

**Brighton & Hove
City Council**

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE ADDENDUM

4.00PM, TUESDAY, 24 NOVEMBER 2015

THE RONUK HALL, PORTSLADE TOWN HALL

ADDENDUM

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WRITTEN QUESTIONS**(i) Church Road, South Portslade- Rae Powers**

"As you may know, this is Road Safety Week. But this week is no different for the children and families of St Peter's School. Every day we continue to risk our lives along Church Road, competing with loaded HGVs, commuter buses and speeding cars. We are here for the third time in three years. One year ago you voted to provide a school crossing patrol, followed by a new zebra crossing. Neither promise has been delivered. How will the ETS committee and Road Safety Team be accountable to our community and fulfil commitments to improve the crossing on Church Rd?"

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 depositions from members of the public. Each deposition may be heard for a maximum of five minutes.

Depositions received:

(i) Deputation: Surrenden & Fiveways Parking- Balfour Road

A significant number of Balfour Road residents feel extremely misled by the consultation process & assert that we were asked to vote on a completely different scheme. It was not clear when we were consulted that it was possible for a separate Fiveways scheme to go ahead without the inclusion of Balfour Road and the Surrenden Road area. Knowledge of this would have changed the question many Balfour Road residents have since said they thought they were answering when they voted - from 'do you want Balfour Road to be included in a parking zone that will cover both the Fiveways and the Surrenden Road areas?' to 'If a parking zone were to be introduced that included Ditching Road and the Fiveways area but not Surrenden Road would you want Balfour Road to be included in the zone?' Since finding out that Balfour Road will be excluded from the scheme, while adjacent and nearby roads will be included, many residents who voted 'no' during the consultation have now said they will vote for Balfour Road's inclusion in the scheme when they are consulted for a second time.

In addition, many residents who did not vote at all during the first consultation have now explained that they had assumed the introduction of a zone was an already decided 'given' and that Balfour would automatically be included. Others have said they had voted no, but would have liked to vote 'yes' to the introduction of a 'light touch' scheme. We propose that Balfour Road is included in the new zone from April 1st 2016. Our main reasons are:

- Even further displacement from Zone J and the new zone. We are currently experiencing displacement from residents & businesses who won't pay for a permit, commuters, business vehicles and campervans/ caravans. Vehicles are being left for weeks and months at a time.
- Safety. Balfour Road has two schools on the road & photographic evidence shows dangerous parking on the corners of Bates Road, Loder Road, Herbert Road and Gordon Road. The road above Balfour Primary School already has dangerous parking with vehicles parked on the pavement all the way up to the junction of Balfour Road and Ditchling Road. This will get worse, as more displaced vehicles will use the road for long term parking decreasing parking spaces for parents to drop off their children.
- Cost. We are aware that Balfour Road will be re-consulted in the spring. We are proposing to do it now so that we can join the scheme with the other roads, and save a cost to the council. Residents have said they will carry out the consultation themselves. It is inevitable that Balfour Road will be getting a scheme at some point, and residents do not want a year of further misery waiting for it to come into place.

- We feel 'Balfour Road' is a 'natural edge' to the scheme that has already been agreed especially given that Osbourne Road is connected to Balfour Road via Balfour Passage that allows easy pedestrian access between the two roads.

Deputation by:

Gordon MacDonald (lead spokesperson)

Natasha Paling

Katharine Butcher

Matt Richardson

Aldona Wheeler

Roger Whitaker

Jane Kemp

Lorraine Edridge

SUPPORTING DOCUMENTATION



Trade Van poorly parked on the corner of Balfour Road and Herbert Road.



Long term parking of vehicles – this has been parked for about a month without moving opposite 2 Balfour Road.



The safety of school children is compromised as the corners of streets get parked up with vehicles. This makes it dangerous for children to cross and difficult for parents with buggies to negotiate.





Views looking up towards Varndean School in Balfour Road. Many parents park on the pavement leaving very little space for pedestrians from the 4 surrounding schools to walk on. This also makes it difficult for traffic to get up or down Balfour Road. This will get worse with further displacement.



Subject:	Pedal Cycle Parking Places – Phase 1 (TRO Objections)		
Date of Meeting:	24 November 2015		
Report of:	Acting Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Abby Hone	Tel: 29-0390
	Email:	abby.hone@brighton-hov.gov.uk	
Ward(s) affected:	Goldsmid, Queen’s Park, Rottingdean Coastal, Westbourne, Wish		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 7, Access to Information Rule 5 and Section 100B (4) of the Local Government Act as amended (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were to allow incorporation of any responses received during the final 48 hours of the Traffic Regulation Order consultation ending 13 November 2015.

