



**Brighton & Hove
City Council**

ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE ADDENDUM

4.00PM, TUESDAY, 26 JUNE 2018

COUNCIL CHAMBER, HOVE TOWN HALL

ADDENDUM

ITEM	Page
5 PUBLIC INVOLVEMENT	5 - 10

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 deputations from members of the public. Each deputation may be heard for a maximum of five minutes.

Deputations received:

(ii) Deputation: Street Bollards to Reduce Anti-Social Parking on George Street, Hove

The Deputation today is on behalf of businesses, residents, shoppers and those who enjoy the cafes and bars of George St Hove. As you may know Councillor Wealls and I have been working with the traders there to support one of Hove's primary shopping streets. Today we would like to address two separate areas of concern and to ask for the Committee's support in dealing with the issues we bring to you. This deputation addresses one of them; bollards and street furniture in the street. You will have received by e-mail and also see in front of a report on this issue, which has been prepared by the traders themselves. The case it makes is compelling, and I will briefly summarise them for you today.

Firstly, whilst Cllr Wealls and I have pooled our ward budgets to allocate £1,700 to additional street furniture (specifically bollards), this is unlikely sufficient to do a professional job in enhancing the street scene and preventing anti-social and obstructive parking. The report you have shows proposed locations of extra bollards, movement of existing street furniture and added street furniture, benches and flower troughs to use in a 'preventive manner' to achieve these aims.

A serious well thought out plan will reduce the vast majority of incidents that plague George Street and the chaos that inconsiderate drivers are causing. These measures could reduce such incidents by up to 85% to 95% of offences normally considered 'Operation Crackdown' contenders, (ie inappropriately, inconsiderately parked vehicles causing danger and annoyance to all street users) while at the same time keeping pedestrians safe when in George Street.

Although the installation of these objects is needed very quickly, and it would be good to recycle or reuse such objects that the council may have in storage at the depot, it would be good if some form of uniformity could be employed too.

George Street has different sizes and looks of the existing bollards and street furniture, which does not look attractive. Indeed it makes the street look makeshift, an afterthought and very untidy to people who work in the street and to visitors. It is suggested that this is rather like the 'Broken Windows' theory, where a down at heel look and feel encourages more anti-social behaviour and discourages visitors.

In planning for the future it would be great to look at designs, and designs with

consistency, that will suit a 'new look' George Street for the future, a community high street for the 21st century, rather than looking like a forgotten second rate high street.

Please can the committee request that officers work with councillors and local traders to implement an improved street scene incorporating the suggestions in the report you have. Where possible can the Committee request that funding is identified to support the project? Please also note that traders have offered to maintain any flower baskets and troughs in the street, thereby reducing revenue costs to zero.

Signed by:

Councillor Moonan (Lead Spokesperson)

Councillor Wealls

Lee Saunders

David Ishola

Leah O'Faolain

James Oliver

Emma Dalton

(iii) Deputation: Ban on Juggernauts in George Street

This deputation concerns a request to ban juggernauts from George St, via imposition of a weight limit/restriction on vehicle access. The report you have in front of you comprises of representations of businesses, residents and customers of businesses in George St, who are tired of the damage, pollution, congestion and danger these huge vehicles bring to such a narrow street.

Officers will be able to confirm to you that remedial surfacing work has had to be undertaken in the street as a result of the damage caused by extremely heavy vehicles, which are totally unsuitable for such a narrow street.

One resident and business owner says;

‘As a resident who actually lives above my shop I can honestly say that the two concerns I have with these unnecessary juggernauts are the noise and the damage cause to the road surface. I just don’t understand why these giant vehicles are allowed in such a small road, with cars already parked either side of the street in parking bays and they squeeze through barely with any space at all. These juggernauts would serve the street better by using the main roads to reach George Street, but once here use the existing loading bays that are at the top in Blatchington Road and at the bottom in Church Road.’

The juggernauts are clearly a particular danger to pedestrians, other vehicles and cause traffic queues backing up to adjoining streets, as they sometimes just stop, block the street, and then make their deliveries. The report highlights the inconvenience and the danger much better than any words can in a deputation.

As we’ve said, there are loading bays at both ends of George St, both on Blatchington Road and Church Road. Many businesses who do not welcome juggernauts take their deliveries from these loading bays, and the drivers wheel their goods to their premises on trolleys. This is entirely feasible for all businesses. Alternatively, many choose to receive deliveries by smaller vans which are more suited to the narrow access to George St.

Please can the Committee request officers to deliver an appropriate weight restriction on vehicles accessing George Street, very similar to the weight restriction in place in Rottingdean High Street, but with the bespoke difference of NO access even for deliveries, given the accessibility of George Street to loading bays positioned at the top and bottom of the street. Rottingdean High Street has no such facility.

The implementation of this ban to HGVs in George Street would radically reduce the risk of damage to the street surface, massively reduce the pollution levels, reduce the risk to property and to make it safer for people. Please ban the juggernauts.

