

Subject:	Resident Parking Scheme Update		
Date of Meeting:	10th October 2017		
Report of:	Executive Director Economy, Environment & Culture		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
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Ward(s) affected:	Hove Park, Queens Park, Wish		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

1.1 The purpose of this report is to update on progress for three parking schemes and seek agreement for the scope of the initial consultation on two of these schemes and implementation for the other.

- Hove Park Area – Agree further consultation proposals (options and area)
- Zone U (St Luke’s Area) - Agree further consultation proposals (options and area)
- West Hove Area – Traffic Order consultation – Agree to proceed to implementation stage.

2. RECOMMENDATIONS:

2.1 That the Committee:

Hove Park Area

- (a) Agrees that a further consultation takes place in the Hove Park Area (Appendix C) on a light touch parking scheme (Monday to Friday).

Zone U (St Luke’s Area)

- (b) Agrees that a further consultation takes place in the Zone U (St Luke’s Area) (Appendix D) on the schemes outlined in para 5.9.

West Hove Area

- (c) Agrees that the following Traffic Regulation Orders are approved and the West Hove area parking scheme (Appendix F) proceeds to the implementation stage.

- Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-26a-2017)

- Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-26b-2017)

(d) Approves that any requests for minor design amendments deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

3. CONTEXT/ BACKGROUND INFORMATION

3.1 At the Environment, Transport & Sustainability 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. This included the West Hove Area and Hove Park Area.

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.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward.

4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

Hove Park Area

5.1 Following Environment, Transport & Sustainability Committee approval on 15th March 2016 a consultation letter was sent out to all households in the Hove Park ward in June / July 2017. The consultation was also advertised on the council's website, via social media and by a press-release to local media. The results outlined that 43% of respondents were in favour of a Residents' Parking Scheme in the area based on a 51% response rate.

5.2 79% of respondents wanted a light touch scheme while 20% preferred a full scheme. 77% of respondents supported a Monday to Friday scheme while 23% supported a seven day scheme.

5.3 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a road by road results plan is outlined in detail in Appendix A including the main comments.

5.4 It is clear from the results that a smaller area were in favour of a parking scheme (Analysis in Appendix B). Within this area the results outlined that 62% of respondents were in favour of a Residents' Parking Scheme in the area. 76% of respondents wanted a light touch scheme while 70% of respondents supported a Monday to Friday scheme.

- 5.5 Therefore, it is recommended that a further consultation takes place in the smaller Hove park Area (Appendix C) on a light touch resident parking scheme (Monday to Friday).
- 5.6 The Hove Park Ward Councillors have outlined they are happy to support the recommendations based on the resident's wishes. However, they have added that they are concerned about vehicle displacement and would like additional parking restrictions such as Double Yellow lines considered outside the scheme boundaries. This will be considered alongside the Traffic Regulation order process if a scheme gets approval to that stage.

Zone U (St Luke's Area)

- 5.7 Within Zone U (St Luke's Area) the Council received a petition from residents requesting a review of parking and to consider a full scheme for the area.
- 5.8 Full details were presented to the ETS Committee on 27th June 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.
- 5.9 From the results it was clear there is 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 on the 27th June Committee meeting that a further report be presented to this Committee following the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward.
- 5.10 Due to the results it is proposed that residents in the Bakers Bottom Area are consulted on whether they would like to be an extension to the full scheme (9am-8pm seven days) in Zone I (Craven Vale). It is also proposed that the remaining residents are consulted on whether they would like to join the implemented nearby Zone S and their different hours of restriction of 11am-12 Noon and 6pm-7pm (Monday to Friday). A plan of this proposal is outlined in Appendix D.

West Hove Area

- 5.11 Following Environment, Transport & Sustainability Committee approval on 15th March 2016 a consultation letter was sent out to all households in the West Hove Ward in November 2016. The consultation was also advertised on the council's website, via social media and by a press-release to local media. The results outlined that 67% of respondents were in favour of being consulted on a detailed design of a Residents' Parking Scheme in the area based on a 44% response rate.
- 5.12 22% of respondents wanted a 9am-8pm residents parking scheme while 78% wanted 2 periods during the day (light touch scheme). 47% of respondents wanted a Monday to Sunday scheme while 53% wanted Monday to Friday.
- 5.13 Following Environment, Transport & Sustainability Committee approval on 14th March 2017 a consultation letter was sent out in April 2017. The consultation was also advertised on the council's website, via social media and by a press-release to local

media. The results outlined that 75.5% of respondents were in favour of a Residents' Parking Scheme in the area based on a 41% response rate.