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to consider comments and objections received in relation to two proposed Traffic Regulation Orders (TRO). The first Traffic Regulation Order authorises the installation of Pedal Cycle Parking Places in:
 - Arundel Place
 - Egremont Place
 - Hove Park Villas
 - Richardson Road
 - Ruskin Road
- 1.2 Plans are provided within Appendix A.
- 1.3 The second TRO proposes an amendment to the existing one way order for Arundel Place (and Eastern Place adjacent to this) to allow two-way cycling as has been successfully implemented on similar streets elsewhere in the city in recent years.
- 1.4 The council is committed to creating a more sustainable city and improving cycle facilities is seen as one of the measures to help achieve this aim. The council has allocated a proportion of its capital spending programme to meet the ongoing demand for cycle parking.

- 1.5 The locations for which approval is sought were shortlisted following an assessment against the following criteria:
- Requests from residents and businesses
 - Evident demand for cycle parking in the areas concerned
 - The practicality of installing cycle parking
- 1.6 Two-way (contra-flow) cycling in one way streets helps to make streets more 'permeable' for cyclists and discourages contraventions such as cycling on the pavement. Two-way cycling has therefore been successfully implemented at a number of locations in the city where it is safe to do so, notably the North Laine area in 2012. Introducing one way order amendments (where they are appropriate) at the same time as other works allows for an efficient use of council resources in terms of officer time and savings associated with the advertisement of Traffic Regulation Orders.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, Committee Members approve as advertised the following orders;

Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (ref: TRO-23a-2015)

Brighton & Hove (Various Roads) (One Way) Traffic Order 2012 Amendment Order No. * 201* (ref: TRO-23b-2015)

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Cycle parking provision in Brighton & Hove forms a key contribution to improving conditions for cycling and increasing the number of people travelling this way. Good quality cycle parking in carefully considered locations can also de-clutter the streetscape and help to reduce cycle related crime.
- 3.2 The Council is committed to improving cycle parking facilities .This was reflected in the Local Transport Plan 2006/7-2010/11(LTP) which committed to providing at least 160 spaces for cycles per annum. This has continued with LTP budget committed to cycle parking on an annual basis.
- 3.3 In addition, in 2015-16 LTP funding has been allocated to support sustainable travel promotional measures in the Local Sustainable Transport Fund area (to the east of Valley Gardens encompassing the Kemptown, Hanover, Elm Grove and Queen's Park areas). This funding has also been allocated to improving cycle parking in this area. One of the current proposed sites (Egremont Place) will be funded this way whilst a further seven sites will be presented to Committee Members to consider in January 2016 following the conclusion of the TRO process.
- 3.4 A lack of highway space is common across the city and finding room to provide non-obstructive cycle stands on the footway is limited. The lack of opportunities

for cycle parking located on the pavement has highlighted the requirement for alternative solutions for cycle parking provision.

- 3.5 On-carriageway cycle parking, or Pedal Cycle Parking Places, comprise of a minimum of 5 cycle stands with the capacity to hold at least 10 bicycles at any one time. They follow a standard design so they can be recognised across the city.
- 3.6 Since the installation of the first Pedal Cycle Parking Place in 2008, spaces for over 600 cycles at 61 different locations across the city have been provided. The majority of these cycle parking facilities have been heavily used or full to capacity within a short period of installation.
- 3.7 Regular requests from residents across the city and the use of newly installed cycle facilities demonstrates a continued and strong demand for further cycle parking facilities.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Where appropriate cycle parking on the footway is considered before on road cycle parking is proposed. In these cases there is no available width for cycle parking provision on the footway.
- 4.2 Officers assess the most appropriate location for cycle parking which would be convenient for users (and therefore well used) and suitable for installation without causing highway obstructions.
- 4.3 All sites have been reviewed by the council's road safety officer who is an accredited Road Safety Auditor and independent of the project team.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Letters were sent to residents and traders in the vicinity of each site during August and September 2015 informing them of the cycle parking proposals. Ward Members were also informed by email. Comments were invited within 21 days of receipt of the letter. In the case of Richardson Road, officers also attended a meeting with local businesses.
- 5.2 Table 1 indicates the number of responses received either supporting or opposing the proposals in each location. It also indicates whether the design was subsequently amended prior to the Traffic Regulation Order being advertised.
- 5.3 The apparently low response rate is to be expected for a scheme of this nature and reflects the scale of the proposals. It is also reasonable to expect that those content with the proposals would be less likely to reply to the consultation.
- 5.4 Objections centred on the loss of parking which officers have sought to address. Two representations were made against the Egremont Place proposal on road safety grounds; however, as detailed above, the proposals have been independently assessed by the council's road safety officer.

