





**Brighton & Hove  
City Council**

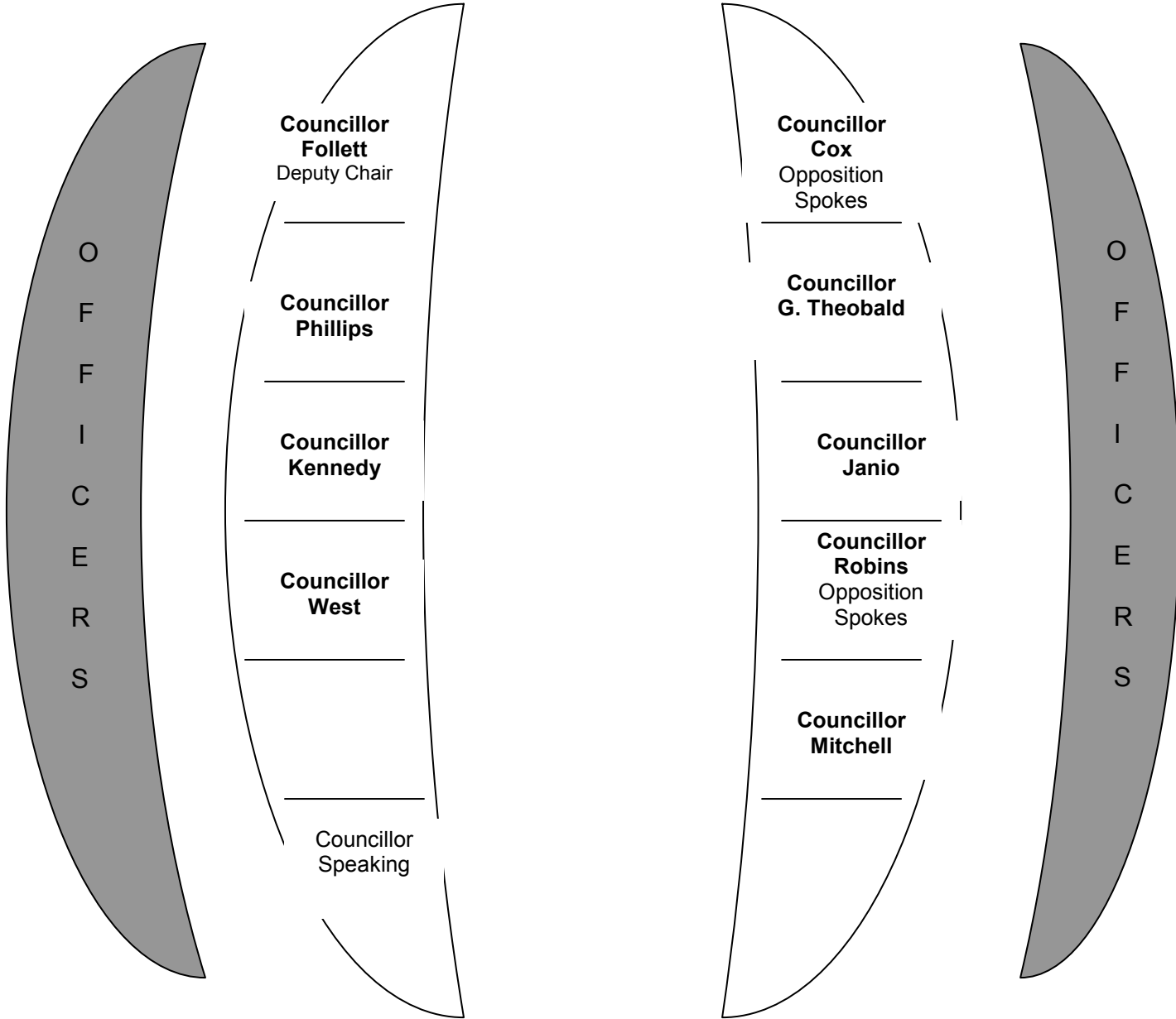
# Transport Committee

Title:	<b>Transport Committee</b>
Date:	<b>15 January 2013</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall</b>
Members:	<b>Councillors:</b> Davey (Chair), Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Kennedy, Mitchell, Phillips, Robins, G Theobald and West
Contact:	<b>John Peel</b> Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk

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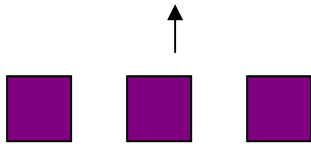
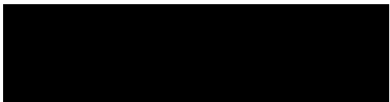
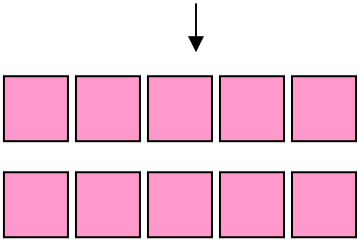
# Democratic Services: Transport Committee

Legal Officer	<b>Councillor Davey</b> Chair	Strategic Director Place	Democratic Services Officer
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Public Speaker	Public Speaker
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Public Seating



Press



## AGENDA

### PART ONE

Page

#### 40. PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:**
  - (a) Disclosable pecuniary interests not registered on the register of interests;
  - (b) Any other interests required to be registered under the local code;
  - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

*Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public.*

*A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.*

#### 41. MINUTES

1 - 20

To consider the minutes of the meeting held on 27 November 2012 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

**42. CHAIR'S COMMUNICATIONS**

**43. CALL OVER**

- (a) Items 46-55 will be read out at the meeting and Members invited to reserve the items for consideration.
- (b) Those items not reserved will be taken as having been received and the reports' recommendations agreed.

**44. PUBLIC INVOLVEMENT**

**21 - 26**

To consider the following matters raised by members of the public:

- (a) **Petitions:** To receive any petitions presented by members of the public to the full Council or at the meeting itself.
  - (i) Implementation of the 20mph Phase 1- Amgad Mechaeli
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 8 January 2013.
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 8 January 2013.
  - (i) Brighton Station Gateway Scheme- Peter Crowhurst

**45. ITEMS REFERRED FROM FULL COUNCIL**

**27 - 32**

To consider the following matters referred from the Full Council meeting of 13 December 2012:

- (a) **Petitions:**
  - (i) Side view pedestrian crossing lights- Valerie Paynter
  - (ii) Cromwell Road parking restrictions and zebra crossing- Belinda Clarke
  - (iii) Seven Dials Improvement Project- Dials North West Community Association

**46. MEMBER INVOLVEMENT**

**33 - 40**

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions submitted to the full Council or at the meeting itself;
- (b) **Written Questions:** To consider any written questions;

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- (c) **Letters:** To consider any letters;
  - (i) Councillor Lepper- Extension to the Area J resident parking scheme
  - (ii) Councillors Janio and Barnett- Hangleton Link Road
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Council or submitted directly to the Committee.
  - (i) Impact of parking charges on the local economy- Conservative Group

### 47. BRIGHTON STATION GATEWAY 41 - 54

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Jim Mayor *Tel:* 29-4164  
*Ward Affected:* St Peter's & North Laine

### 48. SEVEN DIALS IMPROVEMENT PROJECT - CONSULTATION RESULTS AND WAY FORWARD 55 - 88

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Robin Reed *Tel:* 29-3856  
*Ward Affected:* Goldsmid; Queen's Park;  
Regency; St Peter's &  
North Laine

### 49. AMEX COMMUNITY STADIUM RESIDENTS PARKING PROPOSALS - CONSIDERATION OF INFORMAL CONSULTATION RESULTS 89 - 116

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Owen McElroy *Tel:* 29-0368  
*Ward Affected:* Hollingdean & Stanmer;  
Moulsecoomb &  
Bevendean

### 50. RESIDENT PARKING SCHEME CONSULTATION RESULTS 117 - 152

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Charles Field *Tel:* 29-3329  
*Ward Affected:* Hollingdean & Stanmer;  
Preston Park; St Peter's &  
North Laine

### 51. OLD TOWN TRAFFIC REGULATION ORDERS

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Report of the Strategic Director, Place (copy to follow).

