

Subject:	Parking Schemes Update report		
Date of Meeting:	19th March 2019		
Report of:	Executive Director Environment, Economy & Culture		
Contact Officer:	Name:	Catherine Dignan	Tel: 01273 292235
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Ward(s) affected:	Hanover and Elm Grove & Queen's Park		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to update Committee on the progress of recent resident parking scheme consultations and reviews.
- 1.2 This report outlines progress on the Hanover & Elm Grove parking schemes review and also changes to Zone U. The Coombe Road area resident parking scheme consultation has been completed and analysis is currently under way with the intention to present the officer recommendations to this Committee in June 2019. This consultation is externally funded as it is connected to the Preston Barracks / Lewes Road development.

2. RECOMMENDATIONS:

- 2.1 That the Committee having taken account of all duly made representations and objections, approves as advertised the following order below to proceed with the implementation of changing roads in the Zone U (light touch scheme) into Zone C (full scheme);

Zone U to Zone C

BRIGHTON & HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO. * 201* (ref: TRO-1-2019)

- 2.2 That the Committee agrees to consult a small area known as the top triangle area which include the roads Cromwell Street, Baxter Street, Lynton Street, Arnold Street, Carlyle Street and the relevant part of Queens Park Road with a detailed design on whether they wish to join Zone V (Full scheme).
- 2.3 That the Committee agrees that an initial consultation be undertaken with residents in Freshfield Street and Queens Park Rise to see whether they would like to join Zone C (full scheme) or remain as they are in Zone S (light touch scheme)
- 2.4 That the Committee approve an update be sent to all residents within these zones with highlight findings as soon as possible to update them on the way forward.

3. CONTEXT/ BACKGROUND INFORMATION

Zone U

- 3.1 At the Environment, Transport & Sustainability (ETS) Committee on 15th March 2016 the parking scheme priority timetable was agreed which would require officers commencing work on a number of proposed parking schemes throughout Brighton & Hove.
- 3.2 In terms of Zone U (St Luke's Area) the council received a petition from residents asking us to review parking to consider a full scheme for the area. As agreed within the parking scheme priority timetable an initial consultation review took place in Zone U (St Luke's area) in November 2016.
- 3.3 Full details were presented to the ETS Committee on 27th June 2017 which outlined that 138 (54%) of respondents support the idea of the scheme remaining as light touch. 119 (46%) of respondents support the idea of changing to a full scheme. From the results it was clear there was a divide between the western side who would prefer to remain a light touch scheme (current hours are 10am-11am & 2pm-3pm) and the eastern side who would prefer to become a full scheme. Therefore, it was agreed at the Committee meeting on 27th June 2017 that a further report be presented to Committee following the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward.
- 3.4 Due to the results it was proposed that residents in the Bakers Bottom Area were consulted on whether they would like to be an extension to a nearby full scheme (9am-8pm seven days), It was also proposed that the remaining residents are consulted on whether they would like to join the implemented nearby Zone S (Hanover & Elm Grove) and their different hours of restriction of 11am-12 Noon and 6pm-7pm (Monday to Friday).
- 3.5 It was agreed by the Environment, Transport & Sustainability Committee on 10th October 2017 that a further consultation would take place in the Zone U (St Luke's Area). Following this decision, a number of correspondence was received from residents following the introduction of the Hanover & Elm Grove resident parking schemes. Therefore, following discussions with the Queens Park Ward Councillors it was agreed to give residents both options to allow more flexibility.
- 3.6 A consultation letter was sent out to all households in the Zone U (St Luke's area) in April 2018. The consultation was also advertised on the council's website, via social media and by a press-release to local media.
- 3.7 66.4% of respondents wanted to join a full touch scheme while 7.2% preferred to join a light touch scheme. 26.4% of respondents wanted to remain as they are. From these respondents 90.9% support joining the existing Zone C (Queens Park) residents parking scheme. It was clear from the results that the majority of respondent's favour joining Zone C (Queens Park area). The only exception is Queens Park Rise where 73.3% of respondents want to remain as they are. However, this road is in the middle of the scheme and the majority of respondents in this area favour joining Zone C (Queens park area)

- 3.8 Following the consultation results it was recommended that at that stage a further detailed design consultation should take place in Zone U (St Luke's area) on joining the Zone C (Queens park area) full resident parking scheme (9am-8pm seven days) which is outlined below.
- 3.9 Following the results of the initial consultation of Zone U (St Luke's area) the detailed design consultation was sent out on 26th July 2018. The results outlined that 70.4% of respondents support joining the existing Zone C residents parking scheme and only Queens Park Rise and St Luke's Terrace were against the proposal, however, this needed to be considered as an area and the majority of respondents in this area favour joining Zone C (Queens park area).
- 3.10 It was agreed at the ETS Committee meeting on 27th November 2018 to advertise a Traffic Regulation Order to propose that Zone U (St Luke's area) becomes integrated in the Zone C (Queens park area) resident parking scheme
- 3.11 The Queens Park Ward Councillors have outlined they are happy to support the recommendations based on the resident's wishes.