Table 1: Summary of Initial Consultation

Location	Addresses Informed	Support	Objections	Enquiries	Amendments to Proposal
Arundel Place	12	1	0	0	N/A
Egremont Place	23	1	2	0	N/A
Hove Park Villas	33	1	0	2	N/A
Richardson Road	71	2	5 (4 of which residents)	2	To avoid a reduction of free 2 hour parking, the proposed cycle parking was relocated south of the shops. The proposals were reissued prior to the TRO advertisement and no objections were received from traders on Richardson Road.
Ruskin Road	75	2	3 (2 withdrawn following revisions)	0	An alternative location was identified meaning that no more than one car parking space would be lost. This has in turn been compensated by the recent removal of a redundant disabled bay. NB: Initial information letters were sent out prior to the removal of the disabled bay and following confirmation of this and the revised plans, two objections were withdrawn.

- 5.5 Following the informal consultation, the Traffic Regulation Orders were advertised on Friday 23 October 2015 for a period of 21 days. The consultation period ended on Friday 13 November 2015. The Traffic Regulation Orders received 4 objections. The reasons for objections are included in Table 2 along with the officer comments.

Table 2: Summary of TRO Responses

Location	Objections	Officer Response
Arundel Place (cycle parking)	No objections	
Arundel Place/ Eastern Place (two-way cycling)	No objections	
Egremont Place (1 objection)	There is no clear need for a cycle parking bay	A survey indicated that 10 bicycles were chained to railings and items of street furniture.
	Within the boundary of Queen's Park would appear a much safer and more logical site	Evident demand and the number of properties that would be served suggest that the cycle parking would be of most benefit to the south on Egremont Place.
	There are safety concerns with the current layout and these would be worsened	One factor in selecting the proposed location was that it would result in no loss of car parking. However, reducing existing double yellow lines can only be considered where it is safe and practical to do so. In this instance, bus turning movements have been considered and as with all proposals (see paragraph 4.3) the proposals have been assessed by the council's road safety officer who is a qualified road safety auditor.
	Buses waiting at the top of Egremont Place inconvenience residents through a loss of privacy, noise, vibration and pollution. By reducing carriageway space, the cycle parking will make this situation worse.	There is no reason to expect that the number of vehicles waiting in this location will increase.
Hove Park Villas	No objections	
Richardson Road (3 objections)	Loss of permit holders car parking/ residents are unable to park because of visitors parking (raised by 3 objectors)	Following the initial consultation, it was decided to amend the proposals to retain all existing 2 hour free parking. There is currently no waiting list for permits in this area and evening (9pm) surveys have indicated spare capacity.
	Residents have not requested cycle parking (raised by 1 objector)	Sites are shortlisted against the criteria outlined in paragraph 1.5 above. This includes evident and potential demand as well as the number of outstanding requests for cycle parking. In this case, the requests come from addresses in Richardson Road.
	Richardson Road can be blocked by cars double parking which also poses a	Officers have visited at a range of times, including Saturday morning to assess the situation. Whilst 'double parking' and loading was witnessed, so were vacant parking spaces elsewhere in the street,

	road safety risk, particularly for children and elderly people (raised by 2 objectors)	<p>suggesting that the situation would not necessarily be exacerbated by the proposals. The proposed cycle parking was relocated to the south of the street away from shops following the initial consultation and concerns raised.</p> <p>As outlined in paragraph 4.3, all proposals have been reviewed by the council's road safety officer who is an accredited road safety auditor and independent of the project in all other respects. No issues were raised.</p>
	The existing cycle parking is suitable and not well used. People will not use the proposed cycle parking (raised by 2 objectors)	<p>The vast majority of similar cycle parking facilities in the city are very well used and sites are assessed carefully to ensure that the available budget is prioritised appropriately.</p> <p>The existing stands have been reported as creating an obstruction. Stands on the footway positioned parallel to the kerb in the current manner are no longer favoured owing to the obstruction and hazard they can pose to footway users, particularly those with visual impairments.</p> <p>A weekday daytime survey recorded 7 bicycles parked in the street.</p>
Ruskin Road	No objections	

6. CONCLUSION

- 6.1 Having taken into account the residents' consultation and feedback and providing viable alternative solutions/proposals as detailed above, officers recommend the Traffic Regulation Orders be approved as advertised and the Pedal Cycle Parking Places implemented as planned.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The capital costs associated to the recommendations in the report will be funded from the Local Transport Plan (LTP) capital programme. The LTP budget allocated for cycle parking and facilities is £0.020m as approved at Policy and Resources Committee.
- 7.2 It is estimated that the loss in annual parking income as a result of the recommendations would be immaterial and therefore not require any amendments to current budgeted assumptions. The forecasted revenue implications are summarised as follows:
- Arundel Place: The loss of one permit holders' space is not expected to have revenue implications as occupancy studies indicate spare capacity.
 - Egremont Place: No implications as cycle parking located on double yellow lines.
 - Hove Park Villas: Possible maximum loss of £448.94 per annum. However, this is based on permit holders not occupying the shared permit

holders and pay and display area. In addition, occupancy surveys indicate spare capacity in shared permit holders and pay and display bays on adjacent streets. As a result, it is possible that there will be no drop in income.

