

Subject:	Area A Extension - Resident Parking Scheme Consultation		
Date of Meeting:	26th November 2013		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Charles Field	Tel: Ext: 3329
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Ward(s) affected:	Withdean		

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider the outcome of the recent public consultation for a proposed extension to the Area A Residents Parking Scheme (Preston Park Station area - Appendix A). 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 authorises the Executive Director Environment, Development & Housing to implement the following proposals:
- (a) That a new stand alone Monday to Friday Residents Parking Scheme in the Preston Park Station north area be progressed to the final design with the Traffic Order advertised to allow further comment.
 - (b) That double yellow lines in Withdean Road and Withdean Avenue be progressed to the final design with the Traffic Order advertised to allow further comment.
 - (c) That an order be placed for any required pay and display equipment to ensure implementation of the new proposed parking scheme (if agreed at a further committee meeting) is undertaken as programmed.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In 2007, the residents of the Preston Park Station North voted to be excluded from the proposed Zone 'A' (Original Preston Park Station Area) resident parking scheme, and therefore, this road was not included within the proposed scheme.
- 3.2 Since then and the further inclusion of Tivoli Crescent into a resident parking scheme in 2011, this area has 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 2013 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 Preston Park Station.

4. CONSULTATION

Preston Park Station North area.

- 4.1 Brighton and Hove City Council Land and Property Gazetteer was used to provide 318 property addresses in an area to the north of Preston Park Station in 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 (13%) chose this method.
- 4.2 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at: Church of the Good Shepherd (Dyke Road), 1pm to 5pm, Tuesday 17 September and 4pm to 8pm, Wednesday 18 September. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 2 September, 2012 to Friday 11 October, 2012, 9am to 5pm.
- 4.3 182 responses were received giving a response rate of 57%. The following responses were not included: Responses from outside the area (9) or where no street name was given (1) have been removed from the analysis but included in Appendix B, 1 corner property not included in the scheme boundary but would be eligible for a permit if the scheme is introduced and 10 duplicates (only one response was included from each household).
- 4.4 Overall, 50% of respondents were in favour of an extension to the Residents Parking Scheme and 50% of respondents were against an extension to the scheme. The full results analysis of the consultation is outlined in Appendix B.
- 4.5 Analysis took place of all the comments received from residents in the proposed area and the comments table is in Appendix C (page 4). It was clear that views were very mixed but the most frequently occurring comment by those both supporting and against the proposed scheme (33 responses) was that the current parking problems were caused by commuters particularly during the week and that there were no parking problems at weekends.
- 4.6 Apart from general support (29 responses), negative comments (20 responses) and views that a scheme wasn't needed (25 responses) the next most frequently made comment related concerns about visitor parking (19 responses) which was either the cost, the amount of permits allowed, how it would restricts visitors for elderly and generally concerns about visitors at weekends.
- 4.7 In addition to the questionnaires the Council received an amount of direct correspondence from residents. Eight were in favour of a resident parking scheme,

eight were against a scheme going ahead and two were general comments. Those opposed were against the proposals for a large number of reasons and in some cases requested alternative options.

- 4.8 It is clear from the comments received as part of the questionnaires that residents who both support and oppose the scheme have concerns about restrictions being applied at the weekend.
- 4.9 Therefore, it has been recommended to take into account these comments and a Monday to Friday only stand alone resident parking scheme is now proposed for further consultation (Appendix C). This would be based on the fact the consultation result was split 50/50 but a large amount of comments were received from both residents in support and opposed to the resident parking scheme who had concerns about weekend restrictions as they were seen to be either not required and / or would limit visitor parking. The proposal for the scheme to be a stand alone one is also in response to comments from within the existing Area A (see 4.13 below).
- 4.10 Officers have met with all the Ward Councillors who have voiced their support for this way forward. However, they have outlined their concerns about displacement and have also mentioned that they would like the parking tariffs on Woodside Avenue near Preston Park Station to be reviewed. This has been passed to the Transport Operations section to consider as part of any tariff review.
- 4.11 This Monday to Friday proposal is recommended to be advertised as a traffic order allowing further comments to be made from residents both within and outside the new proposal. Leaflets will also be sent directly to residents making them aware of the traffic order and how to make their views known. All comments will be reported back to a further Environment, Transport & Sustainability Committee meeting.
- 4.12 The Council also received 13 letters of objection to the proposed covered pedal cycle parking bay in Maldon Road. Therefore, the Council will not be proceeding with this proposal and it will be replaced by resident permit holders only parking in the final design proposal.