*Contact Officer:* Tom Campbell *Tel:* 29-3328  
*Ward Affected:* Regency

### **52. BRIGHTON AND HOVE 20MPH LIMIT - FORMAL SLO CONSULTATION**

Report of the Strategic Director, Place (copy to follow).

*Contact Officer:* Emma Sheridan *Tel:* 293862  
*Ward Affected:* All Wards

### **53. CITY WIDE PARKING REVIEW 153 - 222**

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Owen McElroy *Tel:* 29-0368  
*Ward Affected:* All Wards

### **54. PARKING FEES & CHARGES UPDATE 223 - 244**

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Austen Hunter *Tel:* 29-2245  
*Ward Affected:* All Wards

### **55. HIGHWAYS FEES & CHARGES 2013/14 245 - 252**

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Christina Liassides *Tel:* 29-2036  
*Ward Affected:* All Wards

### **56. INTRODUCTION OF PAYMENT FOR PARKING BY MOBILE PHONE 253 - 258**

Report of the Strategic Director, Place (copy attached).

*Contact Officer:* Paul Nicholls *Tel:* 29-3287  
*Ward Affected:* All Wards

### **57. ITEMS REFERRED FOR COUNCIL**

To consider items to be submitted to the 31 January 2013 Full Council meeting for information.

*In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition,*

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*any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting.*

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The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

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For further details and general enquiries about this meeting contact John Peel, (01273 291058, email [john.peel@brighton-hove.gov.uk](mailto:john.peel@brighton-hove.gov.uk)) or email [democratic.services@brighton-hove.gov.uk](mailto:democratic.services@brighton-hove.gov.uk)

Date of Publication - Monday, 7 January 2013



**BRIGHTON & HOVE CITY COUNCIL**

**TRANSPORT COMMITTEE**

**4.00pm 27 NOVEMBER 2012**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Davey (Chair), Councillor Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Kennedy, Mitchell, Robins, G Theobald, West and Hawtree

**PART ONE**

**26. PROCEDURAL BUSINESS**

**26(a) Declarations of Substitutes**

26.1 Councillor Hawtree declared that he was in attendance as substitute for Councillor Phillips.

**26(b) Declarations of Interest**

26.2 There were none.

**26(c) Exclusion of press and public**

26.3 In accordance with section 100A of the Local Government Act 1972 ("the Act"), the Committee considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100(I) of the Act).

26.4 **RESOLVED-** That the press and public not be excluded.

26.5 In addition the Chair stated that he had received a request to allow the meeting to be recorded by Members of the Public. The Chair stated that as per Rule 31 of the Constitution, he would grant permission for this to happen.

**27. MINUTES**

- 27.1 **RESOLVED-** That the minutes of the previous meeting held on 2 October 2012 be approved and signed as the correct record.

## **28. CHAIR'S COMMUNICATIONS**

- 28.1 Councillor Davey stated he had no specific Chair's Communications to record.

## **29. CALL OVER**

- 29.1 **RESOLVED-** That all items on the agenda be reserved for discussion.

## **30. PUBLIC INVOLVEMENT**

### **30 (a) Petitions**

- 30.1. Councillor Davey stated that both a petition and Letter had been received regarding a 20mph speed limit in Hollingbury Park Avenue and, for simplicity, he would receive these together.

#### **(i) Speed Limit on Hollingbury Park Avenue- Ann Healey and Councillor Lepper**

- 30.2. Ann Healey presented a combined e-petition and paper petition signed by 146 people requesting the Council to reduce the speed limit on Hollingbury Park Avenue to 20mph. Councillor Lepper presented a Letter requesting that Hollingbury Park Avenue be brought forward from Phase 3 in the proposals for the city-wide introduction of 20mph speed limits.

- 30.3. Councillor Davey presented the following response:

'Thank you for your Petition and Letter. Hollingbury Park Avenue is currently part of the proposals for Phase 3 (financial year 2014/15) for the city-wide introduction of 20mph limits, the first Phase of which is to be considered by the Transport Committee this evening. Officers will then review how we take forward subsequent phases based on experience from implementing the first phase and subject to support from residents so we can provide the right solution. I anticipate the next set of proposals to come to Transport Committee early next year'.

- 30.4. **RESOLVED-** That the Petition and Letter be noted.

#### **(ii) Rochester Street Resident Parking Scheme- Mr Rhodes**

- 30.5. Mr Rhodes presented a petition signed by a total of 43 people (37 for 6 against) asking for a resident parking scheme to be introduced on Rochester Street as a matter of urgency.

- 30.6. Councillor Davey provided the following response:



'Thank you for the petition. Officers are conducting a review of parking schemes in the city to ensure a fair balance between the needs of residents, businesses and visitors. The purpose of the review is to improve the way we manage parking and to look at the future of residents parking schemes and whether to consult on new parking schemes or to extend existing schemes. Officers are aware of requests from residents from the three streets that make up the "Bakers Bottom" area (which includes Rochester Street) and have taken this into account as part of the consultation. A report will be presented to Transport Committee on 15 January 2013 which is expected to contain a proposed short/medium term timetable of parking review consultations. This report will be published on the council's website about a week prior to the meeting'.

30.7. **RESOLVED-** That the petition be noted.

30.8. Councillor Davey noted that both a petition and a Deputation had been received regarding coach parking on Roedean Road. In addition, he had granted a request for Councillor Mears to speak to the item.

**(iii) Inadequate coach parking facilities- Rosemary Shepherd**

30.9. The Committee considered a petition and Deputation on coach parking facilities on Roedean Road. Councillor Mears stated that this had become a serious issue. She noted her concerns regarding previous funding put towards the project that hadn't been used and why this had come about. She added her concerns regarding safety in the area and that there had not been a review into coach parking in the long-term.

30.10. Councillor Davey provided the following response:

'There is nothing further that I wish to add to my previous responses at the full Council meeting last month. However, Mrs Shepherd did raise an additional question at that meeting regarding what the mechanisms are for assessing coach parking demand and usage.

In response to that question, I can confirm that when the planning application was submitted for the temporary coach park at Black Rock, supporting transport information was also provided in a Transport Statement. It included commentary and analysis about coach parking usage in 2010 which identified that Madeira Drive has a capacity of 42 to 50 coaches and that peak demand for use is on a summer Sunday, with around 30 of the spaces occupied. The majority of coaches arrive between 11am and 1pm and stay on average for 8hrs; 20 to 30 coaches could also be parked in Roedean Road, and the highest number of coaches that were parked on a summer Sunday was 23; in addition, the document suggested that up to a further 10 spaces around the city may be used on an ad hoc basis by coach drivers.

