

Subject:	Pedal Cycle Parking Places – Lansdowne Place and Whitecross Street		
Date of Meeting:	27 November 2012		
Report of:	Strategic Director Place		
Contact Officer:	Name:	Tracy Beverley	Tel: 29-3813
	E-mail:	Tracy.beverley@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Brunswick & Adelaide; St Peter's & North Laine		

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

- 1.1 The purpose of this report is to consider comments and objections received in relation to proposed Traffic Regulation Orders. The Traffic Regulation Orders authorise the installation of Pedal Cycle Parking Places on Lansdowne Place and Whitecross Street.
- 1.2 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 allocates a proportion of its capital spending programme to meet the ongoing demand for cycle parking.
- 1.3 Since the installation of the first Pedal Cycle Parking Place in 2008, on-carriageway space for over 380 cycles at 38 different locations across the city have been provided. The majority of these cycle parking facilities have been heavily used or full to capacity within the first 3 months of installation.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Transport Committee approves as advertised the following orders;
 - (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (Pedal Cycle Parking Places) TRO-5b-2011
 - (b) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (Pedal Cycle Parking Places) TRO-5c-2011

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Cycle parking provision in Brighton & Hove forms a key contribution to any cycling level increase through the provision of quality cycle parking at key locations. 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's commitment to improving cycle parking facilities 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 commitment has continued with LTP budget committed to cycle parking on an annual basis.
- 3.3 As with many city centre locations lack of highway space is common 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.
- 3.4 During Brighton & Hove's Cycling Town Status 2005/6 -2010/11 Brighton developed the concept of 'on-carriageway' cycle parking provision, officially called 'Pedal Cycle Parking Places' (PCPP's).
- 3.5 PCPP's comprise of a minimum of 5 cycle stands with the capacity to hold at least 10 bicycles at any one time. The PCPP's follow a standard design so they can be recognised across the city and contribute to a consistent, quality streetscape.
- 3.6 Since the installation of the first Pedal Cycle Parking Place in 2008, spaces for over 380 cycles at 38 different locations across the city have been provided. The majority of these cycle parking facilities have been heavily used or full to capacity within the first 3 months of installation.
- 3.7 Regular requests from residents and the use of newly installed cycle facilities demonstrates a continued and strong demand for increased cycle parking facilities.

4. CONSULTATION

- 4.1 As part of the 2010/11 PCPP programme plans to implement cycle parking at the following locations were developed.
 - Lansdowne Place
 - Church Street
 - Palmeria Square East
 - Palmeria Square West
 - Temple Street
 - Whitecross Street
- 4.2 In September 2011 officers wrote to ward members and local residents explaining the proposals to provide cycle parking facilities near their properties. A total of 234 letters were sent to properties in the Lansdowne Road area and

84 letters were sent to properties in the Whitecross Street area. Additionally, all PCPP proposals were included on the council's transport webpage.

- 4.3 Following this consultation officers were not able to resolve the issues raised by residents of Whitecross Street or Lansdowne Road and as a result the subsequent TRO was objected to.
- 4.4 Two objections for the Lansdowne Place proposals were received and one objection for the Whitecross Street PCPP proposals
- 4.5 The proposed Traffic Regulation Orders (TROs) were advertised on 21st October 2011 with the closing date for comments and objections on 11th November 2011.
- 4.6 Detailed plans and the draft Traffic Regulation Orders were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee Library, and Hove Central Library. A plan detailing the proposals is shown on Appendix A and B.
- 4.7 The documents were also available to view and to respond to directly on the Council website.

Lansdowne Place

- 4.8 The two objections received for Lansdowne Place were both concerned with the loss of parking in the street.
- 4.9 The council looks to minimise the impact of PCPPs on vehicle parking bays, however, in some cases it is inevitable that parking is lost in order to balance the needs of other residents. In this case the proposals will reduce available car parking space by approximately one bay the equivalent of £2000 per annum and provide cycle parking for up to ten cycles at any one time. The area was selected for cycle parking due to reports and observations of bikes being 'fly-parked'. There is a high level of fly-parking due to the high number of shared dwellings and lack of space for off-street cycle parking. Fly-parking contributes negatively to the urban realm and can often obstruct footways, reducing accessibility. The advertised proposal is the most suitable solution to providing cycle parking facilities in the area. In streets such as Lansdowne Place historic railings are often used to attach bicycles which can result in the railings being damaged for a bicycle to be stolen.

Whitecross Street

- 4.10 There was one objection concerned the antisocial issues associated with cycle stands.
- 4.11 The council have not received reports of PCPPs or other cycle parking facilities, attracting antisocial behaviour. The PCSO responsible for The North Laine area including Whitecross Street confirmed there has been no increase in reported or observed antisocial behaviour as a result of other cycle parking locations in area. However officers are aware that not creating decent cycle parking provision in the city increases the likelihood of cycle theft and other associated issues. Should antisocial issues become a problem as a result of

the PCPP then officers will work with the Police and Community Support Officers to reduce any negative impact.

Conclusions

- 4.12 The recommendation is that both Traffic Regulation Orders are approved due to the reasons outlined within the relevant background. And continued support for the implementation of PCPP's is granted.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Capital: £12,000 has been set aside from the LTP capital budget for 2012-13 to fund the pedal cycle parking places. The estimated cost of the PCPP's is between £3,000 and £4,000 per site.
- 5.2 Revenue: Approximately £2,000 per annum is currently received from the parking bay which is due to be removed.

5.3 *Finance Officer Consulted: Karen Brookshaw* *Date: 31/10/12*

Legal Implications:

- 5.4 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.
- 5.5 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: 23/10/2012*

Equalities Implications:

- 5.6 The proposed measures will be of benefit to many and will particular make footways more accessible as the new facilities should reduce street clutter.

Sustainability Implications:

- 5.7 Improving cycle facilities will provide residents and visitors with secure cycle parking which will help encourage more sustainable methods of transport. Cycling is regarded as one of the most sustainable forms of transport as it produces zero emissions and also improves public health through increased physical activity.

Crime & Disorder Implications:

- 5.8 The proposed amendments will create more secure cycle parking which will assist with the reduction of cycle theft across the city.

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

- 5.10 None identified directly in relation to this report

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The alternative option for the proposals 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 this report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The proposals are in line with Recommendation 7 of a cross-party Street Access Issues Scrutiny Panel in March 2010 which stated 'Bicycles secured to inappropriate street furniture present a challenge to many people moving around the city. Investment in more on-street cycle storage should be prioritised.'
- 7.2 Cycle fly-parking continues to be an issue in these two areas and following request from residents the proposals in these two locations present a viable cycle parking solution.

SUPPORTING DOCUMENTATION

Appendix

1. Proposed arrangements

Documents In Members' Rooms

1. Objections / representations.

Background Documents

1. Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (Pedal Cycle Parking Places) TRO-5b-2011
2. Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (Pedal Cycle Parking Places) TRO-5c-2011

