

**BRISTOL CITY COUNCIL**

**DOWNS COMMITTEE**

**6<sup>th</sup> July 2015**

**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 and clarify their position regarding support or otherwise for the implementation of the various elements of the scheme, notably:

- i) Sections of no waiting at any time and no waiting Monday to Friday 9am to 5pm on Stoke Road.
- ii) Sections of no waiting at any time on other roads across the Downs.
- iii) A 4 hour limit across most of the remaining parking spaces.
- iv) Restrict the use of Roman Road to cyclists, public transport and emergency services only.

**Summary**

This report outlines the latest position regarding the parking restriction scheme proposed for roads on the Downs following the statutory consultation stage and seeks clarification on the Downs Committee's view of these proposals.

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

- a) There is increasing pressure from commuter parking on the Downs
- b) The statutory consultation on a proposed parking scheme resulted in around 240 objections, generally from commuters and local residents concerned about further displacement.
- c) Bristol Zoo have requested that the proposed 4hr limit is extended to 5 hours to enable longer visits to the zoo and permit unrestricted waiting on bank Holidays in addition to Saturdays and Sundays.

## **Policy**

1. The 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 Limited Waiting on the Downs**

4. The City Council has, as part of the Traffic Regulation Order process, recently undertaken statutory consultation on a series of proposed parking restrictions to address the above concerns in a comprehensive and coordinated plan across the Downs. This includes a series of double yellow (no waiting at any time) and single yellow (no waiting Monday to Friday between 9am and 5pm) lines, 4 hour limited waiting on the roads across the Downs from Monday to Friday 9am to 5pm, and the provision of disabled parking bays. This also included a proposal to restrict the use of Roman Road to cyclists, public transport and emergency services only.
5. Previous reports to the Downs Committee have outlined why these proposals were initiated, which mainly included:
  - The reliability and ongoing provision of the number 40 bus service along Stoke Road serving communities to the West of the Downs.
  - The Henleaze, Stoke Bishop and Westbury-on-Trym Neighbourhood Partnership requesting a parking review of Stoke Road, Downleaze, Rockleaze, Sea Walls, Circular Road and Ladies Mile to address ongoing parking concerns.
  - The Downs Committee raising concerns about the level of commuter parking that takes place which restricts visitor access to the Downs, and a fear that this will worsen once the Residents Parking Schemes (RPS) in the area become operational. The Downs committee transport sub group recommended consideration of a 4 hour limit to address this.

6. The proposal also sought to minimise the visual impact of these restrictions on the Downs by installing a Restricted Parking Zone, removing the need for significant signing and road markings by stating on entry to the area that you could only park in marked bays.

7. Other proposed measures included:

- Dedicated disabled parking bays by the café and Seawalls.
- Improved access to existing bus stops by removing parking on approach.
- Provision of coach parking.

8. The initial informal consultation on the proposals took place in August 2014, and following this some changes were made to the initial proposals, notably:

- Removing the timed restriction proposal from Downleaze, directly outside residential properties to cater for residential parking activity.
- Restricting the use of Roman Road to public transport, cycling and emergency services because the existing layout was difficult for Avon and Somerset Police to enforce, resulting in safety concerns for cyclists when the “No Entry” times were contravened.

## **Results of Statutory Consultation**

9. The statutory consultation stage of the Traffic Regulation Order Process for these proposed changes took place between 30<sup>th</sup> April and 26<sup>th</sup> May 2015. This resulted in around 240 objections. The detail of these is still being considered at the time of writing this report.

10. However, the headline figures indicate that there were around (there is some overlap so the numbers below do not add up to 240):

- 100 objections from commuters;
- 80 objections concerned with the potential impact of further displacement;
- 40 objections from residents with a number of different concerns;
- 10 objections to the closure of Roman Road; and
- 15 general objections to the scheme.

11. A report considering these objections is still being prepared and so it is not possible to list the detail of these in this report. However, as the Downs Committee have been copied into the letter received as part of this process from Bristol Zoo, I can confirm that Bristol Zoo requested that the proposed 4 hour limit be extended to 5 hours to facilitate longer visits to the zoo and to permit unrestricted parking on a Bank Holiday in addition to Saturdays and Sundays as proposed.

## **Next stages**

**12.** The objection report will consider the various options available for moving forward, prior to finalising a decision on whether to implement the scheme as advertised, amend the scheme in light of the objections or abandon the proposed scheme. It would be helpful to include in this report a view from the Downs Committee of the various aspects of the proposed design. As one of the originators of the scheme it would be beneficial to know whether the Downs Committee continue to support each element, i.e.:

- i. The double and single yellow lines on Stoke Road;
- ii. The double and single yellow lines on other roads across the Downs;
- iii. The provision of a 4 hour limit across most of the remaining roads; and
- iv. The restriction of Roman Road to limit its use to cyclists, public transport and emergency services only at all times of the day.

**13.** The latest anticipated timetable for these proposed changes is:

- Consideration of objection report and decision on way forward by the end of July 2014.
- Pending the outcome of this process, the scheme could be operational by the end of September 2015.
- If significant amendments to the proposed scheme are recommended, there will be further delays to the project whilst further design and consultation stages are undertaken.

## **Legal and Resource Implications**

### **Legal**

**14.** 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 remain subject to the outcome of this process, so the installation of any restriction cannot be guaranteed until the outcome of this process is known.

### **Financial**

**15.** 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**

**16.** 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**

**17.** Not applicable

### **Equalities Statement**

**18.** An equalities impact assessment scoping report has been carried out on the proposals and will be reviewed as part of the objection report process. The initial report did not identify any requirement for a full Equality Impact Assessment.

### **Appendices:**

None

### **Background Papers:**

None