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| Subject: | Response to petition on coach parking in Roedean Area | | |
| Date of Meeting: | 29 April 2014 | | |
| Report of: | Executive Director, Environment, Development & Housing | | |
| Contact Officer: | Name: | Christina Liassides | Tel: 29-2036 |
| | Email: | Christina.liassides@brighton-hove.gov.uk | |
| Ward(s) affected: | Rottingdean Coastal | | |

FOR GENERAL RELEASE.**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Following a petition submitted to Environment, Transport & Sustainability Committee on 14 January 2014 requesting a Traffic Regulation Order banning coaches and HGVs in the Roedean area, the Committee requested an officer report into this proposal.
- 1.2 This report analyses the current situation and investigates the potential for a Traffic Regulation Order in the area. The relevant Traffic Regulation Order is one that stops any public service vehicle (serving more than 8 passengers) entering a designated zone that is signed at entry points to that zone.
- 1.3 It is also recommended that HGVs should be included in the ban and this would require additional signs.

2. RECOMMENDATIONS:

- 2.1 That Environment, Transport & Sustainability Committee approve the advertising of a Traffic Regulation Order banning heavy goods vehicles and public service vehicles except for access in The Cliff, Cliff Road, Cliff Approach, Roedean Crescent, Roedean Way, Roedean Vale and Roedean Heights
- 2.2 That Environment, Transport & Sustainability Committee approve the advertising of a Traffic Regulation Order introducing a 4-hour tariff at Madeira Drive coach parking facility.
- 2.3 That Environment, Transport & Sustainability Committee approve the required expenditure for this Traffic Regulation Order as outlined in 3.18

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The petition received by the council stated: *We the undersigned request the council take urgent action to protect the residential streets of Roedean to include The Cliff, Cliff Road, Cliff Approach, Roedean Crescent, Roedean Way, Roedean*

Vale and Roedean heights by implementing a Traffic Regulation Order banning coaches and HGV's except for access. As local residents we are extremely concerned about the health and safety implications of coaches overflowing from their current unofficial parking on Roedean Road into our residential streets which are totally unsuitable for such traffic. We recognise there is a wider debate about coach parking for the city however we urge the council to act now with this specific TRO to protect our streets before it is too late and a major incident occurs

Current coach parking provision

- 3.2 Coach parking is provided by the council in Madeira Drive. All-day parking is permitted, at a cost of £15.00. This is a reduction from 2010, when the charge was £20.00
- 3.3 The facility provides spaces for 42 coaches.
- 3.4 During the summer months the coach parking at Madeira Drive is well-used. However, officer calculations based on daily transactions show that capacity is not reached during most of the peak holiday season. The busiest month is July, when the coach park comes close to reaching capacity on a few days of the month. See Appendix 1 – Average daily transactions

Coach parking in the Roedean Road area

- 3.5 It is clear that some coach drivers choose to park along Roedean Road even when there is plenty of capacity at Madeira Drive. Anecdotally it is believed that this is partly to avoid paying for parking and partly due to the popularity of a local café although no driver surveys have been undertaken here to date.
- 3.6 Coach parking in Roedean Road has been occurring for several years but has increased, resulting in occasional overspill into surrounding residential roads during the summer months.
- 3.7 Although formal parking surveys have not been conducted, photographs and site visits provide estimates that on peak days there are around 30 -35 coaches parking in the area. See Appendix 2 – Photographs of Roedean Road area
- 3.8 It is not possible to carry out detailed surveys prior to the presentation of this report, especially since in the winter months coach parking is much reduced. There is also a cost and resource implication to conducting such surveys.
- 3.9 Coach parking in Roedean Road and nearby roads is neither encouraged nor designated by the council. There are however very few parking restrictions in this area, meaning that any vehicle may park for unrestricted lengths of time.
- 3.10 Some parking restrictions (double yellow lines) have been introduced along Roedean Road at the junction with Wilson Avenue and part-way along towards the A259 to ensure safety at these points and to enable freer movement of the regular bus services, who utilise this throughout the year.
- 3.11 Enforcement of illegal parking is being targeted within the Roedean Road area.

Coach parking long-term strategy

- 3.12 It would require a more comprehensive piece of work to ascertain factual information about the factors that cause coaches to park in certain locations around the city and to analyse usage against available and potential new provision. This work involves wider investigation, data gathering and consultation.
- 3.13 As has previously been stated at this Committee, and the former Transport Committee, the intention is to take this issue forward as part of the development of the council's next Local Transport Plan, which is due to be completed by the end of 2014. That plan will include the council's long-term transport strategy aims and a shorter-term delivery programme.
- 3.14 A suitable permanent site for a purpose-built facility has not been identified to date other than the possibility of the former gas works site as part of Park & Ride site investigations in 2000. This has been subsequently ruled out due to the extremely high costs of acquisition and development.

