

Subject:	East Street Pedestrianisation – Experimental Traffic Regulation Order		
Date of Meeting:	11th October 2016		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Emma Sheridan	Tel: 29-3862
	Email:	Emma.sheridan@brighton-hove.gov.uk	
Ward(s) affected:	Regency		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (as amended), (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that Officers were not able to access the relevant electronic data files due to an IT issue. This has since been resolved and the relevant data is now included in the report.

1. PURPOSE OF REPORT AND POLICY CONTEXT

To consider objections received in relation to the East Street Experimental Traffic Regulation Order which allows for the closing of a portion of East Street to traffic between 11am and 7pm on Saturdays and Sundays and the removal of driving prohibitions in Little East Street to allow motor vehicles to exit the area during these times.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made objections and representations to the Experimental Traffic Order, the Committee approves action being taken to make this order permanent.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In 2012 the Council approved the closure of the southern end of East Street and installed a new crossing providing a direct link to the seafront. Following approval by the ETS Committee on 14th January 2014 and the advertising of an Experimental Traffic Order, the remaining length of East Street was pedestrianised on Saturdays and Sundays from 11am to 7pm, and driving prohibitions in Little East Street were removed under a trial scheme which began on 30 May 2015. This, in combination with the early closure of the southern section introduced in 2012 provided a full closure during weekends along the entire length of East Street.
- 3.2 East Street is recognised as an important pedestrian link within the Old Town area connecting the seafront to the city centre. As with most footways in the Old

Town area they are very narrow and not designed to cater for the current pedestrian demand. The original aim of the scheme was to improve conditions for pedestrians and increase footfall into the area thereby encouraging economic activity and support to local business.

- 3.3 Pedestrian surveys undertaken shown in Table 1 indicates that there has been an increase in pedestrians using East Street compared to baseline data taken in 2009. Surveys taken in 2012 after the southern end was closed indicate a 25% rise in the number of pedestrians using East Street since 2009. Surveys taken in the same month in 2016 following the weekend full closure show a further rise of 32% compared to 2009 when East Street was open to general traffic.

Table 1: Summary of Results

Year	Weather	Footfall	% Change from 2009
2009 (13 June)	Sunny	14189	N/A
2012 (30 June)	Dry, windy	17744	25.1
2016 (12 June)	Cloudy and dry	18761	32.2

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The only alternative option would be to allow the Experimental Order to lapse and the street to return to its previous position of being open to traffic during the day on Saturdays and Sundays. This would take place on 22nd November 2016 and would be contrary to the wishes of the local businesses in the area who are supportive of this measure and the thousands of pedestrians who make use of it on a weekly basis.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The changes to East Street and Little East Street contained within the experimental order formed part of the *The Old Town* project which has undergone extensive public consultation over the last 3 years. The details of this can be found in previous ETS Committee reports and papers which are listed under Background documents.
- 5.2 The Experimental Traffic Regulation Order (TRO) was advertised on with the 22nd May 2015 with a closing date for comments and objections of 22 November 2015. Detailed plans and the Order were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee Library, and Hove Central Library. The documents were also available to view and to respond to directly on the Council website as well as notices being displayed on the street.
- 5.3 Two objections were received. One objector did so on the grounds that it prevented people from parking outside restaurants and residences.
- 5.4 Alternative provision for parking during the weekend closure in this area is available within a 2 minute walk.

- 5.5 One objector did so on the grounds that whilst they supported the weekend pedestrianisation of the street, this should not be done at the expense of a motorcycle parking bay and that there was no suitable alternative motorcycle parking in the area.
- 5.6 The removal of a parking bay as part of the scheme was undertaken at the request of local businesses to increase loading facilities. Previously loading provision was limited meaning that vehicles trying to serve businesses often parked illegally and dangerously. Whilst it is regrettable to lose this space it is considered that the benefits to local businesses in this instance outweigh the inconvenience for motorcycle and other motor vehicle users given that alternative parking is available in the surrounding area. A list of motorcycle parking locations is available on the Council website.

6. CONCLUSION

- 6.1 The trial scheme of weekend pedestrianisation of East Street has been successful with positive feedback received from local businesses and the street well is used during the pedestrianized hours. As such officers recommend that this trial scheme be made permanent.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The cost associated to the report recommendation of advertising the Order is estimated to be less than £1,000. This will be funded from existing revenue budget within the City Transport service.
- 7.2 Any impact on parking income associated to the report recommendation will have financial implications on the existing Parking revenue budget within the City Transport service. It is estimated that the impact on parking income will be minimal and will therefore not require any amendments to current budgeted assumptions.

Finance Officer Consulted: Steven Bedford

Date: 06/10/16

Legal Implications:

- 7.2 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's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic, including pedestrians. The action recommended in this report will assist in demonstrating that the Council is complying with its statutory duty.

Equalities Implications:

- 7.3 None identified

Sustainability Implications:

- 7.4 The weekend pedestrainisation of East Street is part of the Council's sustainable transport strategy and will help to encourage the use of sustainable transport and reduce the negative effects of vehicles within the old Town area.

Crime & Disorder Implications:

- 7.4 Local business owners have reported that since the introduction of the trail scheme and its associated works that "... the area has become more open, cleaner and we have experienced reduced criminal/ dysfunctional activity due to increased visibility and overall change in the atmosphere."

Risk and Opportunity Management Implications:

- 7.5 None identified

Public Health Implications:

- 7.6 When the scheme was originally proposed there were a number of concerns raised about road safety on Little East Street as a result of the pedestrianisation restriction on Little East Street being lifted to allow motor vehicles to exit the area. In the period since the scheme was put in place there have been no reported road casualties or collisions during the times of operation.

Corporate / Citywide Implications:

- 7.7 None identified

Any Other Significant Implications:

- 7.8 None to note

SUPPORTING DOCUMENTATION

Appendices

1. None

Background Documents

1. ETS Committee 14 January 2016 – Agenda Item 69; Printed decisions and Printed minutes.
2. **TRO-12-2015** Brighton & Hove (East Street and Little East Street) Experimental Order 2015 – available at <https://www.brighton-hove.gov.uk/content/parking-and-travel/parking/traffic-regulation-order-tro-proposals>