- 5.14 69.9% of respondents agreed with the proposed hours of operation (Monday to Sunday 11am -12 Noon & 6pm - 7pm) while 30.1% of respondents preferred different hours.
- 5.15 It was agreed at the Environment, Transport & Sustainability Committee on 27th June 2017 to take into account the results of the second stage consultation and propose a new resident parking scheme (Monday to Sunday 11am -12 Noon & 6pm - 7pm) within the West Hove Area (Appendix F).
- 5.16 The draft Traffic Regulation Orders (TRO) were advertised on 18th August 2017 with the closing date for comments and objections on 8th September 2017. The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.17 Notices with information about the proposals were erected within roads of the proposed parking scheme area for 18th August 2017. The notice was also published in the Brighton & Hove Independent newspaper on 18th August 2017. Detailed plans and the Traffic Regulation Orders were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall.
- 5.18 The documents were also available to view and to respond to directly on the Council website.
- 5.19 20 items of correspondence were received with 10 responses outlining their support for the parking scheme and a further 10 objecting to the proposals (Summarised in Appendix E).
- 5.20 From those who supported the parking scheme it was further outlined they wanted to see changes to the proposals in St Keyna/ Middleton/ Glastonbury/ Derek Avenue. One response added they wanted to be allowed more than one permit while another wanted additional motorcycle parking.
- 5.21 The main points of objection from the 10 objections were the following;
 - Additional cost for households – should not have to pay to park on the road.
 - Displacement of vehicles into surrounding uncontrolled area.
 - No current parking problem.
 - The inconvenience to visitors to area.
 - The hours of operation don't cover when there is a parking problem.
 - There should be better public transport provision/ Park and Ride.
 - They should be allowed to park on the public highway across access to own drive.
 - Rather have a five day scheme.
 - There should be more electric vehicle provision.
 - There are too many vehicles owned by residents for it to solve the problem.
 - Don't want additional road markings and road signs.
 - Should be allowed more than one permit.

- 5.22 Overall the West Hove parking scheme has been through an extensive consultation period where residents have had the opportunity to comment on the overall operation of the scheme and the designs within the scheme. The majority of residents have clearly outlined they want a Resident parking scheme taken forward based on the detailed design proposed and the rules & regulations required.
- 5.23 When introducing new residents parking schemes the Council must demonstrate that these would be self-financing. This is why charges have to be made for On-street parking. The Council do have to charge residents for permits for the schemes as the schemes have ongoing costs i.e. Civil enforcement officers, maintenance of signage and lining, etc. Any surplus from the revenue received from the proposed parking schemes funds Concessionary Travel and other transport related costs as detailed within the Parking Annual Report.

6. CONCLUSION

Hove Park Area

- 6.1 Following the consultation results outlined it is recommended that a further consultation takes place in the smaller Hove Park Area (Appendix C) on a light touch resident parking scheme (Monday to Friday).

Zone U (St Luke's area)

- 6.2 Due to the previous results it is proposed that residents in the Bakers Bottom Area are consulted on whether they would like to be an extension to the full scheme in Zone I (Craven Vale). It is proposed that the rest of residents are consulted on whether they would like to be included within the implemented nearby Zone S and their different hours of restriction. A plan of this proposal is outlined in Appendix D.

West Hove Area

- 6.3 The final recommendation is that the West Hove Area parking scheme (Appendix F) proceeds to the implementation stage following the Traffic Regulation Order Consultation.
- 6.4 It is also recommended that any requests for minor design amendments deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the report recommendations for further consultation in the Hove Park and St Luke's areas will be met from existing revenue budgets within the Parking department. The detailed financial implications of the proposed schemes will be included in future committee reports once the final designs of the schemes have been determined.

- 7.2 The capital costs of creating the West Hove area parking scheme will be funded from borrowing, with repayments made over a seven year period funded from the revenue income generated. It is estimated that the capital costs of the recommendations in this report will be £0.200m.
- 7.3 Additional enforcement costs are estimated to be £0.021m per annum for the West Hove area parking scheme. These costs are not included in current revenue budgets but will be funded from the income generated by the new scheme.
- 7.4 The annual income from the West Hove area parking scheme is estimated to be £0.160m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.5 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.
- 7.6 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: 13/09/17

Legal Implications:

- 7.7 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.

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. 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 .

After the proposals for a traffic regulation order have been 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 a traffic regulation order, then the matter must be returned to the ETS Committee for a decision.

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.

Lawyer Consulted: Stephanie Stammers

Date: 15/09/17

Equalities Implications:

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

Sustainability Implications:

- 7.10 The new motorcycle bays will encourage more sustainable methods of transport alongside Electric vehicle charging points and Car club bays.
- 7.11 Managing parking will increase turnover and parking opportunities for all.

Any Other Significant Implications:

- 7.12 None identified

SUPPORTING DOCUMENTATION

Appendices:

- Appendix A – Hove Park area– Full Analysis
- Appendix B - Hove Park area – Proposed area Analysis
- Appendix C – Hove park area proposal plan
- Appendix D – Zone U proposal plan.
- Appendix E – West Hove – Comments to Traffic Regulation order.
- Appendix F - West Hove area plan.

Documents in Members' Rooms

- 1. None

Background Documents

- 1. Agenda items 14 & 16 - Report To ETS Committee 15/3/2016
- 2. Agenda item 74 - Report To ETS Committee 14/3/2017
- 3. Agenda item 13 - Report To ETS Committee 28/6/2016
- 4. Agenda item 77 - Report To ETS Committee 15/3/2016