Traffic Regulation Order banning HGVs and Coaches

- 3.15 A Traffic Regulation Order banning public service vehicles and HGVs is only enforceable by the police, as this is classified as a moving traffic offence. This has been discussed with Sussex Police, who have indicated that enforcement of this ban would be under their jurisdiction but would not be highest priority. The police could not enforce against vehicles that are parked in this location as opposed to moving through the area.
- 3.16 Officers have investigated the boundaries of such a ban on site, to ascertain the most effective and clear boundaries, bearing in mind that Sussex Police are not able to give highest priority to this.
- 3.17 The analysis considered whether Roedean Road should also be included in the ban. The advantage of this is that prohibition and enforcement would be easier and clearer, and with less street clutter due to only requiring signing at the entry points to Roedean Road.
- 3.18 The primary disadvantage, however, outweighs the benefit. The ban would prohibit all public service vehicles from traversing Roedean Road and this is not feasible as Brighton & Hove Buses, the Big Lemon and Compass Buses all run a service that stops at various locations in Roedean Road.
- 3.19 This does not mean that, by proposing to exclude Roedean Road, parking is accepted, condoned or directed to Roedean Road.
- 3.20 It is possible to designate only the residential roads (The Cliff, Cliff Road, Cliff Approach, Roedean Crescent, Roedean Way, Roedean Vale and Roedean Heights) as zones for prohibition of public service vehicles and HGVs; this would require signage at the entry points of each of the roads, including at one junction that forks. In total, up to 10 illuminated signs and posts would be required. See Appendix 3 – Map of area

- 3.21 There is sufficient capacity at Madeira Drive to accommodate coaches displaced from these residential roads in the Roedean area. However, if drivers chose to park for free, there is a risk of displacement into other non-restricted roads rather than coaches moving to Madeira Drive.
- 3.22 Calculations for a handful of peak summer days indicate that there is not enough capacity at Madeira Drive to accommodate all the coaches that visit and park in this part of the city; hence the requirement for a longer-term analysis and strategy. Therefore displacement at these times to other residential streets is a real possibility.
- 3.23 It is not known whether this displacement may occur but it could shift coach parking to other nearby residential streets or elsewhere in the city, with resulting disruption and parking issues. It is not possible to carry out an impact assessment as without detailed consultation and surveys, driver behaviour is impossible to predict. Any such surveys would form part of the LTP wider coach parking strategy.
- 3.24 However it is acknowledged that the current situation in the Roedean area is becoming more difficult for residents with coaches parking for long periods of time in residential areas.
- 3.25 Prior to any longer-term strategy for coach parking overall, there is no other immediate or short-term solution to this issue.
- 3.1 A Traffic Regulation Order could be advertised in May 2014 for a period of three weeks and would take approximately a further 2 – 3 months to implement on the ground due to the requirement for connections to the illuminated signs. If there are any objections to the TRO then this would need to be presented in a report to a further Environment, Transport and Sustainability Committee
- 3.2 It must be noted that this is a moving traffic offence and therefore only enforceable by the police.

Mitigation measures

- 3.3 Double and/or single yellow lines are currently being investigated for the southern end of Wilson Avenue, the nearest unrestricted parking adjacent to Roedean Road. This is part of the parking strategy for East Brighton Park and if agreed, would prevent displacement to this part of Wilson Avenue which is adjacent to Roedean Road.
- 3.4 It is proposed to offer a more flexible tariff structure for Madeira Drive coach parking. Analysis of daily transactions show that many coaches arrive around midday and may therefore only utilise the space for half a day.
- 3.5 A new tariff for half-day coach parking would therefore represent better value for shorter stays and may encourage more usage of the designated coach parking bays. It is proposed to advertise this change via a draft Traffic Regulation Order at the same time as the advertisement for the prohibition of public service

vehicles and HGVs in May 2014, and to review this in the annual parking tariff review for 2015-16. See Appendix 4 – Proposed tariff

