

BRISTOL CITY COUNCIL

DOWNS COMMITTEE

18 November 2013

Report of: Peter Mann, Service Director of Transport

Title: Residents' Parking Schemes

Ward: Stoke Bishop / Clifton / Westbury on Trym / Cotham / Redland

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

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RECOMMENDATION

That the Committee note the contents of this report.

Summary

This report outlines the current progress on the Residents' Parking Schemes that are likely to affect parking on and around the Downs, and what measures are being considered to address the potential impact of these schemes and the parking problems that already exist.

The significant issues in the report are:

- a) Resident Parking Schemes are proposed for areas bordering the Downs which is likely to result in increased parking demand on the Downs.
- b) The Henleaze, Stoke Bishop and Westbury on Trym Neighbourhood Partnership have commissioned a feasibility study into changing parking restrictions in the area to address existing problems.
- c) The Downs Committee Traffic Study Sub Group has recommended changes to the existing parking restrictions on the Downs to address existing concerns as well as future anticipated demand.
- d) First Bus has requested some additional parking restrictions in order to reinstate the no. 40 bus to Downleaze and Julian Road.
- e) A draft proposal for changes to parking restrictions on the Downs is being prepared to address all the issues raised.

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) and timescale

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 northern boundary of the Clifton Village scheme follows Clifton Down until the Pembroke Road junction. The northern boundary of Clifton East follows Upper Belgrave Road to Blackboy Hill and then down Whiteladies Road. The Cotham North scheme is bounded by Whiteladies Road to the west and Redland Hill to the north (Appendix A – Figure 1)
6. In May 2013 there was a proposal to include part of Westbury Park in the Redland (RD) scheme, which would have bordered the Downs. Westbury Park has now been removed from the current proposals so this is no longer the case.
7. Informal engagement on the Cotham North scheme is now complete and the scheme is currently at statutory consultation stage until the 28th November. The latest proposals can be found on the following link <http://www.bristol.gov.uk/page/transport-and-streets/traffic-regulation-orders-tros>. Pending the outcome of this process, it is currently anticipated that the final scheme will be implemented between February and March 2014.

8. The initial proposals for Clifton Village were subject to informal consultation during September. A final proposal is now being prepared in response to the feedback received, and this is expected to go to statutory consultation in February 2014. The initial consultation plans can be found on the following link <http://www.bristol.gov.uk/page/transport-and-streets/clifton-village-cv>. Pending the outcome of this process, it is currently anticipated that the final scheme will be implemented between March and May 2014.

9. Informal consultation on the Clifton East scheme started on 4th November and runs until 29th November. After this time the scheme will be reviewed in light of the feedback received and a final scheme prepared to go to statutory consultation in April 2014. The initial consultation plans can be found on the following link <http://www.bristol.gov.uk/page/transport-and-streets/clifton-east-ce>. Pending the outcome of this process it is anticipated that the final scheme will be installed between August and September 2014.

The impact of RPS schemes

10. It is acknowledged that if the RPS areas are introduced, parking could be displaced onto the Downs.

11. The informal consultation for the Clifton Village scheme proposed that the scheme will operate from Monday to Saturday between 9.00am and either 7.00pm or 9.00pm. Whilst the final decision on operating hours has not been made, it is likely that the hours will differ between the northern and the southern areas of this scheme. This means that the scheme will probably operate for longer hours and on Saturdays in the Village itself, but would only be in operation from Monday to Friday from 9.00am to 5.00pm in the area north of Clifton Park.

12. The informal consultation for the Clifton East scheme proposes that it will operate from Monday to Friday between 9.00am and 5.00pm, with the exception of the pay & display parking on Whiteladies Road, which will operate from Monday to Saturday from 9.00am to 5.00pm to provide a turnover of parking spaces for shops and businesses.

13. The Cotham North scheme also proposes hours of operation of Monday to Friday, 9.00am to 5.00pm

14. Therefore, the current parking activity that could potentially be displaced onto the Downs is the commuter parking that occurs from Monday to Friday, as weekend parking would not be affected by the introduction of the RPS areas.

15. The northern section of the Clifton Village scheme includes longer stay pay & display bays than in other RPS areas, which may provide some mitigation against parking being displaced onto the Downs.