Therefore, based on these figures, capacity was calculated to be between 70 and 90 spaces and the peak usage amounted to about 60 coaches.

In conclusion, the Transport Statement concluded that there was a current/future peak demand on Sundays of just over 80 spaces.

I would add that demand for coach parking in the city could vary considerably given that tour or coach operators and visitors, groups, organizations and companies and even families from across the country and the continent, will make independent decisions to come to our city throughout the year and for many different reasons.

I am very aware that this issue which has a long history is proving challenging to resolve due to its complex nature and shortage of available sites. I have asked officers to undertake a further study into overall demand and capacity issues to seek possible solutions as I think it is important that we attract coaches and tourists into the city. We still need to allocate resources to this work and hope to do so in the next financial year we can then make a decision as to when we will be in a position to report back with possible solutions.'

Councillor Davey added that he had been informed that the funding set aside was not sufficient and proposals for Black Rock had not been thought through sufficiently.

- 30.11. Councillor Theobald noted his disappointment with the response provided. He moved a motion requesting the issue be dealt with straight away and Committee receive an officer report.
- 30.12. Councillor Cox formally seconded the motion.
- 30.13. Councillor Davey then put the recommendation to request an officer report to a vote, with the following result:
- For: 5  
Against 5
- 30.14. The motion was not carried.
- 30.15. **RESOLVED-** That the petition is noted.

**(iv) Free parking at Norton Road Car Park- Mr Love**

- 30.16. The Committee considered a petition signed by 423 people requesting the introduction of free parking at Norton Road car park for everyone at weekends and Zone N parking permit holders at all times. The petition had been referred from Full Council held on 25 October.
- 30.17. Councillor Davey provided the following response:
- 'We have no plans to introduce free parking at Norton Road car park because this would be inconsistent with our efforts to encourage sustainable transport, reduce congestion across the city and meet EU targets for reducing air pollution. Free parking will serve to generate traffic and cause further congestion. If the car park is free, it is likely to be full at times when visitors and residents would like to access local shops and businesses. The cost of maintaining and operating Norton Road car park is significant. So we do need to cover those costs by charging a fee'.
- 30.18. Councillor Cox stated that he did not agree with the response provided.
- 30.19. Councillor Davey stated that this issue would be specifically covered in the Fees & Charges report to be submitted to the January Committee.

30.20 Councillor Cox requested that the costs of running and maintaining the car park also be included in the report as the introduction of free parking could potentially save money.

30.21 **RESOLVED-** That the petition be noted.

**(v) Yellow Lines on Crossbush Road- Councillor Wilson**

30.22 The Committee considered a petition signed by 18 people requesting that the junction of Crossbush Road and Whitehawk Way be made safer by extension of the double yellow lines on Whitehawk Way. The petition had been referred from Full Council held on 25 October.

30.23 Councillor Davey provided the following response:

‘As you can appreciate in order for any changes to be made, the proposals need to be put to the public, in the form of a draft Traffic Order, followed by the correct signing and lining on site (or removal of them) if the proposals are approved. This requires substantial time and cost; also we receive many such requests from over the city. Previously we have batched up these requests for advertising twice a year. We have re-prioritised council resources and how we respond to ad-hoc requests for waiting restrictions and are focusing on only implementing new restrictions as part of controlled parking schemes or as part of specific transport projects. As this location hasn’t been identified by officers as a priority we will not be taking this request any further at this time’.

30.24 Councillor Mitchell stated her disappointment with the response. She was worried about safety in this area and asked for a visit to the site from officers.

30.25 Councillor Davey requested that Councillor Mitchell submit her concerns to the Road Safety team who could assess the situation.

30.26 **RESOLVED-** That the petition be noted.

**(vi) Safety on Davey Drive- Samantha Simson**

30.27 The Committee considered a petition signed by 130 requesting increased safety measures on Davey Drive for access to St Joseph’s Primary School.

30.28 Councillor Davey provided the following response:

‘Thank you for your petition. Since the petition was received at Full Council, officers have carried out site visits and undertaken speed surveys and the results indicate an average speed of 20.4 mph. Due to the low speed and good safety record the locations does not warrant a full signalised crossing. However, the council does recognise that it is important that parents, carers and children feel safe and are encouraged to walk to school. It is clear from officers observations that a number of measures will help make the area feel safer and tackle some of the poor parking behaviour which is contributing to the area feeling unsafe.

Therefore, it is proposed to install double yellow lines with a no loading ban on the corners of The Crossway at the junction with Davey Drive. These parking restrictions will extend around to the bus stop. As you may know, Civil Enforcement Officers (CEOs) can now issue instant parking tickets (PCN) on the School Keep Clears and double yellow lines with no parking bans. This means that the CEO will take a photo of the illegally parked vehicle and log the registration details. Officers are also currently assessing the possibility of a school crossing patrol and should have a decision by the end of term. The councils' school travel advisors will also be engaging with the school and parent drivers to raise awareness of the changes to enforcement and their responsibility to park legally, safely and considerately outside the school'

30.29 **RESOLVED-** That the petition be noted.

**30 (b) Written Questions**

30.30 Mr Hildreth submitted the following question on behalf of the GMB Professional Drivers National Union:

"Brighton & Hove a 20mph City? Why have Brighton & Hove City Council not consulted the GMB Brighton & Hove Taxi Section or the local Taxi Trade Forum representatives. The Taxi trade forum is a conduit for our industry to consult with our regulators and for the council to consult with us the regulated. With over 1800 licensed drivers and approximately 950 licensed vehicles the stakeholders in our industry have a vital role to play with respect to consultations of this kind. I would request that this issue is suspended until consultation with the Taxi Trade is completed".

30.31 Councillor Davey provided the following response:

'Thank you for your letter. As well as the high-profile citywide public consultation that everyone has been able to contribute to and nearly 3700 people did, proposals for 20 mph Speed Limits were discussed in depth at the Transport Partnership on 22 November 2011 at which the taxi trade is represented. However, I have asked officers to carry out further consultation with the Taxi Trade Forum which the GMB are a member (in fact I understand that a meeting took place yesterday); there will also be a further opportunity to make opinions known as part of the formal Traffic Regulation Order'.

30.32 Ms Binder asked the following question:

"Do Councillors agree that an accessible public transport system, including buses, taxi cabs and mini-cabs, is fundamental to the ability of residents and visitors to engage in public life and is therefore fundamental to the concept of independent living? That being the case does the council monitor: the provision of accessible public transport; the experience of accessible public transport users and the process of addressing problems and complaints specific to the mobility impaired or other disadvantaged, physically or mentally, users of public transport"

30.33 Councillor Davey provided the following response:

'The council has an award-winning Quality Partnership with the local public transport providers. Amongst other things, Brighton & Hove Buses has pledged investment in new buses. 100% of the buses used on local routes are now low-floor and step-free - and 98% are wheelchair-accessible, including platforms which lower and ramps which extend out to the kerb. As part of its contribution to the partnership the council has an ongoing programme to improve bus stop accessibility. 'Talking bus stops' at key locations and audible signs on all new buses to assist blind and partially-sighted passengers will become much more widespread during the next 2 years.