Funding

- 3.6 Funding to carry out Traffic Regulation Orders outside of controlled parking schemes is no longer available following budget savings in 2012-13 onwards. However, this particular issue is not about controlling local parking but about the existence of unofficial and unsanctioned coach parking in small residential streets by vehicles visiting from all over the UK and Europe. It is therefore felt that an exception can be made but funding still needs to be identified if this TRO is to be advertised for the Roedean Road area.
- 3.7 The approximate cost of these works, including TRO advertising, lining and signing is £2,000 plus illuminated signage costs of £11,000 (8 x illuminated signs plus electrical connection costs).
- 3.8 This funding could be allocated from the LTP capital funds or from the revenue budget for signing and lining for 2014-15 if Environment, Transport & Sustainability Committee agree to this exception.
- 3.9 It should be noted that if displacement of coaches occurs to other locations, there is no funding identified to carry out further parking restrictions or TROs.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Double yellow lines could be considered but this would prevent any vehicle, including residents and their visitors, from parking in the whole of the Roedean area as well as cause potential displacement of all vehicles to nearby locations. The only benefit of double yellow lines is that they can be enforced by the council. However, due to the level of restriction that this would place on all vehicles, it is not recommended to proceed with this option in the residential streets.
- 4.2 A residents' parking scheme could be considered for the area. This would give priority to residents whilst allowing some paid parking along Roedean Road for visitors and users of local amenities. Coaches and HGVs would be able to park on pay & display bays providing they do not exceed the designated width but there would be no free parking and Pay & Display bays could be time-limited to prevent all day parking.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 There has been ongoing engagement, meetings and discussion with the Roedean Residents' Association, ward councillors and local residents for several years.
- 5.2 Senior officers and Councillor Pete West have met with resident representatives in recent months.

5.3 This petition has arisen as a result of a suggestion by a local resident.

6. CONCLUSION

6.1 It is recommended to proceed with a Traffic Regulation Order banning HGVs and coaches in residential roads in the Roedean area due to the increasing coach/large vehicle parking occurring here and due to the unique nature of the problem.

6.2 It is not recommended to include Roedean Road because this would prevent the regular bus services from using this. There are four sets of bus stops on Roedean Road.

6.3 Further work into a coach parking strategy is identified within LTP 4 to progress any issues arising out of the ban and to look at requirements for coaches visiting the city. However, this is a long term aim and will not resolve the Roedean area issue in the short-term.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The expected costs associated with the recommendations are provided within the main body of report. It is anticipated that the costs will be funded from existing Highways revenue budget within the Transport service.

Finance Officer Consulted: Steven Bedford

Date: 19/03/14

Legal Implications:

7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural requirements are contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given. Any person may, within 21 days of the notice, object to an order and any unresolved objections must be considered by this Committee before any order can be made. Section 1 of the 1984 Act provides that traffic orders can be made for purposes including preserving or improving the amenities of the area through which the road runs, avoiding or preventing the likelihood of danger to persons or other traffic using the road and for preventing the use of roads by vehicular traffic which is unsuitable having regard to the existing character of the road. Moreover, section 19 of the Act gives traffic authorities a specific power to ban public service vehicles from roads within their areas.

Lawyer Consulted:

Name Hilary Woodward

Date: 20/3/14

Equalities Implications:

- 7.3 There are no direct equalities implications arising from this report although enforcement of the proposed Traffic Regulation Order may make it easier for people with mobility difficulties to access their properties.

Sustainability Implications:

- 7.4 There are no direct sustainability implications arising from the report.

Any Other Significant Implications:

- 7.5 Opportunities: it is hoped that a ban on coaches using the Roedean Road area will encourage coach drivers to use the designated facility in Madeira Drive.

- 7.6 Risks: there is a risk that displacement of these vehicles may occur in other areas of the city.

Crime & Disorder Implications:

- 7.7 There are no crime and disorder implications arising from the report.

Public Health Implications:

- 7.8 There are no public health implications arising from this report.

Corporate / Citywide Implications:

- 7.9 The issue of coach parking in the city is a wider issue than the impact on the Roedean Road area, although no suitable permanent site has been identified. Coach parking is already provided in Madeira Drive at a charge of £15 for all day and is of sufficient capacity for the majority of coaches visiting the city.

SUPPORTING DOCUMENTATION

Appendices:

1. Average Daily Transactions
2. Photographs taken in Roedean Road area
3. Map of area
4. Proposed tariff structure

Documents in Members' Rooms

None

Background Documents

1. Petition at Environment, Transport & Sustainability Committee, 14 January 2014

2. Councillor Questions at Environment, Transport & Sustainability Committee 2013 and petition at Transport Committee (27 November 2012).
3. Deputation, petition and public question at Full Council, 25 October 2012