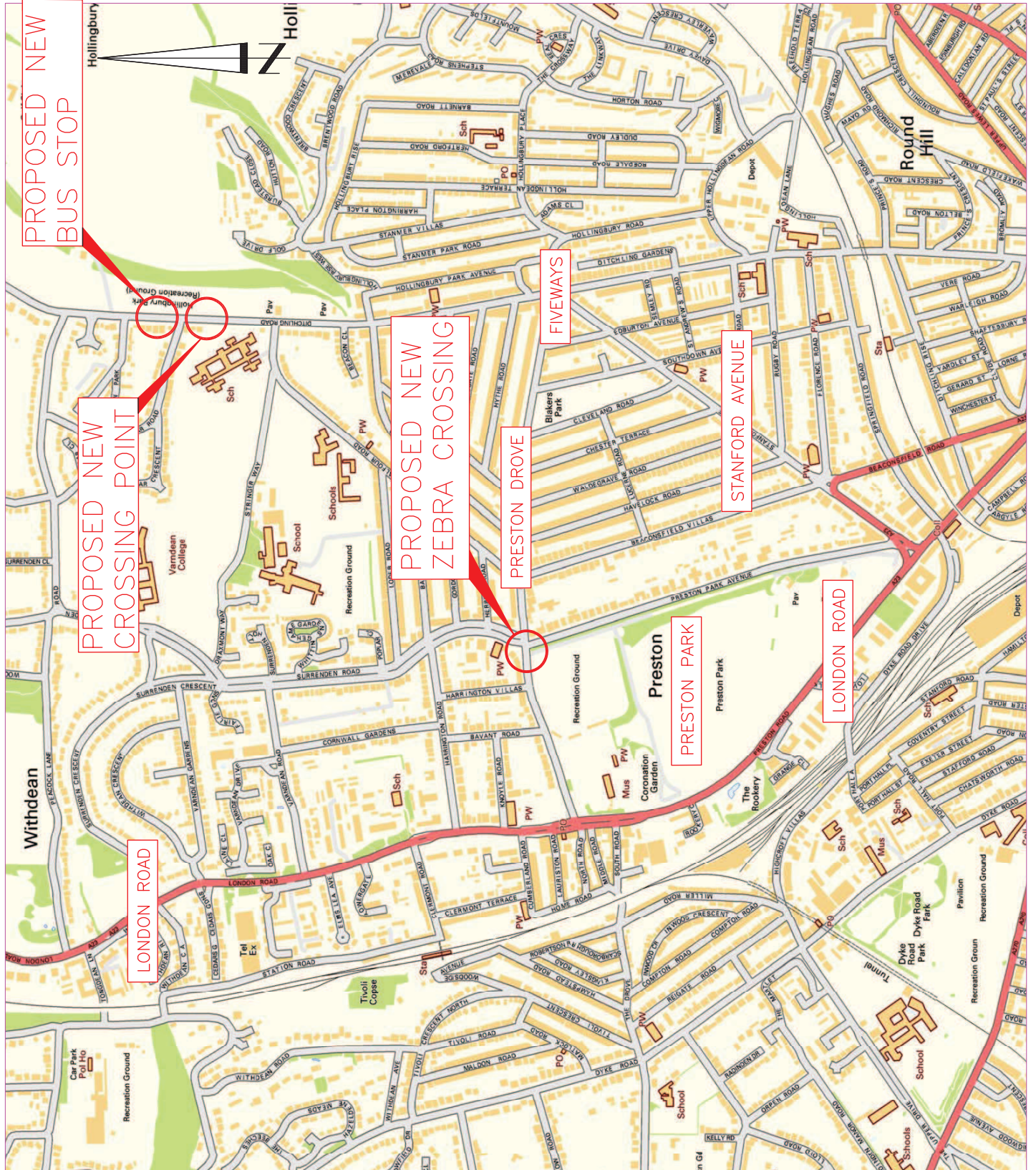
1. Public Consultation report

### **Background Documents**

1. Local Transport Plan 2011/12 – 2014/15



# KEY



Rev	Revision details	Signed	Date
Drawn:			
Surveyed:			
Checked:			
Approved:			
File/Acad ref:	S:		