Zone U to Zone C

- 3.12 The draft Traffic Regulation Orders (TRO's) were advertised on 4th January 2019 with the closing date for comments and objections on 25th January 2019 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 3.13 Notices with information about the proposal were erected within roads of the parking schemes for 4th January 2019. The notice was also published in The Brighton & Hove Independent newspaper on 4th January 2019. Detailed plans and the Traffic Regulation Order were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall. A plan showing the boundaries of the parking scheme proposal is shown in Appendix A.
- 3.14 The documents were also available to view and to respond to directly on the Council website.
- 3.15 There were 33 items of correspondence received on the proposals from individuals and included support, objections and general comments. There were 4 items of correspondence in support of the proposals due to the parking problems in the area while 29 items of correspondence were objections to the proposals. The comments / objections are listed in Appendix B alongside an outline of the officer comments.
- 3.16 Following this consultation process it is clear that Freshfield Street and Queens Park Rise would be left as an anomaly within a light touch scheme as the roads immediately around them will now be in a full scheme (Zone C). Therefore, it is felt that an initial consultation should happen in these two roads to see whether they would like to join Zone C (full scheme) or remain as they are in Zone S (light touch scheme)
- 3.17 Following the Traffic Regulation Order consultation, it is proposed to proceed with the implementation of changing roads in the Zone U (light touch scheme) into Zone C (full scheme) which will begin operation in 1st June 2019.

Hanover & Elm Grove

- 3.18 At the Environment, Transport & Sustainability (ETS) Committee on 15th March 2016 the parking scheme priority timetable was agreed which would require officers commencing work on a number of proposed parking schemes throughout Brighton & Hove.
- 3.19 The Hanover & Elm Grove parking schemes were agreed at the ETS Committee on 27th June 2017 and began operation in October 2017. It was agreed at this meeting that both of the new parking schemes in the Hanover area would be reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This was included in the updated parking scheme priority timetable which was presented in a report and agreed by the Environment, Transport & Sustainability Committee on 10th October 2017.

Hanover & Elm Grove results

- 3.20 Residents in the two resident parking schemes in the Hanover & Elm Grove area (Appendix C & D) were sent a consultation document in November 2018. The council wrote to all property addresses within the existing Zone S (light touch scheme) and Zone V (full scheme) asking for views on the operation of the parking scheme. A prepaid envelope for reply was included and respondents were also invited to complete the survey online via the council's Consultation Portal should they wish to. 90.3% responses received were by mail and 9.7% on line. The consultation ran from 11 November 2018 to 4 January 2019.
- 3.21 In Zone S (light touch scheme) 731 valid responses were received from within the proposed scheme boundary giving a response rate of 25.2%. The headline findings indicated that 49.4% of respondents were either satisfied or very satisfied with the parking scheme while 32.7% were dissatisfied or very dissatisfied with the scheme. The main reason for dissatisfaction were parking problems in the evenings/ at weekends outside of the restricted hours, however, 60.6% of respondents support keeping the scheme hours as they are. The full analysis is outlined in Appendix E while a plan showing the results of each of the two questions visually by road is within Appendix F & G.
- 3.22 It was clear from the results that a small area known as the top triangle area which include the roads Cromwell Street, Baxter Street, Lynton Street, Arnold Street, Carlyle Street and the relevant part of Queens Park Road supported a further consultation on being included in the full scheme (Zone V).
- 3.23 In Zone V (full scheme) 905 valid responses were received from within the proposed scheme boundary giving a response rate of 17.8%. The headline findings indicated that 70.7% of respondents were either satisfied or very satisfied with the parking scheme while 16.4% were dissatisfied or very dissatisfied with the scheme. The main reason for dissatisfaction was again due to parking problems in the evenings/ at weekends outside of the restricted hours. 80.6% of respondents support keeping the scheme hours as they are. The full analysis is outlined in Appendix H while a plan showing the results of each of the two questions visually by road is within Appendix I & J.

