

Subject:	Resident Parking Scheme Consultations		
Date of Meeting:	15th January 2013		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
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Ward(s) affected:	Hollingdean & Stanmer, Preston Park and St Peter's & North Laine		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The purpose of this report is to consider the outcome of recent public consultations undertaken for proposed extensions to the Area J Residents Parking Scheme (London Road Station area) The first was undertaken in the London Road Station North area (Appendix A) while the second was in the Round Hill area (Appendix B). Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability Cabinet Member meeting on 9th November 2011.

2. RECOMMENDATIONS:

- 2.1 That the Transport Committee approves:
- (a) That the extension of the Area J Residents Parking Scheme into the London Road Station north area be progressed to the final design and the Traffic Order advertised.
 - (b) That the extension of the Area J Residents Parking Scheme into the Round Hill area be progressed to the final design and the Traffic Order advertised.
 - (c) That an order should be placed for all required pay and display equipment to ensure implementation of the extension of the proposed parking schemes if agreed is undertaken as programmed.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In 2009 a leaflet and questionnaire, asking about support for a residents parking scheme was sent to all properties in a large area to the north of Brighton covering Round hill and roads to the south of the Fiveways junction bordered by Preston Road, Stanford Avenue and Ditchling Road. At this time, respondents for the whole area were not in favour but a section to the south of the proposed area bordered by Viaduct Road, Preston Road, Ditchling Rise and Ditchling Road were heavily in favour and so Area J was extended to cover this area.
- 3.2 Since then, the area to the North of London Road station and the Round Hill area have experienced parking pressures and the council has received requests to look at these locations again to see whether support for a residents parking scheme has changed.

- 3.3 At the Environment Cabinet Member Meeting on 9th November 2011 it was agreed to consult these residents again to determine whether they would like the opportunity to join neighbouring residents parking schemes.
- 3.4 In September 2012 a leaflet and questionnaire giving details about proposals for a resident parking scheme was sent to all property addresses in the area to the North of London Road Station and the Round Hill area.

4. CONSULTATION

London Road Station North area.

- 4.1 Brighton and Hove City Council Land and Property Gazetteer was used to provide 1784 property addresses in the Round Hill Area of Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal should they wish to: 10% chose this method.
- 4.2 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at: Stanford Avenue Methodist Church on Thursday 25 October, 1.30 pm to 5.30 pm and on Friday 26 October 3.30 pm to 7.30 pm. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 1 October, 2012 to Wednesday 31 October, 2012, 9am to 5pm.
- 4.3 715 valid responses were received giving a response rate of 40%. Responses from outside the area (17) or where no street name was given (1) have been removed from the analysis but included in Appendix C. 9 responses where people have not replied whether they are in favour of the proposed scheme have also been removed from the analysis of this question. There are 16 streets in the proposed scheme area.
- 4.4 Overall, 394 (56%) respondents support the proposed extension of the Area J scheme and 312 (44%) are not in favour.
- 4.5 However, responses from Wellend Villas in Springfield Road have also been separated from the final results. This is because it is a car-free development and residents are ineligible for resident permits.
- 4.6 Therefore, the final results outline that overall 385 (58%) respondents support the proposed extension of the Area J scheme and 280 (42%) are not in favour.

Round Hill area

- 4.7 Brighton and Hove City Council Land and Property Gazetteer was again used to provide 1260 property addresses in the Round Hill Area of Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal should they wish to: 24 respondents (5.6%) chose this method.
- 4.8 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at: Stanford Avenue Methodist Church on Thursday 25 October, 1.30 pm to 5.30 pm and on Friday 26 October 3.30 pm to 7.30 pm. There was also an unstaffed exhibition

at Hove Town Hall, Norton Road from Monday 1 October, 2012 to Wednesday 31 October, 2012, 9am to 5pm.

- 4.9 433 valid responses were received giving a response rate of 34%. Responses from outside the area (7) or where no street name was given (6) have been removed from the analysis but included in Appendix D. 5 responses where people have not replied whether they are in favour of the proposed scheme have also been removed from the analysis of this question. There are 18 streets in the proposed scheme area.
- 4.10 Overall, 239 (56%) respondents support the proposed extension of the Area J scheme and 189 (44%) are not in favour.
- 4.11 The full results analysis of both consultations is outlined in Appendix C & D.

Conclusions

London Road Station North area

- 4.12 There is a positive opinion from the majority of respondents within the London Road Station north area with sufficient public support for the proposed Area J extension, based on the new scheme boundary. Therefore, the recommendation is that the revised Area J Residents Parking Scheme extension into the London Road Station North area be progressed to final design and advertised through a traffic order. Ward Councillors in St Peters & North Laine have been consulted on the proposals and are happy for the recommendations to be taken forward. The Ward Councillors along with a Ward Councillor in Hollingbury & Stanmer do have some concerns about displacement into roads surrounding any new proposed parking scheme.
- 4.13 In this area there are a few roads to the north against the proposals but there would be concern about vehicle displacement if these roads are not included. Ward Councillors did voice concerns about taking forward roads that were not in favour but appreciate the area as a whole voted in favour of a scheme. If certain roads would still like to be removed then residents would need to make a case for their road to be removed during the formal traffic order consultation stage. Officers would need to consider the geographical layout of the scheme to see if this would be possible.
- 4.14 A number of concerns have been received regarding parking for the nurseries, the school and the local church.
- 4.15 Downs Junior School have written in with concerns over child safety as dangerous parking would be moved to other streets and parents / carers would be less willing to bring their children to the playground or school clubs could not directly hand over children. They are particularly concerned about parking issues that may move to the Blakers Park area and may cause safety issues for children using the park. They are also concerned with the extra expense to park for parents / carers and staff. In addition they feel only including roads closest to the station would be unworkable as this would have a serious impact on road safety for children attending the school. If a scheme is introduced they have requested free permits, free parking for 20 minutes, more exclusive pay & display, restrictions starting at 9.30am and further parking restrictions around Blakers Park.