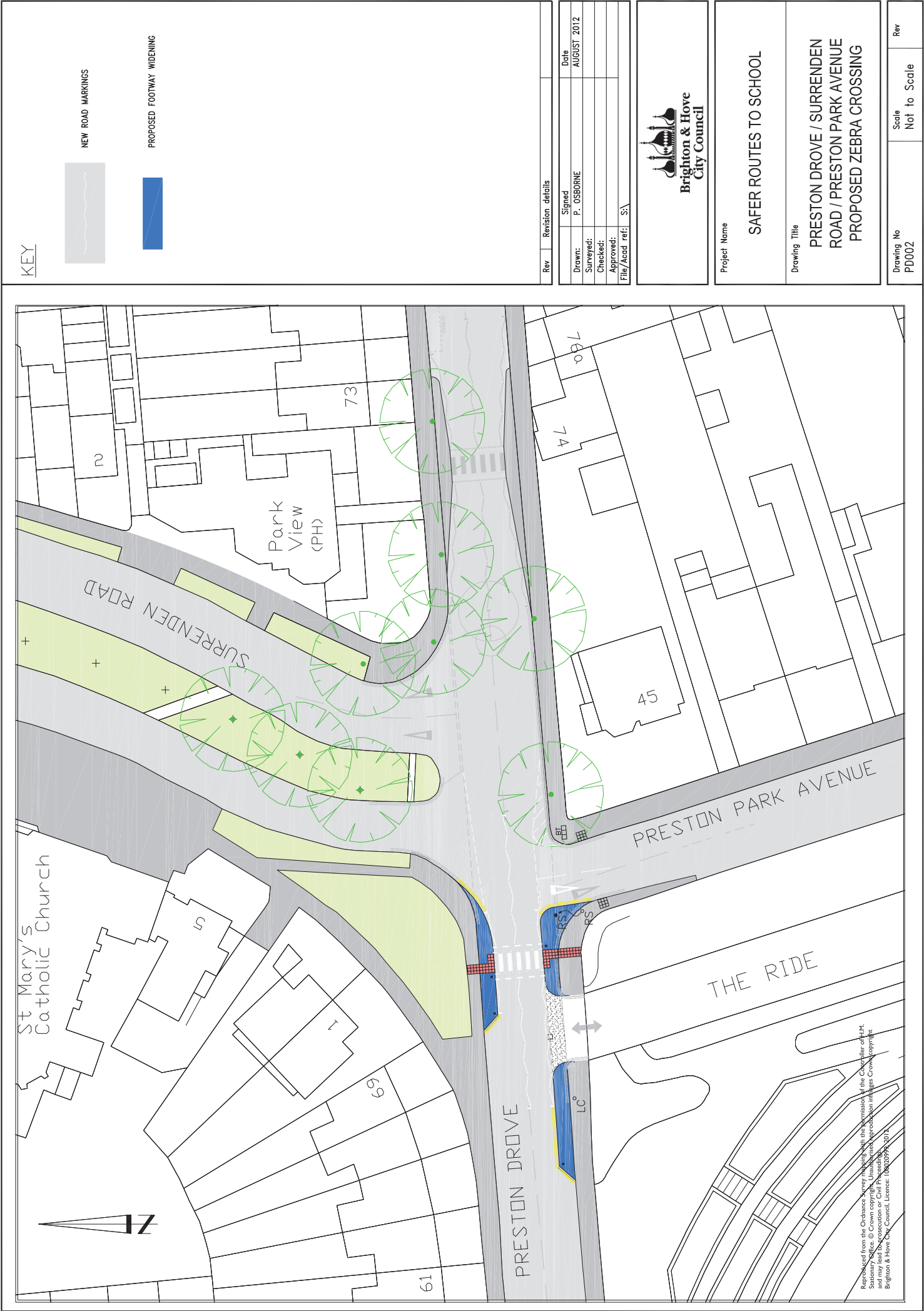


Project Name	<b>SAFER ROUTES TO SCHOOL</b>
Drawing Title	<b>LOCATION MAP</b>
Drawing No	LM001
Scale	Not to Scale
Rev	















