

Subject:	Lively Cities Project – Traffic order consultation		
Date of Meeting:	29th April 2014		
Report of:	Executive Director – Environment, Development and Housing.		
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Ward(s) affected:	St Peter's and North Laine		

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to address comments and objections to the draft traffic regulation orders. The traffic orders outline changes to the parking bays in the Ann Street/Providence Place area to allow implementation of the Lively Cities project for permanent public realm and environmental improvements near London Road and parking changes in the nearby area to improve parking for local residents.
- 1.2 The committee's approval is required to take forward the traffic order proposals and allow appropriate measures to be undertaken for the permanent works to go ahead. Such measures restrict HGV movements in the project area, reallocate on-street parking spaces and undertake any works to the carriageway to enable the pedestrian-focussed improvements to be realised.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;
 - (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No. * 20** (ref. TRO-8a-2014)
 - (b) Brighton & Hove (Providence Place, Ann Street & New England Street) (Weight Restriction & One-Way) Order 201* (TRO-8b-2014)
- 2.2 That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The plans for permanent improvements to Ann Street and Providence Place are based on the 'Common Room' scheme (the winning entry to the INTERREG IV B assisted Lively Cities project that was successfully piloted over two weeks in October 2012). The Ann Street/Providence Place improvements are part of a longer-term and ongoing process to regenerate London Road, as established in the council's London Road Central Masterplan (adopted as a Supplementary

Planning Document in 2009). This project was outlined in detail in a previous report to the Environment, Transport & Sustainability Committee on 14th January 2014 when approval was given to advertise the associated Traffic Regulation Orders.

- 3.2 The plans set out a range of physical works to improve the appearance of the area and the way that it is used, in order to provide a much needed 'oasis' for relaxation, rest and informal recreation on the edge of the high street shopping area and an improved environment on this important pedestrian route between the rear entrance of Brighton Station and London Road, the Level and beyond.

These works involved a number of measures which included the following and which required a Traffic Regulation Order to be advertised:

- reconfiguring the bottom end of Ann Street (adjacent to London Road) into a mini pedestrian 'square', with public seating;
- removing on-street car parking spaces which include resident permit bays and disabled bays (and reallocating them to nearby locations) to make space for the public realm pedestrian-focussed improvements;
- limiting movements of HGVs above 7.5 tonnes through the project area (this will allow necessary deliveries within the project area to be carried out but prevent unnecessary through movements);
- A number of changes to make exclusive pay & display bays shared with resident permit holders and to change some existing shared bays to resident permit only bays (see details below in Para 4.15)

4. CONSULTATION

- 4.1 The draft Traffic Regulation Order (TRO) was advertised on 7th March 2014 with the closing date for comments and objections on 28th March 2014.
- 4.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 4.3 Notices were put on street for 7th March 2014 which outlined the proposal. The notice was also published in The Argus newspaper on 7th March 2014. Detailed plans and the Traffic Regulation Order were available to view at the City Direct Offices at Bartholomew House and Hove Town Hall. Plans detailing the proposals are shown on Appendix A.
- 4.4 The documents were also available to view and to respond to directly on the Council website.
- 4.5 There were 14 items of correspondence received to the Traffic Regulation Orders. The 14 items were received from individuals and an interest group and included support, objections and general comments. The comments / objections are listed in Appendix B.
- 4.6 12 items of correspondence were support for the proposals due to the parking problems in the area. 1 item of correspondence was an objection to the proposals and a further comment was made regarding the relocation of the disabled bays.

Support

- 4.7 The 12 representations that supported the scheme contained 3 different types of reasons to support the proposals (some residents outlined more than one type of reason for their support).
- 4.8 6 of the representations were outlining that the traffic order proposals will improve parking for residents in the area.
- 4.9 4 of the representations was support for the changes as they were good for cyclists.
- 4.10 3 of the representations was support for the proposals as it would make it a safer environment.

Objections

- 4.11 The 1 representation that objected contained 2 different types of reason to object to the proposal.
- 4.12 Firstly they object to the removal of the parking bays in Providence Place as there are not enough resident permit bays in the area.
- 4.13 Secondly they object to the changes to make various bays shared pay & display bays or resident permit only as this is not a solution to the resident parking problem.
- 4.14 As part of the proposals seven existing Area Y resident permit bays will be removed in Providence Place and four existing disabled bays removed in Ann Street as shown in Appendix A.
- 4.15 However, as shown in further plans within Appendix A there are a number of proposals to improve parking in the local area for residents and relocate the disabled bays which include;
 - **Relocate the four disabled badge holders bays to Oxford Street (three bays) and Providence Place (one bay - south of the junction with York Hill)**
 - **Elder Place – Change the exclusive pay and display on the east side to shared permit and pay and display.**
 - **Kemp Street – Change the shared permit and pay and display bays on the west side of the road to permit only parking.**
 - **Kensington Place – Change the shared permit and pay and display bays on the west side of the road to permit only parking.**
 - **New England Street – Provide seven new permit only parking spaces.**
 - **Over Street – Change the shared permit and pay and display bays on the west side of the road to permit only parking.**
 - **Oxford Street – Amend the length of no waiting Monday to Saturday 9am to 6pm and increase the length of disabled badge holders only parking. (3 bays)**

- **Pelham Street – Change the exclusive pay and display on the east side to shared permit and pay and display.**
- **Providence Place – Install three new shared permit & pay & display bays and disabled badge holders only space further up the road on East Side south of York Hill.**
- **Tidy Street – Change the shared permit and pay and display bays on the west side of the road to permit only parking.**

4.16 It is felt these above changes significantly improve the parking available to local residents in the area and allow suitable alternative locations for blue badge holders to park with priority.

Conclusions

4.17 The proposals improve parking for residents in the area and suitable alternative parking has been provided for blue badge holders. The overall proposals will also make it a safer environment and improve the situation for cyclists.

4.18 Therefore, the recommendation is that this traffic order proposal be progressed due to the reasons outlined within the relevant background and following the consideration of all the consultation responses.

4.19 Any additional amendments to the approved schemes deemed necessary through the formal consultation will be introduced during the implementation stage and advertised through a traffic regulation amendment order.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

5.1 The cost of advertising the TRO's will be met from Planning budgets. Of this, 50% will be met from INTERREG grant and 50% will be met from the Council's planned matched funding for this scheme.

Finance Officer Consulted: Jeff Coates

Date: 02/04/2014

Legal Implications:

5.2 The Orders which are the subject of this Report's recommendations are made under the provisions of the Road Traffic Regulation Act 1984. The procedure for advertising the Orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. Any person may object to an order and any duly made but unresolved objections must be considered by this Committee.

Lawyer Consulted: Hilary Woodward

Date: 3/4/14

Equalities Implications:

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

Sustainability Implications:

- 5.4 The proposals will improve facilities for Cyclists.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

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

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The only 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 are proceeded with for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of the proposal to the implementation stage after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Plans of the traffic order proposals
2. Appendix B – List of comments made

Background Documents

1. Ann Street/Providence Place Gardens – Common Room Site Assessment Report 2012
2. Item 70 – Environment, Transport & Sustainability Committee Meeting Report – 14th January 2014