

Subject:	Pedal Cycle Parking Places – Scotland Street TRO objections		
Date of Meeting:	20th January 2015		
Report of:	Executive Director – Environment, Development & Housing		
Contact Officer:	Name:	Tracy Beverley	Tel: 29-3813
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Ward(s) affected:	Hanover & Elm Grove		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT 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 Scotland Street, Hanover. The plan can be seen in Appendix 1.
- 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 500 cycles at 49 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 Cabinet Member approves as advertised the following orders;

TRO-31b-2014 Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201*

3. CONTEXT/ BACKGROUND INFORMATION

- 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 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 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's Cycle Town Status 2004/5-2010/11 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 follows 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 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 residents request and the utilisation 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 plans for on road cycle parking is considered. In this case there is no available width for cycle parking provision on the footway.
- 4.2 Officers looked at the best and most appropriate location for cycle parking which would be suitable for use without causing highway obstructions.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 An independent resident survey was carried out in 2014 on Scotland Street with a 50% response rate. The survey showed that car ownership levels per household are just under 50% whereas bike ownership is 65%. When asked if residents would be 'O.K' with loosing car parking space for bike parking 23 out of 29 households said yes. The independent survey results are attached in Appendix 2.
- 5.2 On the 27th August 2014 an information letter was sent to residents of Scotland Street. This letter included a description of our proposal and an invitation for residents to contact us with their comments. We received two support letters and three objections.
- 5.3 Following this informal consultation the Traffic Regulation Order was advertised on Friday 7th November 2014 for a period of 21 days. The consultation period

ended on Friday 28th November 2014. The TRO received two objections. The reasons for objections are included in the table below along with officers comments.

Objections received	Officers comments
Loss of parking	The proposal will result in a loss of 7.8m of car parking space which is just over 1 car parking space. This will provide spaces for up to 10 bikes.
Objectors consider more people drive than use a bike	Pedal Cycle Parking is designed to encourage and promote sustainable transport as part of a balanced transport system.
Use is not mandatory and therefore bikes parked on street furniture will continue to block the pavements	Use of cycle parking is not mandatory but we know that correctly placed cycle parking is very well used.
The facility will not be used	We have no reason to believe this is the case. Other similar facilities in Hanover are well used.
The Cycle Parking facility will block the entrance to the road	The cycle parking facility will not extend into the road any more than a parked car, additionally engineers have assessed the site and do not have any concerns with the available road width.

6. CONCLUSION

- 6.1 Having taken into account the residents consultation and feedback we believe the TRO should be approved as advertised and the PCPP implemented as planned

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The capital costs associated with the recommendations on the report will be funded from the Local Transport Plan (LTP) capital programme. The LTP budget allocation for cycle parking in the 2014-15 financial year is £0.021m as approved at Policy and Resources Committee. There are no direct financial implications due to loss of parking as there are no designated Pay and Display or Resident Permit spaces. There may be future implications should a Controlled Parking Zone be implemented.

Finance Officer Consulted: Steven Bedford

Date: 18/12/14

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.
- 7.3 The Council is under a legal duty as a public authority to consider the human rights implications of its actions.
- 7.4 Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

Lawyer Consulted: Katie Matthews

Date: 18 December 2014

Equalities Implications:

- 7.5 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:

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

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix 1 Scotland Street Pedal Cycle Parking Plan
2. Appendix 2 Independent Residents Survey

Documents in Members' Rooms

1. None

Background Documents

1. None