# NOTES

1. Do not scale from this drawing
2. Existing northbound bus stop outside the school to be re-located to outside property no. 387 for accessible access to this property will be necessary to install an 'accessible' stop here.
3. Length of new bus stop cage is 11m

## KEY

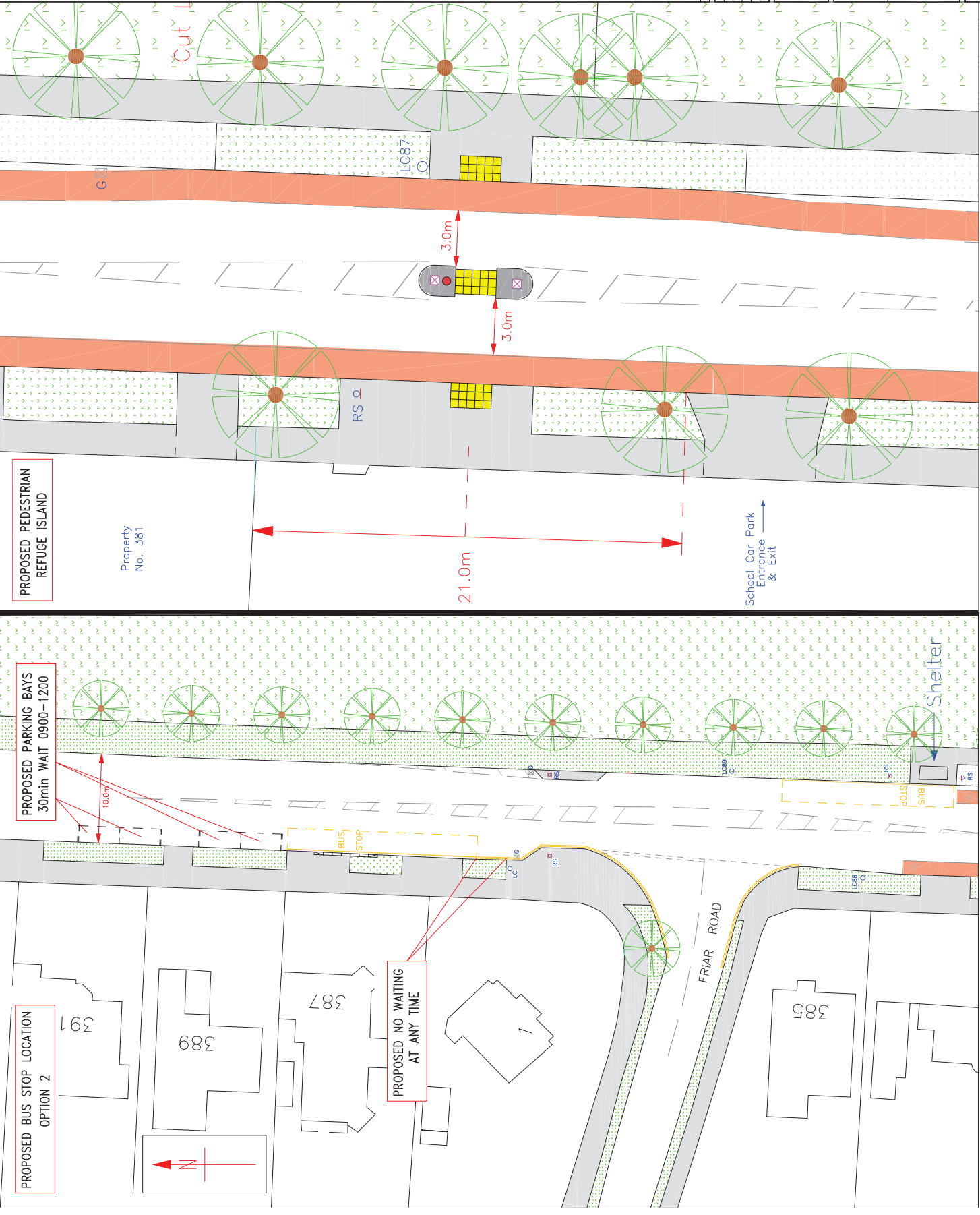
- New Pedestrian Refuge Island  
1.5m width x 1.8m length
- Buff Tactile Paving
- Footpath
- Verge
- Park / Open Green Space
- Hard Standing / Parking Facility
- Cycle Lane - 1.5m width
- Solar Powered 'Keep Left' Ballard
- Illuminated Refuge Beacon