The tender documents for council-supported bus service state that vehicles used to provide these services must meet the minimum requirements of the Public Service Vehicles Accessibility Regulations 2000. This regulation states that regulated public service buses shall be fitted with not less than one wheelchair space. All new buses introduced into service since 2001 have to be fully accessible.

We also have a regular dialogue with the Fed, Centre for Independent Living including representation on the Transport Partnership and I have commenced a more informal dialogue with Dr Jon Hastie to look at a wide range of transport-related accessibility issues.

To ensure we are meeting people's needs the council and bus operators encourage, welcome and act on all feedback. A number of the bus stop locations selected for accessibility improvements have been as the direct result of specific requests from individual local residents facing mobility challenges. Brighton & Hove Buses carry out disability awareness training with their drivers as part of driver induction and continuous training. They are also discussing updating their training programmes with the Fed's active involvement and have recently updated their guidelines to assist passengers in wheelchairs, following consultation with the Fed'.

30.34 Ms Binder stated that the experience of bus users with both mental and physical disabilities directly related to the attitudes of staff and members of the public.

30.35 Councillor Davey responded that Brighton & Hove Bus Company had been made aware of the perceived short comings in their service and were striving to improve.

30.36 Mr Curtis presented the following question

"At a recent meeting of the local action team for the London Road area Dr Caroline Lucas stated that she believed the parking charges for the area had gone up too far, too fast for the area and that this area should not have been included in the central zone tariff. Can the committee confirm that they are not prepared to listen to their MP on this issue or are they prepared to listen to her and reconsider the parking zone designation of the London Road area?"

30.37 Councillor Davey provided the following response

'We of course grateful for feedback on transport matters from residents, traders and all elected representatives.

London Road is a complex area that has a small amount on street pay and display bays, a larger number of residents and shared residents pay and display bays and a car park with 500 spaces where prices are much cheaper than on street.

We have made every effort to promote the use of that car park through extra signage and have even put stickers on pay and display bays detailing the much cheaper rates available in the car park.

This has been successful with usage of the car park increasing.

However we are aware of the concerns of yourself and other traders and have arranged a meeting to discuss those and possible ways forward later this week’.

- 30.38 Mr Curtis stated that the London Road car park should be advertised more widely and that parking charges should be reduced.
- 30.39 Councillor Davey thanked Mr Curtis for his comments and that he looked forward to meeting Mr Curtis and his colleagues later that week.
- 30.40 Mr Paterson presented the following question:
- “My own business has seen a 50% reduction in turnover this year (parking increases and two major developments). Over the last few years the Government has recognized the difficulties faced by small businesses and helped by reducing business rates; why doesn't Brighton and Hove council, in an attempt to show willing to small businesses, reduce the parking charges in the London Road area, using the opportunity as a positive marketing tool for their failing image when it comes to business? Together we could publicise the decision as an amicable arrangement, recognizing the immediate needs of this high street”.
- 30.41 Councillor Davey provided the following response:
- ‘We are aware of difficulties that traders in the London road area are facing. There is no single cause but clearly the closure of the co-op and the temporary relocation and size reduction of the Open market have not helped.  
However it remains an area that many thousands of people pass through each day either on foot, by bike or on public transport.  
However we are aware of traders concerns over on street prices and look forward to meeting with you directly to discuss the matter and identify the best way forward’.
- 30.42 Mr Paterson asked the following supplementary question:
- “Could the current administration confirm that they will be making a go of the Open Market development and not turning it into a residential block as the rise in parking charges suggests?”
- 30.43 Councillor Davey clarified administrations intention to implement the Open Market development.
- 30.44 Councillor Davey noted that there was both a question and a Deputation referred from Full Council on this matter. For clarity, he intended to receive these together.
- 30.45 Mrs Townsend presented the following question:

“On October 25th Councillor Davey noted that the levels of pollution are too high on and around the London Road, yet the bulk of all car journeys here are surely caused

by cars exiting Brighton city centre, as well as the hundreds of buses using the junction daily as he mentioned, a junction highly restricted for cars. Why should the London Road area be penalised by central Brighton parking tariffs for pollution that is not actually being caused by shoppers to the area, whereas the council's immediate objective should be to prevent stationary traffic to reduce pollution?"

30.46 Councillor Davey provided the following response:

'Traffic in this area which is the main route into and out of the city has been a challenge for as long as I can remember. There is no single cause for congestion and pollution other than traffic volumes and the complexity of movements that are having to be made.

Part of the rationale for encouraging use of the car park is to encourage drivers coming down the A23 to go straight to the car park and to reduce the number of vehicles using viaduct Road and possibly circling for what are a relatively low number of on street pay and display bays.

London Road also benefits from many people visiting or walking through the area on foot with many thousands travelling through by bus. Some of whom we know are discouraged by the impact of traffic.

There is no easy solution to this problem.

I am sure that we all share the aspiration for London road to be a thriving area once again and look forward to working with you to help make that happen.

We can discuss these matters when we meet later this week'.

30.47 Mrs Townsend asked the following supplementary question:

"The Trafalgar Street car park is cheaper than the London Road car park. Is the Council acting in contravention of Article 14 of the Human Rights Act in discriminating against London Road traders?"

30.48 Councillor Davey explained that the Trafalgar Street was cheaper because of the current refurbishment work. Councillor Davey clarified that he looked forward to discussing these issues with Mrs Townsend and her colleagues later that week.

30.49 **RESOLVED-** That the Deputation be noted.

30.50 Mr Brown presented the following question:

"If the present transport design on and around the London Road is not conducive to a pleasant shopping experience and traders have suffered unduly since its implementation, and then again since the parking charges increase, what measures will the council introduce to help businesses in this area other than the Mary Portas Bid and a Public Realm officer who thinks business looks fine on the London Road?"

30.51 Councillor Davey provided the following response:

'London Road has some of the best public transport links in the city with hundreds of buses carrying thousands of people going to and through the area each day. It is also of course close to Brighton station and to London Road station. Many people also walk through the area on their way into the city centre.

There are a number of developments which will have a positive impact upon the area including The Open market year and The level both of which will be complete next year and help to encourage more people into the area. There is also the possible redevelopment of the old co-op building with a decision due in December.

There has also been the redevelopment of the New England Quarter which has delivered around 500 new homes into the area along with a language school, a hotel and office developments. Further development should start in the New Year.

So whilst I know that with the closure of the co-op and the redevelopment of the market along with the global recession which is impacting upon all business the trading environment has been challenging for everybody.

However with such a wide catchment area and some of the best bus links in the city the potential for London Road to turn in a positive direction is very significant and we look forward to working with businesses in the area to help make that happen'.

