

**BRISTOL CITY COUNCIL**

**DOWNS COMMITTEE**

**7<sup>th</sup> July 2014**

**Report of:** Peter Mann, Service Director of Transport

**Title:** Parking Restriction Scheme

**Ward:** Stoke Bishop / Westbury on Trym / Henleaze

**Officer Presenting Report:** Mark Sperduty, Area Manager (Highways)

**Contact Telephone Number:** 0117 903 6448

**RECOMMENDATION**

That the Committee note the contents of this report.

**Summary**

This report outlines the current timetable for the parking restriction scheme proposed for roads on the Downs alongside the timetable for the Residents' Parking Schemes (RPS) proposed in the vicinity that are likely to affect parking on and around the Downs.

**The significant issues in the report are:**

- a) There is currently commuter parking pressure on the Downs. If the proposed RPS areas in Clifton are implemented this is likely to increase.
- b) If all the RPSs in the area are introduced they are likely to be operation by the end of 2014.
- c) If the proposal to install limited waiting on the Downs is approved following statutory consultation this may not be operational until April 2015, or possibly February 2014 depending on objections.
- d) There is potentially a period of 2-4 months between the last RPS becoming operational and limited waiting on the Downs coming into effect.

## **Policy**

1. The RPS proposals meet the objectives of the Council's overall transport strategy as set out in the Joint Local Transport Plan 2011-2026. Parking controls are recognised as a key part of sustainable urban transport policy, which in itself is vital to the development of a greener, healthier city. They help to reduce and better manage traffic entering the central area, especially during the peak periods when traffic congestion is at its worst.

## **Consultation**

2. **Internal**  
Not applicable, this report is for information.
3. **External**  
Not applicable, this report is for information.

## **Context**

### **Proposed Resident Parking Schemes (RPS) timescales**

4. As part of the RPS programme, the Council is proposing three schemes that border the Downs – Clifton Village (CV), Clifton East (CE) and Cotham North (CN).
5. The details of these schemes and their potential impact on parking on the Downs were set out in a report to the Downs Committee in November 2013.
6. The latest anticipated timescale for each schemes is set out below:
  - Cotham North will be operational on 21<sup>st</sup> July 2014;
  - If a decision is made to proceed with Clifton Village, the scheme will start in the autumn 2014;
  - The statutory consultation for Clifton East is planned for Summer 2014, and pending the outcome of this process the scheme could be operational by the end of 2014.

## **Proposed Limited Waiting on the Downs**

7. The City Council is currently consulting on a series of proposed parking restrictions (single and double yellow line) to address the above concerns in a comprehensive and coordinated plan across the Downs. This includes 4 hour limited waiting on the roads across the Downs from Monday to Friday 9am to 5pm, and the provision of disabled parking bays.

8. The latest anticipated timetable for these proposed changes is:

- Public consultation complete by the end of July 2014
- Review feedback and scheme accordingly by the end of August 2014.
- If a scheme is taken forward following this consultation, then the statutory process including consultation could take place between August 2014 and February 2015.
- Pending the outcome of this process, the scheme could be operational by April 2015.

9. If the scheme progresses at each stage with no or limited objections, it may be possible that the scheme could be in place by February 2015.

10. Copies of the consultation information will be made available at the meeting.

## **Implications of staggered operational dates**

11. If all of these proposed schemes are implemented, there is likely to be a period early in the new year of 2 to 4 months where the RPS areas are in operation without the limited waiting on the Downs being in place.

12. Whilst this may limit the parking available for visitors to come and enjoy the Downs, this should not add significantly to any safety or traffic flow issues as the key junctions are already covered by existing parking restrictions.

## **Legal and Resource Implications**

### **Legal**

13. The installation of parking restrictions needs the support of a Traffic Regulation Order to make them legally enforceable. Therefore, all the potential restrictions referred to in this report will be subjected to statutory consultation as part of this process, allowing anyone the opportunity to raise formal objections, so the installation of any restriction cannot be guaranteed until the outcome of this process is known.

## **Financial**

**14.** There are no financial implications for The Downs Committee as the cost of these measures is being covered by a contribution from the Henleaze, Stoke Bishop and Westbury on Trym NP and the RPS Programme.

### **(a) Revenue**

None

### **(b) Capital**

The estimated capital cost of this project is £25,000 and is being covered by the Henleaze, Stoke Bishop and Westbury on Trym Neighbourhood Partnership (£5,500) and the RPS project.

## **Land**

**15.** Whilst the land is under the control of the Downs Committee, the public highway falls under the responsibility of Bristol City Council as Highway Authority. No land is required for the parking restrictions, although some signs may have to be placed on the Downs itself depending on the detail of the final scheme. Where this is the case, a design will be sought that is in keeping with the local environment, e.g. signs on low wooden posts should be possible.

## **Personnel**

**16.** Not applicable

## **Equalities Statement**

**17.** This report is for information only on the current timetable for the various parking schemes in the vicinity of The Downs. An appropriate impact assessment will be carried out on any scheme on the Downs which is taken forward.

## **Appendices:**

None

## **Background Papers:**

None