Signed by:

Councillor Wealls (Lead Spokesperson)

Councillor Moonan

Mark Beard

Bob Iran

Cheryl Day

Fiona Deans

Abid Hussain

(iv) **Deputation:** Wish Park Surgery objecting to TRO-09-2018

*The PPG fully supports the proposed banning in **TRO-9a-2018** of on-pavement parking on Portland Road and urge that this be extended to include the pavement on School Road outside of Friese Green House. This practice is a safety hazard for patients, their carers and also the customers of Kamsons Pharmacy. (see Fig 2)*

*We are formally objecting to the proposed amendments in **TRO-9b-20018** to the on-street parking restrictions in Zone R for the six (6) Parking Bays on the north side of Portland Road east of the Bus Stop and in front of the Surgery and Kamsons Pharmacy.*

The proposed allocation of these bays fails to take into account the access needs of two important categories of patients:

1. Disabled who require short-term parking with a Blue Badge as close to the surgery as possible.
2. Temporarily disabled, frail, ill and elderly, going to the surgery for URGENT medical appointments and who need to be escorted in to and out of the surgery. Such appointments can last up to an hour including waiting time.

The proposed parking arrangements: to restricted from west to east to:

- 2 Bays remain as Taxis Only (manned, on call only).
Issue: *little proper use during surgery hours (See Figs 1, 2, 3)*
- 2 Bays - Loading-Unloading by commercial vehicles only,
Issue: *not available to Blue Badge holders or patients being escorted in and out of the surgery.*
- 2 Bay - Metered up to 4 hour P&D parking
Issues: a. only two bays; b. available to all road users, and close to light touch Zone W, so there is a serious risk that Blue Badge Holders and escorts will be unable to use them; c. access to pavement is also seriously obstructed by 9 Recycling Bins and Barrier (Fig 4)

We propose instead of TRO9b that:

- 2 Taxi Only Bays be replaced by 2 Pick-up/Drop off Bays but must allow use by Blue Badge holders and Ambulances
- 4 remaining Bays be re-designated as Maximum Two hour - No return within 1 Hour (and so also Blue Badge useable).

Signed by:

Mr G Arlidge
Dr E Clay (Lead Spokesperson)
Mrs S New
Mrs M Sailani
Mr M McCaig
Mr D Selo
Mr R Spong

Background:

Presently Wish Park GP has over 7300 patients and every weekday between 8.30 am and 6pm there are some 150 appointments in surgery plus patients coming to make appointments in person, collect prescriptions and test results.

Prior to the redevelopment of Freise Green House (formerly Gala Bingo Hall) there was a Bus Stop (still essential), 2 Taxi Only Bays and 4 P&D/Zone R bays directly outside what has become a surgery and pharmacy. Cityclean had 9 on pavement recycling bins that obstruct access from the P&D bays. In the Transport Plan for the redevelopment (2016, based on 2010 Planning Application), the Taxi Only Bays were retained, 3 of the P&D Bays were assigned to Doctor Only Parking (including the two designated in TRO9b for Loading-Unloading Only) and one max. 4 hour P&D bay was retained. The PPG was not consulted about the Transport Plan by the developer. The PPG with support of local Councillors, has been writing to and meeting Council officials since 2015 about the lack of provision in the plan for patient access and parking.

The Practice, recognising the critical need for access by patients, has agreed to support the PPG proposal that the 3 Doctor only Bays in the Transport Plan should be designated instead for: Patients with Escorts (children, unwell, frail), Pick-up and Drop-off of Patients and Blue Badge Parking.

It is, of course, for officials to identify practical ways of facilitating safe and easy access to this health facility by what are high priority vulnerable patients – Disabled Patients (Blue Badge Holders) and those patients needing to be escorted, but there are two possibilities suggested by regulated parking in other locations in West Hove:

1. East Side of Richardson Road in front of former Kamsons Pharmacy Premises: Two Hours Only Unmetered Bays, one Disabled Badge only and a double length Loading/Unloading Bay.
2. East side of Boundary Rd between Hallyburton Rd and north entrance to Portslade RS: single yellow line can be used by Blue Badges and for continuous pick-up/drop-off and loading/unloading without penalty upto 15 minutes.

The two Taxi-only bays: The PPG has written to the Taxi Drivers Federation suggesting that they would support moving these bays to another location where these do not directly conflict with the access needs of patients and their carers. The response from a local taxi representative was that it may be possible to relocate in collaboration with other firms to another place in the vicinity from which they can continue to provide taxi services in the area. (See attachment to letter of 26/04/2018 of Objection to TRO9b)

Finally, we wish again to draw attention to the four bays proposed for redesignation in the TRO9b being obstructed for curbside drop-off (for example of wheel chair users or children) by the reinstallation in 2017 by the 9 Recycling Bins directly in front of the entrances to the Pharmacy and Surgery with a metal barrier curbside (Fig 4) We propose with the support of the practice and pharmacy that City Clean move these bins to some other location so that they no longer obstruct access from vehicles to the practice and pharmacy.

Wish Park Surgery Parking: TRO-09-2018

1. Ambulance obstructed by unmanned taxi uses Bus Stop



2. Ambulance obstructed by double parking and vehicle on pavement



3. Ambulance obliged to double park



4. Under proposed TRO-09-2018 Pay & Display / Blue Badge bays, access will be obstructed by recycling bins and barrier