### **30. (c) Deputations**

#### **(i) Inadequate coach parking- Mr Cummings**

30.52 See item 16.8

#### **(ii) Parking Charges on London Road- Mrs Townsend**

30.53 See item 16.40

### **31. MEMBER INVOLVEMENT**

#### **31 (b) Written Questions**

31.1 Councillor Robins presented a letter regarding the curtailment of some routes by Compass Travel Bus Company.

31.2 Councillor Davey presented the following response:

'Thank you for your letter. As I previously replied to you, we are sorry that residents have had their travel options into West Sussex reduced due to the ending of a commercial route by the previous transport operator but as I previously stated the supported part of service 56 has always been from Knoll Estate to Patcham. Brighton & Hove Buses operated this supported bus service for the city council until 15 September and, while they operated it, they chose to extend the service commercially out to Portslade, Southwick and Southlands Hospital, much of which is in West Sussex.

When the city council recently went out to tender for service 56, only the supported section from Knoll Estate to Patcham was tendered and not the extension in to West Sussex. Financially, it has been challenging enough for the city council to maintain the majority of the supported network without adding extra sections or routes.

I am afraid that Compass Travel has chosen not to continue the commercial extension, which they are quite at liberty to do as the city council did not specify that section in



the tender. If Compass Travel do not feel that it will be commercially viable then they will chose not to extend the service to Southlands Hospital.

I understand you have already asked West Sussex about operating this service again but I am aware they also have faced severe budget challenges and have reduced their support to non-commercial bus services’.

- 31.3 Councillor Robins asked if the Chair of the Committee or Transport officers could contact Compass Travel Bus Company as he believed such a request could mean the service routes being re-instated.

**31 (c) Letters**

- 31.4 Councillor Robins presented a letter requesting changes to the daily parking waivers for traders.

- 31.5 Councillor Davey provided the following response:

‘Allowing Waivers to be used in resident parking bays could be a problem in some areas. Residents might object to traders using Parking Waivers to park in some residential areas.

In central areas, it is more likely to cause issues where there is significantly more pressure on space. For this reason it will not be possible to allow Waivers to be used in resident bays in central areas. An alternative option is for people working in the central area to purchase a Traders Permit. The limit on Trader Permits was lifted in April this year so they are now available to any traders who wish to use one and they can be bought for a as little as 3 months.

Officers will look at this proposal in more detail and come back with a direct response. This issue will also be covered in the Fees and Charges report that this Committee will consider in January’.

- 31.6 **RESOLVED-** That the Letter is noted.

- 31.7 Councillor Wealls presented a letter requesting the Transport Committee changes the rules applying to Daily Parking Waivers.

- 31.8 Councillor Davey presented the following response:

‘Allowing Waivers to be used in resident parking bays could be a problem in some areas. Residents might object to traders using Parking Waivers to park in some residential areas.

In central areas, it is more likely to cause issues where there is significantly more pressure on space. For this reason it will not be possible to allow Waivers to be used in resident bays in central areas. An alternative option is for people working in the central area to purchase a Traders Permit. The limit on Trader Permits was lifted in April this year so they are now available to any traders who wish to use one and they can be bought for a as little as 3 months.

Officers will look at this proposal in more detail and come back with a direct response. This issue will also be covered in the Fees and Charges report that this Committee will consider in January’.

- 31.9 **RESOLVED-** That the Letter is noted.
- 31.10 Councillor Meadows and Councillor Farrow presented a letter regarding residents concerns about the proposals for Lewes Road Transport Scheme. Councillor Meadows stated that there was real concern from residents that the scheme would not work; that access for the emergency services would be hampered and that there would be severe problems for residents entering and leaving their estates by car. Councillor Farrow relayed residents concerns regarding the thoroughness of the scheme that there would not be enough money for correctional measures if there were problems. Councillors Meadows and Farrow requested the establishment of a resident advisory group for the scheme and that the proposals be delayed for further design work to be undertaken.
- 31.11 Councillor Davey noted that there was an item on the agenda directly relating to this issue. With Committee's agreement, he would provide a direct response to the letter and would then bring item 37 forward in the agenda to allow Councillors Meadows and Farrow to take part in the discussion.
- 31.12 Councillor Davey presented the following response:
- 'I welcome the suggestions you have made and I can assure you that officers have taken every opportunity through the design process to ensure the issues you raise have been incorporated where possible. There will of course be some disruption during the construction of the works but they will be completed on a section by section basis to ensure that this is kept to a minimum. Officers have built up an extensive contact list throughout the various consultation events and will be sending regular updates as the work progresses. Regarding your suggestion of creating a specific liaison group, given that there are already a wide range of community meetings taking place on a regular basis within the area, I suggest it would be more appropriate for officers to occasionally attend these meetings rather than creating a specific meeting for this purpose'.
- 31.13 **RESOLVED-** That the letter be noted.
- 31.14 The Committee considered a report of the Strategic Director, Place that addressed comments and objections to the draft Traffic Regulation Orders (TRO) for the Lewes Road Transport Improvements. The Principal Transport Officer supplemented that the comments from Councillors Meadows and Farrow had been taken on board. He supplemented that contrary to negative reports in the press, officers were very confident that the scheme would be safe and have a positive effect on the transport network in the area. He added that a progress update on where this would be realised would be brought back to the Transport Committee in the future.
- 31.15 Councillor Mitchell thanked officers for their update and their response to the issues raised. Councillor Mitchell stated that there needed to be close monitoring of the work and ward councillors should be advised of programmes or updates in advance where possible. She added that she hoped work at the Gyratory would not be too far behind the main scheme and that a note on the measures taken to prevent rat running through estates would be circulated to Committee Members and ward councillor for the area.

- 31.16 Councillor Follett thanked officers for their work on the scheme and re-iterated Councillor Mitchell's emphasis on the importance of communication whilst work was ongoing.
- 31.17 Councillor West thanked officers for their work and addressing the matters raised. HE stated his belief that the scheme would improve residents well-being and the transport network Councillor West also noted that the majority of residents had support the scheme in the consultation.
- 31.18 Councillor Cox praised officers for amendments to the proposals for Coombe Terrace. He asked if parking in the area would be free of charge.
- 31.19 The Principal Transport Officer confirmed that it would be.
- 31.20 Councillor Theobald stated that he still had doubts on the scheme particularly regarding the Vogue Gyratory and the potential for displacement traffic flow into Woodingdean.
- 31.21 Councillor Janio asked if there was a contingency plan if air quality in the area was negatively affected as referenced at 4.18 of the report.
- 31.22 Councillor Davey replied that, whilst this was not expected, action would certainly be taken if this was found to be the case.
- 31.23 The Principal Transport Planner responded to several issues raised in discussion. He explained that rat running through estates was not expected as there were not genuine parallel routes that would save time for drivers. Design work was ongoing for the Vogue Gyratory which had reaped positive results and it was hoped to bring proposals for this area back to a spring 2013 meeting of the Committee. A decline in air quality was not expected as the Lewes Road area had an open landscape and would not experience the same problems caused in central areas from tight building lines.
- 31.24 **RESOLVED-**
- 1) That, having taken account of all duly made representations and objections, the Transport Committee approves as advertised the following orders;
    - Brighton & Hove (Lewes Road) (Bus Lane) Order 20\*\*
    - Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.\* 20\*\* (Lewes Road)
    - Brighton & Hove (Old Shoreham Road, Hove, Falmer Road, Rottingdean & Lewes Road, Brighton) (30 mph Speed Limit) Order 2011 Amendment Order No.\* 20\*\*
- With the following amendment:
- The proposed Loading Ban in Lewes Road (Coombe Terrace) is to be amended and a Loading Bay provided for the reasons set out in paragraph 4.45.