Rev	Revision details	Signed	Date
1	Drawn: R. Sharma	R. Sharma	August 2012
2	Drawn: R. Sharma	R. Sharma	August 2012
3	Drawn: R. Sharma	R. Sharma	August 2012
4	Drawn: R. Sharma	R. Sharma	August 2012
5	Drawn: R. Sharma	R. Sharma	August 2012
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Project Name	School Name
SAFE ROUTES TO SCHOOL	Varndean School, Ditchling Road
Drawing Title	Proposed Arrangement ( Bus Stop Location - Option 2 )

Drawing No.	Scale	Rev
SRTS/VS.DR.2b.dwg	NTS	REV









# NOTES

1. Do not scale from this drawing
2. Existing northbound bus stop outside the school to be re-located to outside property no 381
3. Length of new bus stop cage is 21m

## KEY

New Pedestrian Refuge Island  
1.5m width x 1.8m length

Barri Tactile Paving

Footpath

Verge

Park / Open Green Space

Hard Standing / Parking Facility

Cycle Lane - 1.5m width

Solar Powered 'Keep Left' Bollard

Illuminated Refuge Beacon

Rev	Particulars	Date
1	Issue for Approval	October 2012
2	Revised	August 2012
3	Revised	August 2012
4	Revised	August 2012
5	Revised	August 2012
6	Revised	August 2012
7	Revised	August 2012
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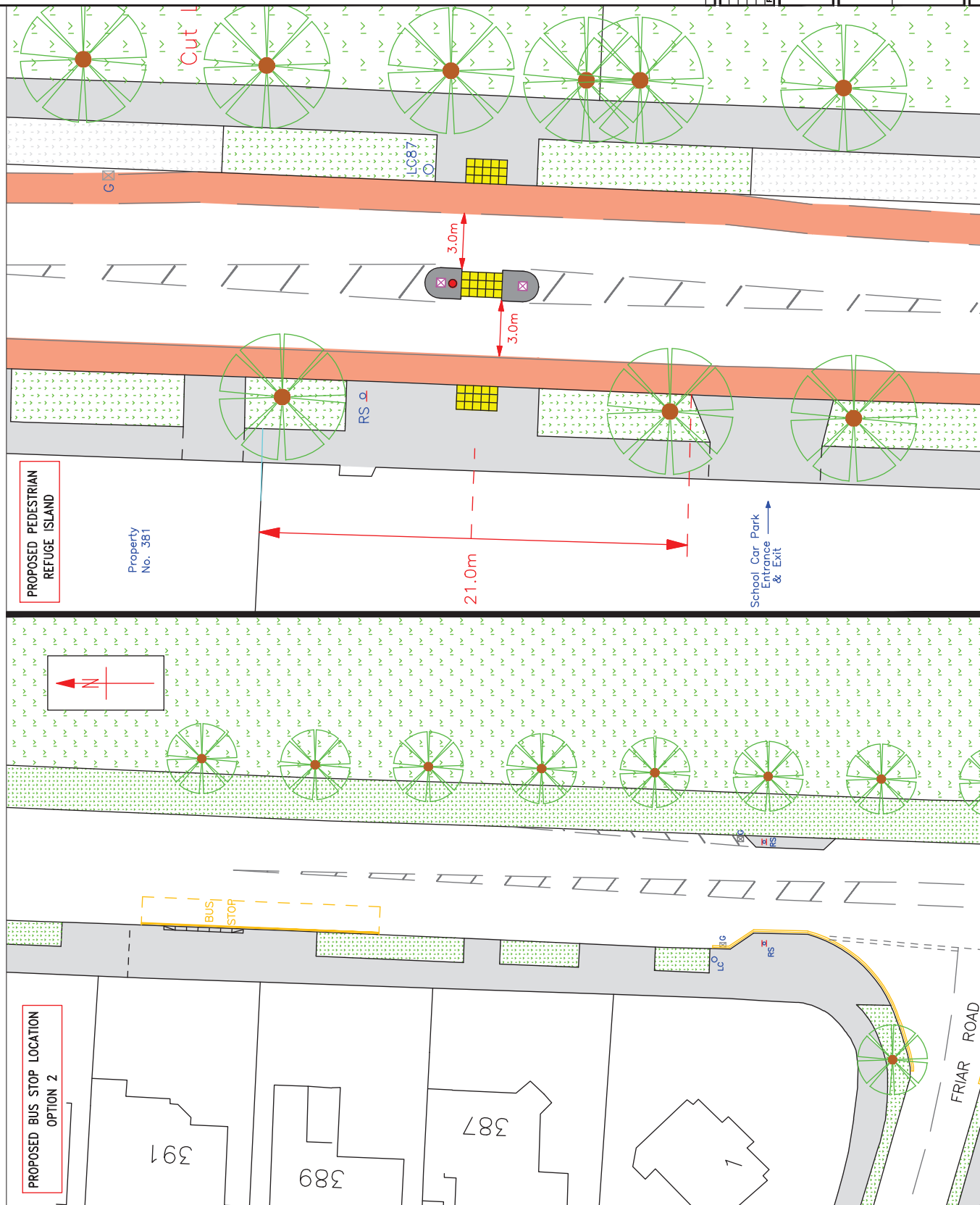
Project Name

SAFE ROUTES TO SCHOOL  
Varndean School, Ditchling Road

Drawing Title

Proposed Arrangement  
( Bus Stop Location - Option 2 )

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<b>Subject:</b>	<b>Preston Park Parking Scheme Formal Traffic Order Consultation</b>		
<b>Date of Meeting:</b>	<b>30 April 2013</b>		
<b>Report of:</b>	<b>Executive Director Environment, Development &amp; Housing</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jan Jonker</b>	<b>Tel: 29-4722</b>
	<b>Email:</b>	<b>jan.jonker@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Preston Park</b>		

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

- 1.1 In February 2013 the council's Environment & Sustainability Committee considered a review of the Preston Park parking controls and agreed to reduce the hours during which charges apply subject to the statutory consultation process for Traffic Regulation Orders.
- 1.2 The purpose of this report is to consider comments and objections to the draft traffic regulation order.

**2 RECOMMENDATIONS:**

- 2.1 That, having taken account of all duly made representations and objections the Committee approves as advertised the order:  
  
(a) Brighton & Hove (Preston Park) Various Restrictions Order 2012 Amendment Order No.\* 20\*\* (TRO-8-2013)

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS**

- 3.1 In May 2012 this committee approved the Traffic Regulation Orders to implement parking controls in Preston Park. The controls were introduced in June 2012 to address the problems of uncontrolled parking in the Park. It was agreed that the scheme would be reviewed six months after implementation. The findings and recommendations of the review were presented to the council's Environment & Sustainability Committee in February 2013.