- 3.24 For the reasons above it is proposed to consult a small area known as the top triangle area which include the roads Cromwell Street, Baxter Street, Lynton Street, Arnold Street, Carlyle Street and the relevant part of Queens Park Road with a detailed design on whether they wish to join Zone V (Full scheme).
- 3.25 As a number of safety concerns about speeding on one-way streets came up in this area during the consultation we will also include a comments section so residents can outline the issues. We can then see if parking changes can be included in the detailed design e.g. staggered parking on either side of the road or discuss further with the Transport Projects & Engineering department.
- 3.26 Within the consultation concerns were outlined about the pavement parking on Elm Grove. The Council is lobbying Central Government with other Local Authorities for pavement parking powers similar to London. Once we are aware of the way forward in the future we can then explore the options available, but this may be subject to funding.
- 3.27 It is also proposed that an initial consultation should happen to residents in Freshfield Street and Queens Park Rise to see whether they would like to join Zone C (full scheme) or remain as they are in Zone S (light touch scheme).
- 3.28 In order to keep residents, businesses and services up to date we will send out a postcard update with the highlight findings within these zones as soon as possible to update on the way forward (subject to Committee approval).

4 ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative options are doing nothing which would mean that the various parking scheme consultations / proposals would not be taken forward or consulting on a different option.
- 4.2 However, it is the recommendation of officers that the recommendations are proceeded with for the reasons outlined within the report.

5 COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 As set out in the body of the report.

6 CONCLUSION

- 6.1 As set out in the body of the report.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the report recommendations for consultations in the top triangle, Freshfield Street and Queens Park Rise areas will be included in 2019/20 revenue budgets within the Parking department. The detailed financial implications of the proposed changes will be included in future committee reports following consultation.

- 7.2 The costs of integrating the Zone U (St Luke's area) resident parking scheme into Zone C (Queens park area) will be funded from the Parking Infrastructure revenue budget as it is estimated that the costs of the recommendations in this report will be less than 0.015m. The cost of the Traffic Regulation Order will also be met from the current parking revenue budget.
- 7.3 The additional annual income from the integration of the Zone U (St Luke's area) resident parking scheme into Zone C (Queens park area) is estimated to be £0.015m. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.4 Revenue income generated from on-street parking schemes is first defrayed against relevant costs with any surplus used for qualifying transport and highways related expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.
- 7.5 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

Finance Officer Consulted: Gemma Jackson

Date: 26/02/19

Legal Implications:

- 7.6 The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient and safe movement of all types of traffic.
- 7.7 Under the Road Traffic Regulation Act 1984 a traffic authority may make a traffic regulation order prohibiting, restricting or regulating the use of a road, or any part of the width of a road by vehicular traffic for a number of purposes, including facilitating the passage on the road of any class of traffic. A traffic regulation order may provide for the use as parking places of any part of a road and any charges to be made for vehicles left in the parking places.

The actions recommended in this report will demonstrate that the Council is complying with its duty as traffic authority.

Lawyer Consulted: Stephanie Stammers

Date: 04.03.2019

Equalities Implications:

- 7.7 The proposed measures will be of benefit to many road users.
- 7.8 The legal blue badge bays will provide parking for the holders of blue badges wanting to use the local facilities

Sustainability Implications:

- 7.9 Motorcycle bays will encourage more sustainable methods of transport alongside Electric vehicle charging points and Car Club bays.
- 7.10 Managing parking will increase turnover and parking opportunities for all.

SUPPORTING DOCUMENTATION

Appendices:

- Appendix A - Map showing boundary of Zones
- Appendix B - Zone U comments to Traffic Regulation Order
- Appendix C - Map of Zone V
- Appendix D - Map of Zone S
- Appendix E - Zone S consultation results
- Appendix F - Zone S plan showing results
- Appendix G - Zone S plan showing results
- Appendix H - Zone V consultation results
- Appendix I - Zone V plan showing results
- Appendix J - Zone V plan showing results

Documents in Members' Rooms

1. None

Background Documents

1. Agenda items 77 Report to ETS Committee 15th March 2016
2. Agenda item 14 Report to ETS Committee 27th June 2017
3. Agenda items 29 & 30 Report to ETS Committee 10th October 2017
4. Agenda item 14 Report to ETS Committee 26th June 2018
5. Agenda item 42 Report to ETS Committee 27th November 2018
6. Agenda item 14 Report to ETS Committee 27th June 2017