- 2) That any subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order once construction of the scheme is complete.

31.25 Councillor Janio presented a letter regarding changes to loading restrictions on Western Road queries regarding loading restriction policy.

31.26 Councillor Davey presented the following response:

‘In reference to the FOI issue the Public Inquiry issues referred to were relevant to the timing of restrictions and not to the location of any restrictions. An all day loading ban would have been a matter that could have been raised at a Public Inquiry whereas the shorter timing restrictions on loading could not. Whether restrictions were on one or both sides of the road would not have been a matter that could be considered by a Public Inquiry. It was perfectly appropriate for officers to raise the procedural implications of proposals and for these to be considered. The proper legal process has been followed in introducing the new arrangements, including opportunities to have objections made and reviewed.

To introduce waiting restrictions or loading restrictions a Traffic Regulation Order needs to be advertised. This is done under the Road Traffic Regulation Act 1984. The process to bring this about requires consultation with all interested parties (i.e. – emergency services as a minimum) followed by a public advertisement, with public notices posted on site and in the local newspaper.

There is no current requirement for a safety audit to be undertaken on waiting and loading restrictions. Your enquiry is the first time a risk assessment or safety audit has been requested for parking restrictions which indicates this process is currently working well. Similar loading restrictions exist in other areas of the city and have done for some years. In 2009 under the Conservative administration loading bans were consulted upon and implemented in the Middle Street / Ship Street / Black Lion Street area. In early 2006/ 2007 under the Labour administration a significant amount of loading ban proposals were consulted and implemented throughout Central Brighton as part of the Central Brighton Review’.

31.27 **RESOLVED-** That the Letter is noted.

31.28 Councillor Janio presented a letter requesting a more extensive trial of the proposals for motorcycle access to bus lanes and an extension to the area proposed.

31.29 Councillor Davey provided the following response:

‘Thank you for your letter. As you will be aware the council has been working very closely with MAG to develop the proposed trial for motorcycles in bus lanes covered in more detail under Agenda Item 34. It is important to note that Department for Transport Guidance on schemes to allow motorcycles in bus lanes provides detailed guidance for the highway authority and recommends that monitored trials are preferable while the impact on traffic flow, speeds and casualties amongst motorcyclists and vulnerable road users such as pedestrians and cyclists is assessed. Sussex Police Road Policing unit have endorsed this view as has the Neighbourhood policing team. Therefore, in order that the implications and potential benefits of allowing motorcycles in lanes are fully understood it is important that a trial is

undertaken first, the results of which will be presented to a future Transport Committee.

Given the importance of Road Safety in this City, particularly that of more vulnerable road users such as pedestrians, cyclists and powered two wheelers, we need to proceed cautiously and in the best interests of all road users. MAG expressed approval for the trial to be conducted on these two roads at an informal meeting in August'.

31.30 **RESOLVED-** That the letter is noted.

## **32. BRIGHTON & HOVE A 20MPH CITY?**

- 32.1 The Committee considered a report of the Strategic Director, Place that outlined the results of the public consultation on a phased introduction of 20mph speed restrictions and sought approval to commence with the implementation of Phase 1 of the scheme. The report was accompanied by a presentation from Transport and Public Health Officers.
- 32.2 Councillor Hawtree asked if the speed reduction would conversely result in quicker journey times.
- 32.3 The Principal Transport Planner clarified that their research suggested it would as; in particular, there would be smoother transitions between junctions.
- 32.4 Councillor Hawtree asked how 20mph speed restrictions would be promoted.
- 32.5 The Principal Transport Planner replied that there would be a widespread driver education program.
- 32.6 Councillor Mitchell stated that a 20mph scheme had many advantages and she had always supported its implementation however, she had several concerns with the proposals. The recommendation for a blanket approach did not correlate with the Scrutiny Panel recommendations of 2010. She had concerns that the bus company would limit their night service which could affect people's safety; concerns that Sussex Police would not enforce the measures and she was worried that the taxi trade had not been consulted on the measures until the day before this meeting. Councillor Mitchell also relayed her concerns regarding long-term funding for areas outside phase 1 and enquired as to the possibility that some areas may be introduced more quickly should the urgency to do so be established.
- 32.7 Councillor Davey stated there was a Local Transport Plan allocation for funding the scheme.
- 32.8 In response to the issues raised by Councillor Mitchell, the Principal Transport Planner explained that the Bus Company did have concerns. Discussions would continue and the issue would be monitored. Research into a similar scheme in Bristol had found that bus timetabling was not negatively affected. Sussex Police had not objected to the scheme proposals and expected that they would be implemented within DfT guidelines and therefore self enforcing. The option of additional traffic calming measures

remained an enforcement possibility. Officers would monitor the phase 1 programme both in terms of compliance and journey times and review the proposed areas of later phases of scheme in consultation with local communities.

- 32.9 Councillor Robins stated that he did not agree that introduction of a 20mph scheme would reduce the number of accidents or that it would reduce deaths on the road as both the former and latter were caused by dangerous and reckless driving usually in excess of the speed limit. He asked whether or not Sussex Police would enforce the measures and if the 20mph limit would also apply to cyclists.
- 32.10 The Principal Transport Planner replied that their research anticipated a decline in accidents and their severity. She added that whilst the Council did not have jurisdiction over Sussex Police, they had a duty to enforce legal speed limits. Legal enforcement would be the same as other speeding offences. The Principal Transport Planner clarified that cyclists would have to abide to the speed limit as any other road user would.
- 32.11 Councillor West stated that he had been the Chair of the 20mph Scrutiny Panel in 2010 which had heard and produced a great deal of evidence. He was delighted these proposals were recommended to this Committee. Safety was a significant part of the measures and the result of the public consultation had demonstrated to the Committee members that there was a desire for a 20mph scheme.
- 32.12 Councillor Cox stated that he had been a long supporter of 20mph schemes, that they cuts deaths through driving and made residential roads safer and nicer. However, due to a poor presentation which had not highlighted the specific roads of the scheme and concerns raised regarding the continuation of a late night bus service he was now unsure whether to support the proposals. Councillor Cox re-iterated that he was uneasy about the effect upon vulnerable groups and the bus service, particularly the N7 bus. He noted his suspicion that the research had been impaired by buses in Bristol who may have run the risk of continuing their service at 30mph.
- 32.13 Councillor Follett stated that consideration had to be given to the public health advantages of a 20mph scheme. He requested officers take account of Councillor Cox's comments and for the Committee to closely monitor the scheme.
- 32.14 Councillor Theobald stated he did not support the measures put forward and was more inclined toward the Scrutiny recommendation of implementation over smaller areas. His concerns for bus and taxi services remained and he also believed people would become frustrated. In addition, he believed the cost of the scheme to be very high.
- 32.15 Councillor Mitchell stated that she would support the scheme, however, she wished for the Committee's concerns to be noted and addressed where applicable. If it transpired that, when the scheme was implemented, it had a negative effect on the bus service, it should be corrected. Councillor Mitchell noted that a temporary Speed Limit Order could be used on those routes used by buses to avoid long-term commitment. Councillor Mitchell supplemented that she would like the Committee to receive a six month update.