3.2 In summary the review concluded that:

- The controls successfully addressed the issues of long-term parking
- The scheme successfully restricted parking to designated areas in the park and addressed access problems that were caused by parking congestion
- The scheme was designed to be self funding with any surplus ring fenced to the park. The scheme generated a higher surplus than anticipated of around £44,000 per annum. The cost of implementation has been paid back and the surplus for 2012/13 is expected to be around £15,000.

3.3 Based on the results the Environment & Sustainability Committee agreed the recommendation to reduce the times during which charges applied as follows:

Days	Current hours charges apply	Proposed hours charges apply
Monday - Friday	9am – 6pm	9am – 4pm
Saturday & Sunday	9am – 6pm	2pm – 6pm

3.4 The changes would allow free parking in the afternoons during the week and during peak time at the weekends. To prevent long-term parking over the weekend it would not be possible to roll any payment over in to the following day (eg it would not be possible to park on Friday night and pay £2 to cover the period 2pm -6pm on Saturday which would then allow parking until 2pm on Sunday). During the week the hours during which charges apply have to be longer than the maximum length of stay (6 hours) to prevent commuters taking advantage of the lower parking charges compared to on street.

3.5 The recommendations were agreed subject to the statutory consultation process for Traffic Regulation Orders.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

4.1 The proposed Traffic Regulation Order was advertised for 21 days between the 27 February 2013 and 20 March 2013. The notice was published in the Argus newspaper on the 6th of March. Detailed plans and the Traffic Regulation Order were available to view at Hove Library, Jubilee library and the City Direct Offices at Bartholomew house and Hove Town Hall. The documents were also available to view and to respond to directly on the Council website. The notice was also circulated to the key stakeholders identified in the informal consultation in May 2011 and to the Friends of Preston Park newsletter and AGM.

4.2 There were 7 items of correspondence which included 4 objections and 3 comments in favour. Three of the objections state that they generally see the benefit of the proposals to reduce hours of parking restriction but still feel that the charges are generally restrictive to sports groups particularly those with afternoon fixtures at weekends. The representations are summarised in Appendix A and a table showing the detailed comments & objections received with responses has been placed in the Members Rooms.



- 4.3 The proposed changes will reduce the cost of parking in Preston Park for park users while still addressing the problems associated with long-term unrestricted parking by non-park users. None of the objections were against the proposed change, namely to reduce the hours during which charges apply.

## **5. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 5.1 The set up costs of the scheme have been repaid by the parking surplus which was higher than anticipated. The revised hours during which charges apply are expected to result in a surplus of £27,000 per annum which will be ring-fenced to the park.

*Finance Officer Consulted: Jeff Coates*

*Date: 03/04/2013*

### Legal Implications:

- 5.2 The traffic orders have been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution.

In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim. Under section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004, the Council must keep an account of all parking income and expenditure in designated (i.e. on-street) parking spaces which are in a Civil Enforcement Area, and of their income and expenditure related to their functions as an enforcement authority. Regulations and guidance confirm that in respect of off-street parking places, the term "income and expenditure as enforcement authorities" includes that related to the issue of PCNs. It does not include surplus pay and display income or the direct expenditure relating to collecting that income.

*Lawyer Consulted:*

*Carl Hearsum*

*Date: 08/04/13*

### Equalities Implications:

- 5.3 None – the existing scheme has improved access to the park and blue badge holders are still able to park outside the two restricted areas.

### Sustainability Implications:



5.4 None

Crime & Disorder Implications:

5.5 None

Risk and Opportunity Management Implications:

5.6 None

Public Health Implications:

5.7 None

Corporate / Citywide Implications:

5.8 None

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 A number of alternative options were modelled and considered as part of the review and presented to the Environment & Sustainability Committee. These included: free parking at weekends, first two hours free or a nominal charge to apply during the first few hours. The recommended option was adopted as this provided free parking during peak times while still addressing the issues of long term parking.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To seek approval of the scheme to the implementation stage after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. List of Objections/ Comments



