

Subject:	East Brighton Parking Controls – Response to Consultation		
Date of Meeting:	29 April 2014		
Report of:	Executive Director Environment, Development & Housing		
Contact Officer:	Name:	Jan Jonker	Tel: 29-4722
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Ward(s) affected:	East Brighton		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Parking in East Brighton Park is currently not controlled. Surveys have shown that a large proportion of the cars in the park do not belong to people using the park but instead to commuters, residents and van dwellers. The volume of parked cars is causing access problems, affecting the infrastructure and has a visual impact.
- 1.2 In response to these issues this Committee agreed to consult on proposals to control parking in East Brighton Park. The consultation included proposals to restrict parking at any time on east side and at night time on west side of Wilson Avenue.
- 1.3 The consultation has been completed and this report summarises the outcome of the consultation and based on the outcome recommends implementation of measures to control parking.

2. RECOMMENDATIONS:

- 2.1 That the Committee Members note the outcome of the consultation.
- 2.2 That the Committee approves the proposals to control parking in East Brighton Park set out in this report, subject to the statutory consultation process for Traffic Regulation Orders.
- 2.3 That the Committee approves proposals to restrict parking on Wilson Avenue with single yellow lines on the west side and double yellow lines on the East Side as set out in the consultation, subject to the statutory process for Traffic Regulation Orders.
- 2.4 That the Committee instructs officers to advertise the associated Traffic Regulation Orders.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 East Brighton Park is located to the east of Kemptown along Wilson Avenue. It is a popular park used for a range of activities. The road that runs through the park also provides access to the Brighton Caravan Club site, Brighton College, East Brighton Park Café and Whitehawk Football Club. Because of its proximity to the hospital the park is also used as a landing base for the air ambulance.
- 3.2 There are no parking restrictions within the park which is used for long term parking by residents, commuters and van dwellers. The residential area to the west of the park is part of Controlled Parking Zone H increasing parking pressure on the park itself. The parking is resulting in:
- Access problems, in particular for ambulances needing to transfer patients from the air ambulance, coaches accessing the college and customers for the caravan site. The extent of the problem is preventing some visitors from returning to the caravan site
 - Visual impact on the park (See photos Appendix 1)
 - Degradation of park infrastructure because of the high volume of traffic.
- 3.3 A survey was carried out in November 2013 to assess the number of cars accessing the park and the length of stay. The survey was carried out on a weekday and a Sunday (generally the busiest day with sports fixtures) provides a snapshot of parking patterns:
- During the week 20% of vehicles (32) were in the park for 7-12 hours most of which are likely to be commuters, none of which are likely to be genuine park users. This number was halved on Sunday (10%, 16 vehicles)
 - There were 40 vehicles in the park overnight on the weekday and 37 on Sunday
 - There were 15-19 lived in vehicles in the park during the survey period
- 3.4 In response to these issues it is proposed to implement parking controls similar to those introduced in Preston Park with the objective to:
- Limit parking to the areas shown on the plan attached as Appendix 2
 - Prevent long-term parking by non park users to ensure the remaining spaces are available to genuine park users
 - Ensuring the park is accessible to vehicles, cyclists and pedestrians.
- 3.5 As part of the proposed scheme there would be space for up to 62 cars along certain areas of the road which are wide enough to accommodate parking and in the area to the east of the tennis courts by the café. There would be dedicated blue badge bays outside the café. Based on the survey referred to above this is expected to provide sufficient capacity for genuine park users most of the time if the controls are put in place.
- 3.6 In order to cover the cost of implementing and enforcing the controls it is proposed to introduce parking charges and limit the maximum length of stay based on the Preston Park scheme. The charges would be significantly lower than on street parking and are set out in the table below be as follows:

Table 1 Proposed Parking Charges

Period	East Brighton Park	Adjacent Zone H CPZ On Street Charges
Up to 1 hour	£0.50	£1.00
Up to 2 hours	£1.00	£2.00
Up to 4 hours	£2.00	£3.00
Up to 6 hours	£3.00	-
Up to 11 hours	-	£5.00