32.16 Councillor Davey clarified that a report on the scheme would return in January and April 2013 and again for the subsequent phases. Councillor Davey stated that he was looking forward to the introduction of the scheme that he believed would ensure a better environment, safer streets and numerous health benefits.

32.17 **RESOLVED-**

1. That the Committee notes the results of the public consultation on proposals to implement a citywide 20mph scheme.
2. That, having taken into account the responses received, the Committee authorises officers to proceed with advertising the formal Speed Limit Order for the changes in speed limit in the Phase 1 Area

**33. PEDESTRIAN CROSSING PRIORITY LOCATIONS.**

33.1 The Committee considered a report of the Strategic Director, Place that presented the findings of the 2012/13 priority list for crossing locations and requested permission to install those identified within the 2012/13 financial year.

33.2 Councillor West stated that he was pleased the Transport Committee was seeing the benefit of the new priority listing scheme recommended by the Environment Scrutiny Panel. He was particularly pleased at the inclusion of Coldean Lane as a priority action.

33.3 Councillor Theobald stated that he was awaiting information on a crossing on Carden Avenue. He asked when this would be installed.

33.4 The Transport Planner replied that this would be installed by April 2013.

**33.5 RESOLVED-**

- 1) That the Transport Committee approves the priority crossing list and grants permission for officers to begin implementing the prioritised pedestrian crossing locations where funding has been identified. Where crossing points require higher funding levels these should be acknowledged and identified as part of future work plans.
- 2) That the Transport Committee authorises officers to carry out the necessary statutory consultation and subject to the outcome of that consultation construct the prioritised pedestrian crossings for which funding has been identified within the financial year 2012/13.

**34. TRIAL SCHEME TO ALLOW POWERED TWO WHEELERS TO USE BUS LANES**

34.1 The Committee considered a report of the Strategic Director, Place that proposed a twelve month trial scheme to allow powered two wheelers to access bus lanes on sections of the A23 and A259.

- 34.2 **RESOLVED-** That the Transport Committee agrees to the proposal to allow a 12 month trial scheme to allow powered two wheelers (PTW) to access bus lanes on the A23 from Carden Avenue to Preston Drove and the A259 from the authority boundary at Saltdean to the Ovingdean roundabout together with monitoring sites and a public information campaign.

**35. TRO OBJECTIONS TO PEDAL CYCLE PARKING PLACES- LOSS OF PARKING AND ANTISOCIAL BEHAVIOUR**

- 35.1 The Committee considered a report of the Strategic Director, Place that presented the comments and objections received in relation to the proposed Traffic Regulation Orders (TRO) for the installation of pedal cycle parking places on Lansdowne Place and Whitecross Street.
- 35.2 Councillor Theobald noted that City College would shortly be redeveloped. He asked why increased cycle parking places could not be requested as part of that development.
- 35.3 Councillor Davey explained that there was huge demand from local residents and an immediate need for cycle parking.
- 35.4 **RESOLVED-** That, having taken account of all duly made representations and objections, the Transport Committee approves as advertised the following orders;
- (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\* 20\*\* (Pedal Cycle Parking Places) TRO-5b-2011
  - (b) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.\* 20\*\* (Pedal Cycle Parking Places) TRO-5c-2011

**36. FIVEWAYS SAFER ROUTES TO SCHOOL SCHEME**

- 36.1 The Committee considered a report of the Strategic Director, Place that proposed Safer Routes for School measures for Balfour Primary, Dorothy Stringer and Varndean schools.
- 36.2 **RESOLVED-** That the Transport Committee approves the preferred scheme outlined in Appendix 2 and authorises officers to begin implementation including the advertising of any necessary Traffic Regulation Orders

**37. LEWES ROAD SCHEME - TRO OBJECTIONS**

Note: for discussion and resolution see item 31.14 to 31.24.

**38. PERMIT SCHEME BUSINESS CASE FOR BRIGHTON AND HOVE**



- 38.1 The Committee considered a report of the Strategic Director, Place that outlined a business case for introducing a Permit Scheme in Brighton and Hove.
- 38.2 Councillor Davey stated his delight at the proposals which could make a huge difference.
- 38.3 Councillor Mitchell welcomed the proposals and hoped they could be implemented swiftly.
- 38.4 Councillor Theobald stated his was pleased that the Committee could consider these proposals which his group had raised in a Notice of Motion some time ago.
- 38.5 **RESOLVED-** That the Transport Committee:
- 1) Recommends the principle of introducing a Permit Scheme in Brighton & Hove to Policy and Resources Committee and asks Policy and Resources Committee to approve the funding for the creation of a Permit Scheme;
  - 2) Subject to receiving funding approval as identified at 2.1 above, instructs officers to commission consultants and to engage in consultation with the relevant parties to draw up options for a Permit Scheme for Brighton & Hove and to update the traffic sensitive road network with the intention of going live in 2014/2015;
  - 3) Notes that the Transport Committee will be asked to approve the final permit scheme before it is submitted to the Department for Transport and that this is expected to be in December 2013

### 39. ITEMS REFERRED FOR COUNCIL

- 39.1 No items were referred to Full Council for information.

The meeting concluded at 7.20pm

Signed

Chair

Dated this

day of



# TRANSPORT COMMITTEE

## Agenda Item 44(a)

Brighton & Hove City Council

**Subject:** Petitions

**Date of Meeting:** 15 January 2013

**Report of:** Monitoring Officer

**Contact Officer: Name:** John Peel

**Tel:** 29-1058

**E-mail:** john.peel@brighton-hove.gov.uk

**Key Decision:** No

**Wards Affected:** Various

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 To receive any petitions presented at Council, any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

#### 2. RECOMMENDATIONS:

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

#### 3. PETITIONS

##### 3. (i) Implementation of the 20mph Phase 1- Amgad Mechaeil

To receive the following Petition and E-Petition signed by a combined 881 people:

*"We the undersigned petition the council to instruct the BHCC Transport Committee to defer their decision to proceed with the implementation of the 20 MPH Phase 1 plan and instruct the Transport Committee to consult the Taxi Trade Stakeholders as per the Sedley Requirements".*



**North Laine Community Association's Deputation to the Transport Committee**

**Tuesday 15th January**

The North Laine Community Association objects to the proposal in the plan to improve Brighton Station of putting the taxi rank in Frederick Place and asks that this committee removes this feature of the proposals from the plans.

The idea of siting the taxi rank in Frederick Place, in the North Laine Conservation Area, only appeared in September 2012 at the stakeholders meeting. Prior to this, in 2011, there had been an analysis of ten possible locations for the rank with a recommendation given for each option. Frederick Place was not one of these options. One of these options was Guildford Road and it was rejected because of the concerns of residents. Keeping the rank where it is was regarded as a viable option.

Since residents of North Laine were informed about the proposals to site the taxi rank in Frederick Place (I briefed a meeting of the NLCA in September, Jim Mayor made a presentation at the October meeting and Jim organised a series of workshops for residents and traders in October and November) there has been universal opposition to the proposal to site the rank in Frederick Place. The whole community is against this plan as it stands. I have not heard a word of support for the scheme and a petition calling for the Council to reject the proposal now has over 600 signatures. If consultation and democracy is to have any meaning then the wishes of the North Laine community should be respected.