- 4.16 82 letters have been received by the Council during the consultation period from two local nurseries and parents with children attending the nurseries. The main concerns are the extra expense to park in the area in the mornings and evenings for parents and employees. There are also concerns on why this area is being consulted as in their view there is no current problem parking in roads such as Grantham Road and Southdown Avenue.
- 4.17 53 letters have also been received by the Council during the consultation period from the Stanford Avenue Methodist Church and their congregation. The main concerns are that a resident parking scheme is unsuitable for their purpose and activities particularly at weekends. They also feel more exclusive pay & display bays up to 6pm and not during weekends will help the situation. They are again also concerned about the extra expense to park in the area in the mornings and evenings for attending church.
- 4.18 As with all the parking schemes introduced into Brighton and Hove the objective is to find the right balance of residents, business and daily parking for a local area. The introduction of a scheme will require that all day parkers and visitors using parking places will pay for their use. The consultation on the parking scheme is reflecting the fact that too many vehicles are trying to use this area or may park in certain roads if a scheme is introduced in other roads and a system for managing this situation has been requested by local residents. In terms of parking for the Church and / or Nurseries if a scheme is taken forward then extra exclusive pay & display bays (which finish at 6pm) will be considered in suitable roads in the vicinity.
- 4.19 Concerns have also been made from 6 residents outside the consultation area in roads between Preston Drove and Stanford Avenue. They are concerned with the vehicle displacement into their area if the scheme is introduced. The majority have outlined they would like to be consulted as well to have a resident parking scheme introduced. Further concerns have been expressed to the Council outside of the consultation responses and these concerns are being considered in the Citywide Parking Review.

Round Hill Area

- 4.20 There is a positive opinion from the vast majority of respondents within the Round Hill area with sufficient public support for the proposed Area J extension, based on the new scheme boundary. Therefore, the recommendation is that the revised Area J Residents Parking Scheme extension into Round Hill be progressed to final design and advertised through a traffic regulation order. Ward Councillors in St Peters & North Laine have been consulted on the proposals and are happy for the recommendations to be taken forward.
- 4.21 Some residents in correspondence to the Council had concerns about resident permit availability. However, residents in the current Area J (Viaduct Rise area) had similar concerns during the consultation phase and the current scheme introduced in 2012 is underutilised in terms of resident permit take up. Current only the Brunswick & Adelaide (Area M) and Central Brighton (Area's Y & Z) have waiting lists for resident permits.
- 4.22 As part of the consultation undertaken in the schemes regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the area and existing parking provisions in the area.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Revenue: The full cost of advertising the traffic regulation order will be met from within existing traffic revenue budgets. The financial impact of the revenue from the proposed new schemes, along with the associated ongoing revenue costs, has been included within the proposed budget for 2013-14 which will be submitted to Budget Council in February 2013.
- 5.2 Capital: New parking schemes are capital projects which are funded by unsupported borrowings, and repaid from revenue over 7 years, using the income generated.

Finance Officer Consulted: Karen Brookshaw

Date: 03/12/12

Legal Implications:

- 5.3 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the Act") must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 The Council has to follow the rules on consultation set out by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.

After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the traffic orders, then the matter is required to return to Transport Committee for a decision.

a. Under the Act the Council may acquire, whether by purchase or by hiring, such parking meters and other apparatus as appear to it to be required or likely to be required for the purposes of its functions in relation to designated parking places.

Lawyer Consulted: Carl Hearsom

Date: 27/11/12

Equalities Implications:

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

Sustainability Implications:

- 5.7 The new motorcycle bays and on-street pedal cycle bays will encourage more sustainable methods of transport.

5.8 Managing parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

5.9 The proposed restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

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

Public Health Implications:

5.11 There are no direct public health implications in this report although the introduction of pedal cycle bays and controls over vehicle parking may encourage more healthy forms of transport.

Corporate / Citywide Implications:

5.12 The 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 For the majority of the proposals the only alternative option 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 to advertise the Traffic Order after taking into consideration the consultation reports. These proposals are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

Appendix A – Map of proposed extension of Area J (London Road Station North area)

Appendix B – Map of proposed extension of Area J (Round Hill area)

Appendix C – London Road Station North area consultation report

Appendix D – Round Hill area consultation report

Appendix E – London Road Station North area – Visual breakdown of roads

Appendix F – Round Hill area – Visual breakdown of roads

Documents In Members' Rooms

None

Background Documents

1. Item 43 - Environment Cabinet Member Meeting Report – 9th November 2011