- 3.7 The charges would apply 9am – 4pm Monday – Friday and 2pm – 6pm Saturday and Sunday. The maximum length of stay would be six hours. The scheme is anticipated to raise approximately £12,000 per year and the costs of implementation would be covered within three years.
- 3.8 Any surplus parking income after the costs have been recovered would be ring-fenced to improvements to the park. Decisions on how the money is used would be informed through consultation with park users, again following a similar model to the Preston Park scheme.
- 3.9 Vehicles also park on the verge along Wilson Avenue which runs along the western side of the park affecting road safety. Implementing the necessary controls in East Brighton Park is expected to displace more parking on to Wilson Avenue by non park users. To pre-empt this problem increasing it is also proposed to restrict parking on Wilson Avenue with single yellow lines (9am-5pm) on the west side to prevent parking during the day and double yellow lines on the east side to prevent parking at any time.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Doing nothing is not considered to be an option because access issues in particular need to be addressed in particular in relation to the air ambulance and the caravan site.
- 4.2 Charges are proposed as part of the scheme to cover the cost of implementation and on going enforcement.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Following approval at the January 2014 meeting of this committee a consultation on the proposals was carried out. The consultation was publicised through:
- A press release and information on the council website
 - Promotion through the Park Ranger and Friends of Whitehawk Hill
 - A display in the café
 - Notices put on cars parked in the park
 - A mail drop to properties along Wilson Avenue
 - Display and information stand at ASDA in Brighton Marine
 - Direct mail out to organisations operating in the park including the caravan club, the football club and Brighton College
 - Ward Councillors helped promote the consultation which was also advertised through posters and post cards.

- 5.2 People were able to respond by post or through the council's on-line portal. A copy of the consultation document and questionnaire is attached as Appendix 1. 189 people responded to the consultation. Of those who responded 48% visited the park, the adjoining nature reserve or the café for leisure and 46% visited the caravan site. Answers to the main questions are summarised in the table below a report summarising the responses is attached as Appendix x.

Table 2 Summary of Response to Consultation

Question	Yes Response (%/ number)	No Response (%/ number)
Parking in East Brighton Park needs addressing	89.6% (164)	10.4 (19)
Parking on Wilson Avenue needs addressing	84.4% (151)	15.4(28)
Do you currently park on verge	8.6% (16)	91.4% (171)
Do you drive to park	69.6% (128)	30.4 (56)
Should income be ring-fenced to park	88.8% (158)	11.2% (20)

- 5.3 The results show that of the respondents, most of who drive to the park, the majority agreed with the proposals to control parking in East Brighton Park and along Wilson Avenue. The results also show that support for addressing parking was generally consistent amongst respondents irrespective as to why they visited the park. Of the 34 households on Wilson Avenue who responded 83% supported the proposed parking controls along their road. There was strong support for any surplus to be ring fenced to the park maintenance budget.

6. CONCLUSION

- 6.1 Uncontrolled parking in East Brighton Park has to be addressed. The majority of respondents to the consultation agreed with the proposals to control parking both along Wilson Avenue and in East Brighton Park.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The cost of officer time and consultation associated to the introduction of the scheme has been funded from within existing Parks Projects and Parking revenue budgets. It is anticipated that the implementation costs of the scheme will cost approximately £20,500 in the 2014-15 financial year. These costs will be funded by unsupported borrowing to be repaid from the income generated from parking fees.
- It is anticipated that the scheme will generate approximately £12,000 in parking fees per annum, which will fund the ongoing revenue costs of the scheme of approximately £7,000 per annum and repayment of the implementation costs. Any surplus income after costs have been recovered will be transferred to an earmarked reserve specifically to fund improvement works at East Brighton Park. The fees set will be subject to the councils fees and charges policy and be reviewed annually as part of the budget and service planning process.

Finance Officer Consulted: Steven Bedford

Date: 25/03/14

Legal Implications:

- 7.2 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the 1984 Act") must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. As far as is practicable, the Council should also 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 and securing the safety and convenience of users; any other matters that appear relevant to the Council.

Before making Traffic Orders, the Committee must consider all duly made, unwithdrawn objections.

Lawyer Consulted: Elizabeth Culbert

7th April 2014

Equalities Implications:

- 7.1 The proposals have been subject to an Equalities Impact Assessment. If implemented they will improve access for all to the park. There will be dedicated bays for blue badge holders

Sustainability Implications:

- 7.2 The proposals will prevent long-term parking by non-park users and improve the quality of the environment

Any Other Significant Implications:

- 7.3 The proposals to control parking will address access problems in particular for visitors to the caravan site and the air ambulance. They will also make the entrance to the park on Wilson Avenue safer.

SUPPORTING DOCUMENTATION

Appendices:

1. Consultation Document
2. Results of Consultation