- Richardson Road: Unless residents' choose not to renew a parking permit, there will be no drop in income. A loss of two permits would however result in a reduction in income of £190. It is considered unlikely that this will occur owing to spare capacity on streets in close proximity.

Finance Officer Consulted: Steven Bedford

Date: 23/10/15

Legal Implications:

- 7.3 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for advertising a proposed TRO is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of orders to be given and allow any person to object to the making of an order. Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before it can be made.

It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: Hilary Woodward

Date: 27/10/15

Equalities Implications:

- 7.4 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.

Sustainability Implications:

- 7.5 The measures outlined in this report will promote and encourage greater use of sustainable transport and, in particular, overcome current barriers to cycling. The scheme will also seek to enhance health by encouraging active travel amongst local people.

Crime & Disorder Implications:

- 1.1 The installation of specifically designed cycle stands will allow users to secure their bicycles in the recommended fashion by locking both the wheels and the frame of the bicycle. Bicycles secured to Sheffield stands (the stands widely used in the city and proposed in this instance) in this way are less vulnerable to theft than they are when secured to items of street furniture not designed for this purpose. As such, the proposals will have beneficial crime and disorder implications.

Risk and Opportunity Management Implications:

- 1.2 Various sites have been identified and assessed on a case by case basis. Those sites shortlisted for initial consultation were considered both practical for cycle parking to be implemented and for this to be done without significant adverse impacts, for example in terms of a loss of car parking capacity. The risk of cycle parking not being well used is minimised by locations having been carefully assessed against the range of criteria outlined in Section 1 of this report and based on the experience of similar locations elsewhere in the city.

Public Health Implications:

- 1.3 In providing cycle parking facilities, the proposal improves the attractiveness and convenience of cycling. It is therefore an important part in encouraging higher levels of cycling which in turn has positive public health implications.

Corporate / Citywide Implications:

- 1.4 The proposals detailed within this report are consistent with the Council's priorities outlined within the Corporate Plan 2015-2019. Specifically, the proposals will support local businesses by providing opportunities for additional customers to arrive by bicycle. They will also support efforts to improve the health and well-being of the city's residents and improving the sustainability of its transport infrastructure.

SUPPORTING DOCUMENTATION

Appendices:

