

<b>Subject:</b>	<b>Zone U (St Luke's Area) Resident Parking Scheme Review</b>		
<b>Date of Meeting:</b>	<b>26<sup>th</sup> June 2018</b>		
<b>Report of:</b>	<b>Executive Director of Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Catherine Dignan</b>	<b>Tel: 292235</b>
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<b>Ward(s) affected:</b>	<b>Queens Park</b>		

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

- 1.1 The purpose of this report is to update Committee on the recent consultation in the Zone U (St Luke's Area) resident parking scheme review and seek agreement for the scope of the required amendments and detailed design consultation.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee agrees that a detailed design consultation takes place in the Zone U (St Luke's Area) (Appendix A) on an extension to Zone C (Queens Park) parking scheme (9am-8pm Seven days)

**3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 At the Environment, Transport & Sustainability (ETS) Committee on 15<sup>th</sup> 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. A new resident parking scheme priority timetable was agreed at the ETS Committee on 10<sup>th</sup> October 2017.
- 3.2 In terms of Zone U (St Luke's Area) the council received a petition from residents asking us to review the existing parking arrangements and to consider a full scheme for the area.
- 3.3 As agreed within the parking scheme priority timetable an initial consultation review took place in Zone U (St Luke's area) in November 2016.
- 3.4 Full details were presented to the ETS Committee on 27<sup>th</sup> June 2017 which outlined that 138 (54%) of respondents supported the idea of the scheme remaining as light touch, whereas 119 (46%) of respondents support the idea of changing to a full scheme.
- 3.5 From the results it was clear there is a divide between the western side who would prefer to retain a light touch scheme (current hours are 10am-11am & 2pm-3pm) and

the eastern side who would prefer to change to a full scheme. Therefore, it was agreed at the same 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.

- 3.6 Due to the results it was proposed that residents in the Bakers Bottom Area were consulted on whether they would prefer 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).
- 3.7 It was agreed by the Environment, Transport & Sustainability Committee on 10<sup>th</sup> October 2017 that a further consultation would take place in the Zone U (St Luke's Area). Following this decision a significant level 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.
- 3.8 The results outlined that 66.4% of respondents were in favour of joining a full residents' parking scheme in the area based on a 54.1% response rate. From these respondents 90.9% support joining the existing Zone (Queens Park) residents parking scheme.
- 3.9 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.
- 3.10 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including road by road results is outlined in detail in Appendix B.
- 3.11 It is clear from the results that the majority of respondents 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)

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The main alternative options are doing nothing which would mean the detailed design consultation 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 Following Environment, Transport & Sustainability Committee approval on 27<sup>th</sup> June 2017 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.

## **6. CONCLUSION**

- 6.1 Following the consultation results it is recommended that a further detailed design consultation takes place in Zone U (St Luke's area) on joining the Zone C (Queens park area) full resident parking scheme (9am-8pm Seven days).
- 6.2 The Queens Park Ward Councillors have outlined they are happy to support the recommendations based on the resident's wishes.
- 6.3 The results of the detailed design consultation will be reported back to the Environment, Transport & Sustainability Committee on 9<sup>th</sup> October 2018.
- 6.4 If approved in October then the next stage would be the advertising of the Traffic Regulation Order which would allow any member of the public including residents in Zone C (Queens Park area) to comment on the proposals.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

### Financial Implications:

- 7.1 The costs associated with the report recommendations for further consultation in the St Luke's area 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.

*Finance Officer Consulted: Gemma Jackson*

*Date: 23/05/18*

### Legal Implications:

- 7.2 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. . There is no general duty to consult with the public regarding the proposals for a TRO although the procedure for making a TRO includes a pre-order making stage allowing for objections to be lodged.

However a traffic authority may undertake non-statutory consultation in advance of publishing proposals to make a TRO. A proper consultation process will require that the consultation is undertaken when proposals are still at a formative stage so that the results of the consultation may influence the decision whether to make or what provisions to include in the proposed TRO.

*Lawyer Consulted: Stephanie Stammers*

*Date: 25 May 2018*

### Equalities Implications:

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

- 7.4 The legal blue badge bays will provide parking for the holders of blue badges wanting to use the local facilities

Sustainability Implications:

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

Any Other Significant Implications:

- 7.7 None identified

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Zone U (St Luke's area)
2. Consultation report

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. Agenda item \*\* - Report To ETS Committee 15/3/2016
2. Agenda item \*\* - Report To ETS Committee 27/6/2017
3. Agenda item \*\* - Report To ETS Committee 10/10/2017