Within Current Area A scheme

- 4.13 23 Items of correspondence were received to the Council during the consultation period from residents within the current Area A resident parking scheme adjacent to Preston Park Station North. The main concern outlined within all the correspondence was that residents did not want an extension to the current scheme as there were concerns about internal commuting to the station and that the scheme was big enough as it is.
- 4.14 If the proposed scheme is a stand alone Monday to Friday resident parking scheme as recommended then this would mean the current Area A resident parking scheme would not be extended further into the proposed roads, as this new Controlled Parking Zone would be created in adjacent roads.

Outside proposed area

- 4.15 Another 7 Items of correspondence were received separate to the consultation responses directly to the Parking Infrastructure Team during the consultation period from residents outside the proposed scheme area.
- 4.16 5 Items were concerned about displacement into their adjacent roads. 2 items wanted yellow lines considered in adjacent roads for road safety reasons. The final item asked that the Hazeldene Meads estate to be looked at for yellow line restrictions or an extension to the proposed scheme.
- 4.17 A further 64 letters were sent in with a covering letter from residents of the adjoining Hazeldene Meads and The Beeches estate They were opposed to the extension of the resident parking scheme. However, should any scheme go ahead they wanted the Hazeldene Meads and The Beeches estate to be included in the scheme to avoid the otherwise inevitable overflow and fringe problems that will occur.
- 4.18 The Council have responded to these concerns and are proposing double yellow lines on one side of the road in Withdean Road and Withdean Avenue as outlined in Appendix D.
- 4.19 In terms of Hazeldene Meads and The Beeches any potential parking in this area would cause obstruction issues rather than Road Safety issues. However, if a scheme is approved the Council will meet up with representatives from these roads within three months after any operational start to discuss the way forward and the options available.

Conclusions

- 4.20 It has been recommended to take into account the comments received and a new proposal for a Monday to Friday only stand alone resident parking scheme is now being put forward for further consultation. This would be based on the fact the consultation result was split 50/50 but a large amount of comments were received from both residents in support and opposed to the resident parking scheme who had concerns about weekend restrictions as they were seen to be either not required and / or would limit visitor parking.
- 4.21 It has also been recommended to advertise double yellow lines on one side of the road in Withdean Road and Withdean Avenue as outlined in Appendix D.
- 4.22 Officers will meet up with representatives of Hazeldene Meads and The Beeches within three months after any operational start to discuss if there are any issues and if so discuss the way forward and the options available.
- 4.23 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 New parking schemes are capital projects within the Local Transport Plan (LTP). They are funded by unsupported borrowings and repaid from revenue over 7 years, using the income generated.

Finance Officer Consulted: Jeff Coates

Date: 04/11/2013

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. 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. Relevant Human Rights to which the Council should have regard are the right to respect for family and private life and the right to protection of property. These are qualified rights and there can be interference with them in appropriate circumstances.

Lawyer Consulted: Carl Hearsom

Date:01/11/13

Equalities Implications:

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

Sustainability Implications:

- 5.7 The new motorcycle bays and the remaining on-street pedal cycle bay 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 the pedal cycle bay 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 The alternative options are going ahead with the original full scheme as an extension to the existing zone or doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that proposals put forward 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 report. These proposals are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

Appendix A – Map of proposal consulted on.

Appendix B – The consultation report

Appendix C – Map of revised proposal to take forward

Appendix D - Parking restriction proposal in adjacent roads.

Documents In Members' Rooms

None

Background Documents

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