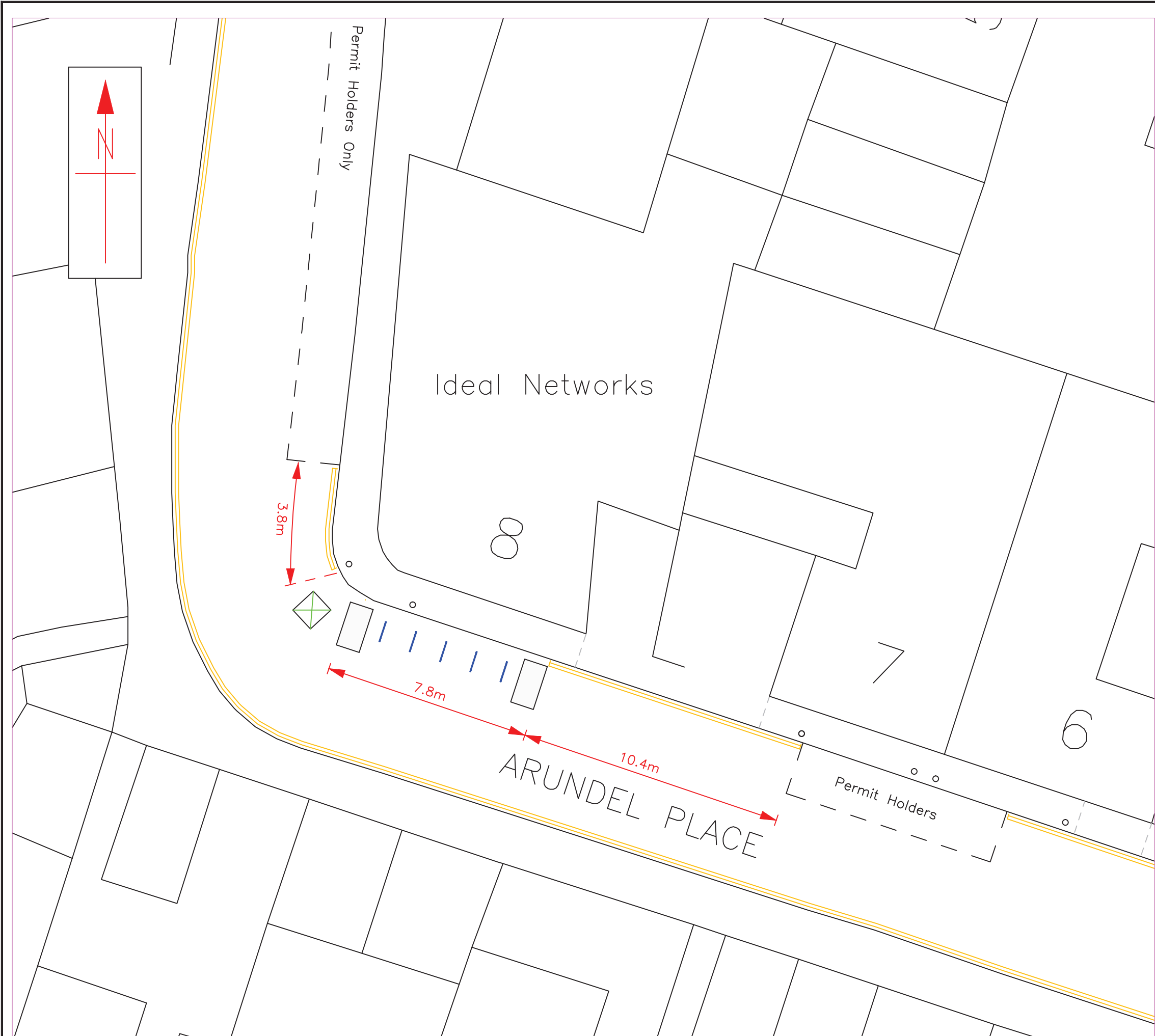
1. Appendix 1 Cycle Parking Plans

Documents in Members' Rooms

1. None

Background Documents

1. None



KEY

- Footway Build-out
- Cycle Stand

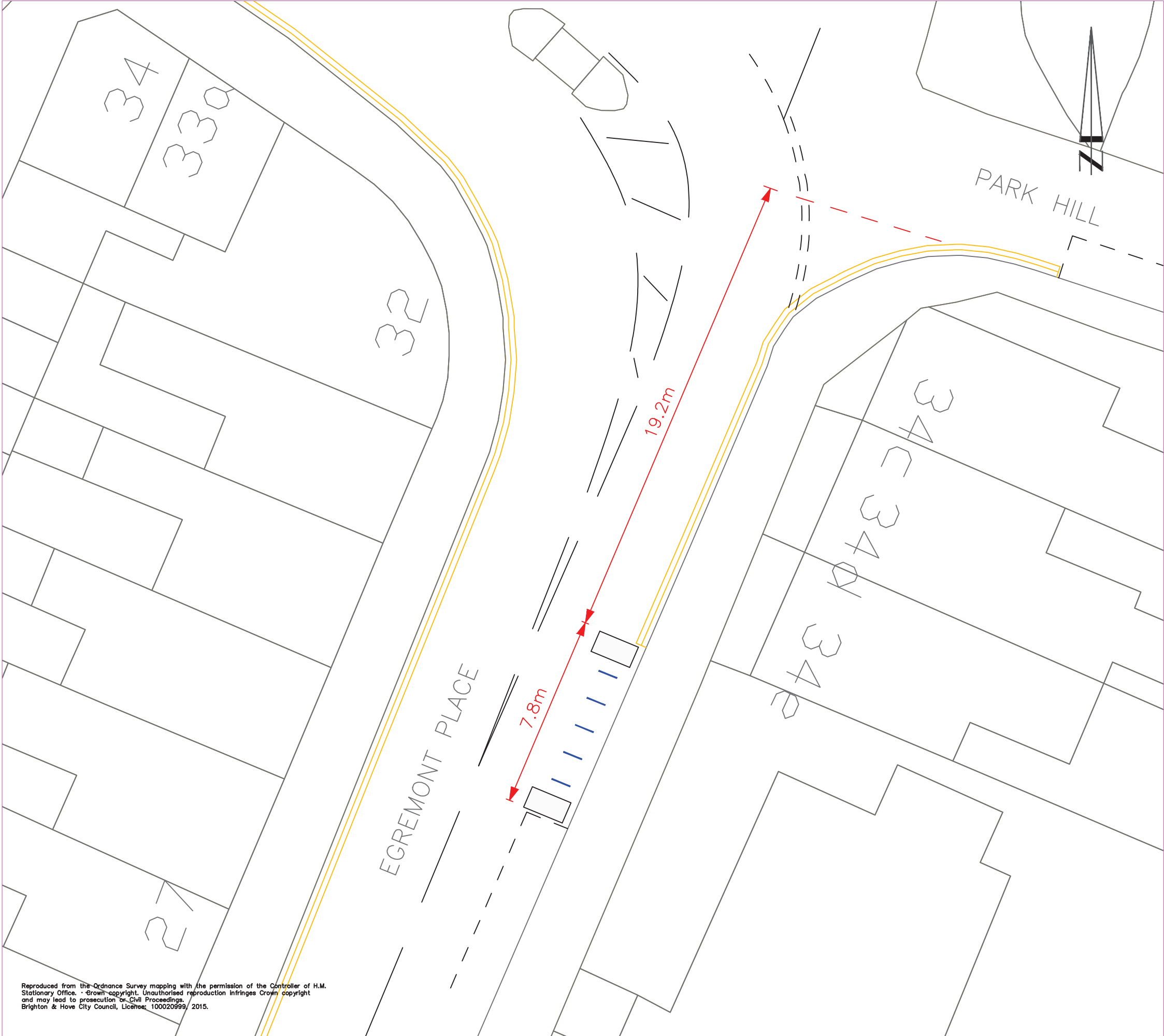
Rev	Revision details
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	Signed	Date
Drawn:	R.Sharma	July 2015
Surveyed:	R.Sharma	July 2015
Checked:	CHECKED	DATE
Approved:	APPROVED	DATE
File/Acad ref:	S:\	