Object / Support	Contents	Comments/Recommendations
Support	it's brilliant news that we will be able to use the tennis courts without the worry of parking charges on top. Thank you for listening.	
Object	Whilst I welcome the general reduction which will encourage recreational users and sports people to use the park I object to the weekend charges and feel that they should be removed completely. Charges impact on all day Sport events such as the SE Championships and competitors will have to be distracted by worrying about feeding meters. Also it impacts on Charity events such as PPYC Big Pedal where riders travel from afar to take part.	The pay and display meters can be prepaid for the 4 hour pay period on each weekend day. The maximum cost for the weekend afternoon period 2pm to 6pm is £2.00. The reason for maintaining a charge over a limited period at the weekend is to prevent cars from being left in the park over the weekend.
Object	Whilst I am all for a reduction in the proposed "pay times" I am a little mystified by one of your reasons for the proposed change. You state that users will be able to park free of charge including many of the sports clubs that have fixtures at the weekend. Charging on Saturdays is to start at 2pm precisely the time that many sports matches commence. All our Saturday games start at 2pm as do most cricket matches and also I suspect football matches in the Winter. So the change on Saturdays won't help us at all. There is however some benefit from the weekdays changes.	Comment. The proposals do not have any impact on the British Rail Bowls Club based at the Mens Bowls Pavilion, Preston Park, on weekend afternoons although there is a positive impact on the weekdays.
Support	It looks better for tennis players in Preston Park. Thanks	
Object	The reasons given for reducing the hours highlight that "many of the sports clubs that have fixtures at weekends and weekdays". The charging period during the afternoon particularly at weekends is an issue for fixtures in the afternoon	Comment. It is possible to prepay the meter for the 4 hour charge period at the start of the day. The charge period proposed is shorter and will therefore



	and especially those like ours that are all day. I have emailed the project manager for clarification on whether our riders will have to stop racing at 2pm and dash up to the meters but have received no response. I would prefer to see no charged periods at all but given that this is unlikely I would like to see the restrictions at weekends removed completely to encourage leisure and sporting use of this great facility. It is obvious that restrictions brought in to discourage long term use of the park also discourages legitimate use and a balance must be sought.	make it easier for park users to park for less cost than at present when staying all day on the weekend.
<b>Object</b>	<p>My son or I could be in a middle of a cycle race or cricket match at the weekend and we like many other people would have to completely stop what we are doing to go and sort our cars out. I thought the council supported cyclists however less and less are using the facilities in the park.</p> <p>The present parking has stopped us and many others using the park as much as we did in previous years. My son has to regularly train on the open dangerous roads around Brighton and East/West Sussex instead. I understand about parking on weekdays and the change in the early evenings will be helpful however i don t agree the council should be making money at weekends purely out of people using the park and its another example of pushing people out of the town. We regularly use cycle facilities in south London that we don t pay parking for.</p>	<p>Comment. It is possible to prepay the meter for the 4 hour charge period at the start of the day. The charge period proposed is shorter and will therefore make it easier for park users to park for less cost than at present when staying all day on the weekend.</p>
<b>Support</b>	<p>I feel the original requirement regarding initiating paid parking in the park was a result of commuters and office workers using the park as free parking and clogging up the park. The originally implemented hours, in my opinion, was a 'sledge hammer to crack a nut'. The new proposed hours are a far more sensible way of stopping the commuter parking situation yet still making the park affordably accessible to people. I am a regular user of the park and frequently use it to enjoy the open area with friends in the summer and for fitness classes (British</p>	<p>Comment relating to Preston Park Avenue referred to Parking Infrastructure</p>



	<p>Military Fitness) operated in the park through out the year. The current parking hours put me off up using the park and friends no longer want to meet there due to the cost. The new proposed is whole heartedly supposed. May I however, draw your attention to a potential issue. Unless you also implement similar changes to the parking restrictions on Preston Park Avenue (PPA), people will simply choose to park in the park and 'clogging' up situation of park parking could reoccur, as people will not park on PPA and will in favour use cheaper park parking.</p>	
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