16. It is difficult to determine the numbers of vehicles that the RPS areas are likely to displace due to a wide range of reasons people have for parking in the area at the moment and why they choose to park where they do. However, it is recognised that it is not possible to completely remove the risk of displaced commuter parking through the design of the RPS areas themselves and that additional measures need to be put in place to protect the Downs.

Henleaze, Stoke Bishop and Westbury on Trym Neighbourhood Partnership

17. The Neighbourhood Partnership were concerned about safety and the local congestion caused by some of the existing parking activity on roads and junctions in and around the Downs. Therefore, they commissioned a feasibility study to identify measures that would address the impact of parking on: Stoke Road; Saville Road; Ladies Mile; Rockleaze; Downleaze; Downend Road; Cooks Folly Road; Knoll Hill; Sea Walls; Sea Walls Road; and Circular Road.

Downs Committee Traffic Study Sub Group

18. The Transport Working Group have prepared a report recommending a series of traffic improvements on the Downs, including parking restrictions to alleviate existing and expected problems, and improved parking provision for visitors to the Downs.

19. Their report was presented to the Committee at the 22nd April meeting and included the following recommendations:

- Time limits for parking on Roman Road.
- Disabled parking bays at the café and Sea Walls.
- Introduction of RPS` s likely to pressure parking around the Downs and limited parking periods (up to 4 hours) may have to be considered on most adjacent roads.
- Reversal of yellow line from the café side of Stoke Road to the other side.
- Use of single or double yellow lines to create passing places on Stoke Road, Rockleaze, Downleaze and Upper Belgrave Road.

20. This report is due to be presented to the three Neighbourhood Partnerships covering or bordering the Downs in order to gain their support for the suggested measures contained within it, with the intention that this will help to bring forward funding opportunities in the future.

First Bus Service No 40

21. First Bus diverted their number 40 bus route away from Downleaze and Julian Road due to the significant difficulties that this service experienced in negotiating this route due to parked cars. However, diverting this bus to the section of Downleaze that runs alongside the small triangle of the Downs next to Stoke Road means that the residential areas around Julian Road are not directly served by this service.

22. Bus services using Stoke Road are also regularly held up in localised congestion as vehicles are unable to pass each other due to the level of parking that takes place.

23. At a recent meeting with First Bus, attended by the Mayor, the MP, local Councillors, residents, and Highway Officers, it was agreed that First Bus would revert back to Julian Road in the knowledge that the City Council were progressing parking restrictions to enable them to travel along this route safely and without significant delay.

Proposal

24. The City Council is currently preparing a series of proposed parking restrictions (single and double yellow line) to address the above concerns in a comprehensive and coordinated plan. This included the potential for 4 hour limited waiting on the roads across the Downs to tie into the hours of operation of RPS in the area, and the provision of disabled parking bays.

25. The initial draft plan has been discussed with the Downs Traffic Sub Group at their November 4th meeting, where the chair of the Transport Working Group of the Henleaze, Stoke Bishop and Westbury on Trym Neighbourhood Partnership was also in attendance. This draft has also been discussed with First Bus. Both discussions indicate that this initial plan generally addresses the concerns raised, although further changes are being considered following these meetings before a final proposal is ready for public consultation.

26. A copy of the draft proposals will be available for viewing at the meeting.

27. Any parking restrictions that are provided will invariably mean that more road markings and signs will be required for the restrictions to operate and be enforceable. The feasibility work is currently looking into options for keeping these to an absolute minimum.

28. The next stage is to finalise the plans for initial consultation with local Councillors, the Neighbourhood Partnerships, and residents, and then, depending on the outcome of this consultation, progress onto statutory consultation. Pending the outcome of this process, these restrictions could

be in place in approximately 6 months (the time it takes to complete the legal stage of bringing in new parking restrictions) which should minimise the initial impact of any displaced parking as a result of RPS.

Legal and Resource Implications

Legal

29. 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

30. 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, which will be funding the cost of implementation and on-going enforcement.

(a) Revenue

None

(b) Capital

The Henleaze, Stoke Bishop and Westbury on Trym Neighbourhood Partnership have currently allocated £5,500 in total to the feasibility studies that are considering the specific issues they have raised.

Land

31. 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

32. Not applicable

Appendices:

Appendix A – Figure 1 Resident Parking Schemes in Bristol

Background Papers:

None

Appendix A – Figure 1 : RPS Areas