Project Name
ON STREET CYCLE PARKING Arundel Place, Brighton
Drawing Title
Proposed Arrangement

Drawing No AP.2dwg	Scale NTS	Rev REV
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NOTES

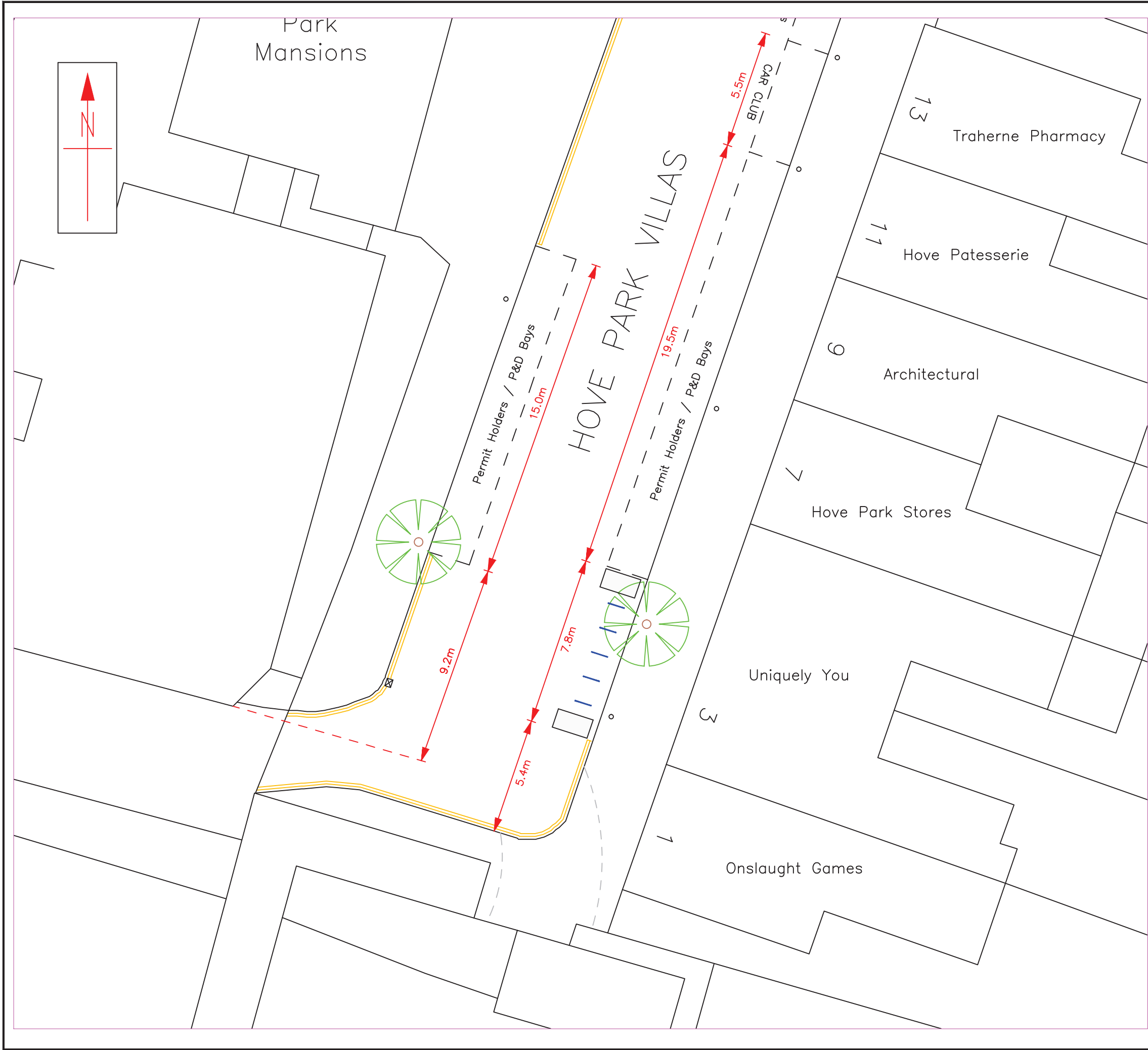
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Drawn:	P. Osborne	September 2015
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Project Name
ON STREET CYCLE PARKING Egremont Place, Brighton
Drawing Title
Proposed Arrangement

