

**ENVIRONMENT, TRANSPORT
&SUSTAINABILITY COMMITTEE
MEETING**

Agenda Item 40

Brighton & Hove City Council

Subject: Area E (Preston Park Station North) Traffic Order Amendments
Date of Meeting: 7th October 2014
Report of: Executive Director Environment, Development & Housing
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Wards Affected: Withdean

1. SUMMARY AND POLICY CONTEXT:

- 1.1 This report addresses comments and objections to a draft traffic regulation order. The traffic order outlines a number of changes that were made during the implementation of the Area E parking scheme (Preston Park Station North).

2. RECOMMENDATIONS:

- 2.1 The Committee is recommended to (having taken into account of all the duly made representations and objections):

Approve the Brighton & Hove Various Controlled Parking Zones Consolidation order 2008 amendment Order No.* 201* with the following amendment;

That 6 bays (Two sections of 20m and 8m on either side of Matlock Road are changed from exclusive / shared pay & display bays into free limited waiting parking bays Monday to Friday for up to one hour with no return within one hour (Appendix C).

3. CONTEXT/ BACKGROUND INFORMATION:

- 3.1 As part of the implementation of the Area E resident parking scheme which began operation in April 2014 a number of alterations were made on site. This amendment traffic order covers all these changes which have already been made on site.

4. ANALYSIS / EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 4.1 For the majority of the proposals 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 proceed for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The Traffic Regulation Order was advertised between the 2nd June 2014 and 24th June 2014.
- 5.2 The Ward Councillors were consulted, as were the statutory consultees such as the Emergency Services.
- 5.3 Notices were also erected in the affected roads for the 2nd June 2014; these comprised of the official notice as well as a plan with information about the proposal. The notice was also published in the Argus newspaper on the 2nd June 2014. Detailed plans and the order were available to view at the Customer Service Centres at Bartholomew House and Hove Town Hall.
- 5.4 The documents were also available to view and to respond to directly on the Council's website.
- 5.5 The comments, support and objections are summarised and explained in detail in Appendix A and plans showing the new detailed design layout are in Appendix B.
- 5.6 There were 4 items of correspondence received on the proposal which were all objections as listed in Appendix A.
- 5.7 The first representation objected to the placement of the Car Club bay and the pedal cycle parking bay which they felt was inappropriate and was different to the original plans.
- 5.8 A second objector had similar issues and they were also not happy with the requirement for a pedal cycle parking bay. They believed it was implemented to satisfy the Council's cycle strategy rather than for the benefit of local residents.
- 5.9 Previously the car club bay was placed outside a business who complained about the suitability of the position. As a result, when marking and implementing the scheme the car club bay was moved slightly up the road on the other side to a location where it was not outside any specific property. To "fill the gap" left in the car club bays previous space we would usually extend the adjacent bay into this space, however this was a pedal cycle parking place. Therefore, an officer decision was made on site to also move this next to the new car club location, in order to extend the residents parking and create a new shared space (outside of the business).
- 5.10 The new location for the car club and pedal cycle spaces is not immediately outside of any property and therefore it is felt that as changes were necessary on site during implementation that the new location was the least likely place

where someone might object to having it there i.e. it was not outside someone's house or business.

- 5.11 The Local Transport Plan's package of measures are designed to deliver a number of targets, which are linked to performance related funding from central government. Brighton & Hove City Council has a target to deliver a 5% year-on-year growth in usage on existing sections of the cycle network. Providing good quality, end of trip cycle parking facilities is a core contributing factor to this target. Good quality cycle parking in carefully considered and well planned locations can de-clutter the streetscape and create a good level of cycle security.
- 5.12 Ensuring there is sufficient cycle parking provision in Brighton & Hove forms a key contribution to any cycling level increase through the provision of quality cycle parking in residential areas and at destinations such as shopping parades.
- 5.13 Characteristically Brighton & Hove has a high number of narrow pathways and streets in residential areas and the town centre. The lack of opportunities for cycle parking located on the pavement, has highlighted the need for 'on-carriageway' cycle parking provision, officially called 'pedal cycle parking places' (comprising a minimum of 5 cycle stands/capacity for 10 bicycles).
- 5.14 The third objection was regarding the issues of Withdean Road as a number of consequences have occurred due to the displacement of vehicles. This has included a number of parked cars causing visibility and congestion issues.
- 5.15 This is being considered in a separate traffic order where single yellow lines are being proposed to improve the congestion issues.
- 5.16 The final objection was from the the GMB Brighton & Hove Taxi section due to the lack of consultation by the Transport Department on a number of transport related projects.
- 5.17 As part of the TRO process the following taxi companies were consulted; Brighton & Hove City Cabs, Brighton & Hove Radio Cabs and Brighton Streamline. In response to the concerns outlined in future a representative from the GMB Brighton & Hove Taxi section will also be added to the list and sent a copy of all the traffic orders.
- 5.18 During the consultation period a number of discussions took place with residents, businesses and Ward Councillors regarding paid parking in Matlock Road. They were very keen for free parking as trade was being affected by the changes.
- 5.19 Officers do have concerns about the ability to enforce free limited waiting bays, however, the concerns about visitor parking are appreciated. The Council have also taken into consideration that this is a small retail area within a scheme that is not connected to the Central Brighton / Hove schemes – i.e there is a scheme in between Central Brighton and this parking scheme. Therefore, it is proposed

to allow a small amount of bays to be free limited waiting Monday to Friday for one hour (not return within one hour) as shown in Appendix C.

6. CONCLUSION

- 6.1 It is the recommendation of officers that these proposals proceed for the reasons outlined within the report.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial implications:

- 7.1 The cost of making the TRO has been met from within existing budgets. The removal of six bays is likely to lead to a loss of income of approximately £2k per annum.

Finance officer consulted: Jeff Coates

Date: 18/08/2014

Legal Implications:

- 7.2 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the Act") must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians.
- 7.3 As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; and any other matters that appear relevant to the Council.
- 7.4 The Council has to follow the rules on consultation set out by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.5 Where there are unresolved objections to the traffic orders, then the matter is required to return to the Transport Committee for a decision.
- 7.6 There are no human rights implications to draw to Members' attention

Lawyer consulted: Katie Matthews

Date: 14 August 2014

Equalities Implications:

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

Sustainability Implications:

- 7.4 The motorcycle bays and the pedal cycle bay will encourage more sustainable methods of transport.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

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

SUPPORTING DOCUMENTATION

Appendices

1. Appendix A – summary of representations received
2. Appendix B - Plans showing the proposals
3. Appendix C – Plans showing amended proposal.

Documents in Members' Rooms

1. None

Background Documents

1. None