Drawing No EP02	Scale NTS	Rev
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KEY

- Footway Build-out
- Cycle Stand

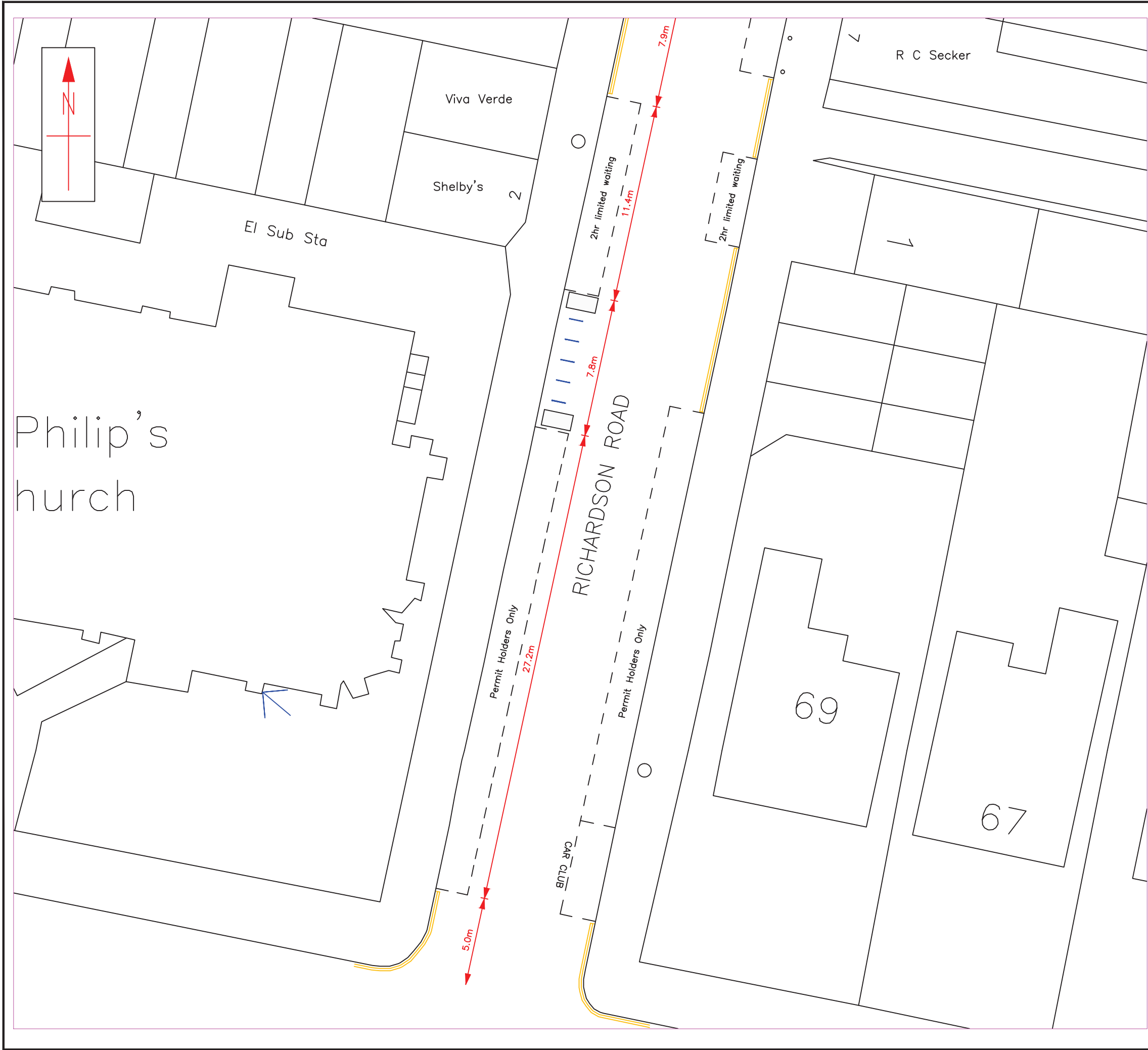
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Project Name
ON STREET CYCLE PARKING Hove Park Villas
Drawing Title
Proposed Arrangement

Drawing No HPV.2dwg	Scale NTS	Rev REV
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KEY

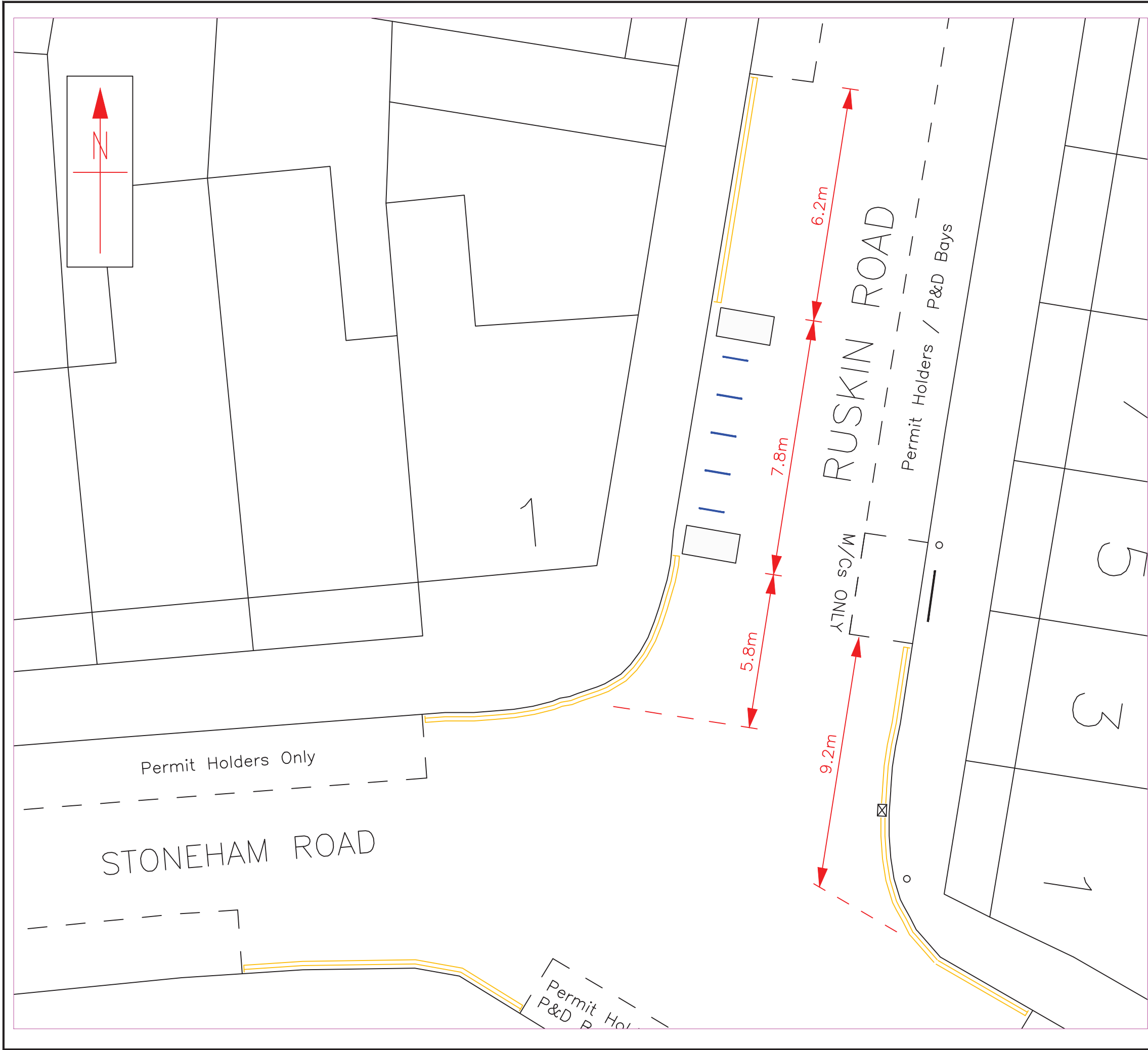
- Footway Build-out
- Cycle Stand

Rev	Revision details
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Drawn:	P. Osborne	September 2015
Surveyed:	R.Sharma	July 2015
Checked:	CHECKED	DATE
Approved:	APPROVED	DATE
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Project Name		
ON STREET CYCLE PARKING Richardson Road, Hove		
Drawing Title		
Proposed Arrangement		
Drawing No RR.2d dwg	Scale NTS	Rev REV



KEY

-  Footway Build-out
-  Cycle Stand

Rev	Revision details
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	Signed	Date
Drawn:	P. Osborne	September 2015
Surveyed:	R.Sharma	July 2015
Checked:		
Approved:		
File/Acad ref:	S:\	



Brighton & Hove
City Council

Project Name
ON STREET CYCLE PARKING Ruskin Road, Brighton
Drawing Title
Proposed Arrangement Option 2

Drawing No RR.3dwg	Scale NTS	Rev REV
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