The scheme as it stands has greater weaknesses than keeping the taxi rank where it is. (For a summary of the strengths and weaknesses of the ten options analysed see 'Station Gateway-Taxi Rank Options, November 2011'). This scheme is likely to have a negative impact on North Laine in terms of noise, pollution, traffic and access and as such should be rejected. North Laine residents should not be expected to put up with an inferior quality of life in order that there can be changes to the station.

Whatever scheme is adopted there should not be a worsening in the quality of life of North Laine residents. If it cannot be shown that there will not be a negative impact then the scheme should not go ahead. There should not be a trial.

There should be a full public consultation on whatever plans there are for Station Gateway. In striving to adopt changes to address residents' concerns about the scheme the plan in the consultation document did not include some of the agreed changes so residents did not always know what they were commenting on.

North Laine is a Conservation Area-an area of historic importance with a Victorian townscape. Despite its importance to the city as a tourist and shopping destination, North Laine is primarily a residential area.

## Specific issues raised by residents

1. A taxi rank in Frederick Place is likely to increase sound and air pollution and is unlikely to provide sufficient space for all the taxis thus there will have to be an overspill. The overspill may block access to Frederick Place for residents, queue down Queens Road or even use Over St. There will be space for 13-20 taxis in Frederick Place yet a minimum requirement is for 20 taxis (based on the numbers queuing during the day-it can be double at peak times). With access into North Laine from the north west limited to the entry into Gloucester Road, Frederick Place will have to cater for residents as well as through traffic accessing the London Road area. The map in the consultation document shows space for nineteen taxis in Frederick Place. This is misleading as there cannot be space for nineteen taxis. There is a drive to a car park which has a taxi blocking the entrance! Will taxis be allowed to park up outside the homes of residents?
2. Kemp St and Over St are likely to be used as rat runs by traffic trying to avoid Frederick Place, thus increasing traffic in a quiet residential street.
3. The only access to the Post Office will be via Foundry St thus increasing traffic in that street.
4. The Queens Road/Gloucester Road junction will be extremely busy, being the only route into North Laine from the north west. Taxis may well block this route at busy times.
5. Over St may well be used by taxis queuing to get into the rank.
6. Trafalgar Lane is totally unsuitable for the purpose envisaged by the proposals. The lane is only three metres wide, not wide enough for two lanes of traffic. Commercial traffic from Travis/Perkins and Warren Evans often block the lane which can only be used by one vehicle at a time. Moreover the turn into Trafalgar Lane from Trafalgar St is very tight. There is no pavement yet there are back doors to the properties of residents.
7. The Trafalgar St/Blackman St junction gets very busy with traffic backing up Trafalgar St-just opposite the turn into Trafalgar Lane.
8. There is a lack of traffic enforcement in North Laine at the moment. (eg Sydney St) This scheme has the potential to create more locations where traffic restrictions will be ignored e.g. the plug in Trafalgar St, the right turn into Trafalgar St from Blackman St, and any restriction in Gloucester Road.
9. Access into North Laine from the north is via Grand Parade and Church St-an unnecessarily long detour.
10. Access into North Laine from the north west is restricted to one access point and with the possible future closure of Terminus Road to private traffic there will be no access point.

**What should happen next?**

The Council should reject the scheme to locate the taxi rank in North Laine

The Council should go back to the document it produced on possible options for the location of the taxi rank and choose one of the viable options eg Existing Location.

Peter Crowhurst

(Chair, North Laine Community Association)



Above. Trafalgar Lane. The proposal is for this narrow lane to be the main route out of North Laine for residents in several streets. It is two way, it has no pavement, is not wide enough for two cars and there are back doors from the premises of residents opening onto the lane.



Above. Trafalgar St. This is a main route from the Seven Dials area into North Laine and the City College area. It will be closed off with these proposals and will become part of the taxi rank.





**Subject:** Items referred from 13 December Full Council meeting- Petitions

**15 January** 15 January 2013

**Report of:** Monitoring Officer

**Contact Officer:** Name: John Peel Tel: 29-1058

E-mail: john.peel@brighton-hove.gov.uk

**Key Decision:** No

**Wards Affected:** Various

## **FOR GENERAL RELEASE**

### **1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To receive any petitions referred from the Full Council meeting of 13 December 2012.

### **2. RECOMMENDATIONS:**

- 2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- § taking the action requested in the petition
- § considering the petition at a council meeting
- § holding an inquiry into the matter
- § undertaking research into the matter
- § holding a public meeting
- § holding a consultation
- § holding a meeting with petitioners
- § referring the petition for consideration by the council's Overview and Scrutiny Committee
- § calling a referendum

### **3. PETITIONS**

#### **3. (i) Side view pedestrian crossing lights- Valerie Paynter**

To receive the following e-petition referred from the meeting of Full Council on 13 December 2012 and signed by 83 people:

*"We the undersigned, petition the Council to rethink its roll-out of side-view only pedestrian crossing lights and to find a safer, more reasonable system or to re-instate forward-view (across the road) pedestrian crossing lights in the name of logic and safety!"*

**3. (ii) Cromwell Road Parking Restrictions- Belinda Clarke**

To receive the following paper and e-petition referred from the meeting of Full Council on 13 December 2012 and signed by 222 people:

*"We the undersigned petition the council to amend the parking restrictions on the section of 44-46 Cromwell Road, Hove (on both sides of the road) to a loading zone between 7.30am and 6.30pm, Monday to Friday. In addition to this, we request that a zebra crossing be considered to allow parent with small children to cross this road safely before an accident occurs" "*

**3. (iii) Seven Dials Improvement Project- Dials North West Community Association**

To receive the following paper and e-petition referred from the meeting of Full Council on 13 December 2012 and signed by 1384 people:

*"We the undersigned petition the council to reject the proposals as they stand. We oppose any scheme at the Dials which may lead to traffic being diverted onto residential streets".*

# **TRANSPORT COMMITTEE MEETING**

## **Agenda Item 45(a)iii**

Brighton & Hove City Council

**Subject:** Petition Debate: Seven Dials Improvement Project –  
Extract from the Council Meeting held on the 13  
December 2012

**Date of Meeting:** 15 January 2013

**Report of:** Interim Lead Chief Executive Services

**Contact Officer:** Name: **Mark Wall** Tel: **29-1006**  
E-mail: mark.wall@brighton-hove.gov.uk

**Wards Affected:** All

### **BRIGHTON & HOVE CITY COUNCIL**

**4.30pm 13<sup>th</sup> December 2012**  
**COUNCIL CHAMBER, HOVE TOWN HALL**

#### **DRAFT MINUTES**

**Present:** Councillors Randall (Chair), Meadows (Deputy Chair), Barnett, Bennett, Bowden, Brown, Buckley, Carden, Cobb, Cox, Davey, Deane, Duncan, Farrow, Fitch, Gilbey, Hamilton, Hawtree, Hyde, Janio, Jarrett, A Kitcat, J Kitcat, Lepper, Littman, Mac Cafferty, Marsh, Mears, Mitchell, Morgan, A Norman, K Norman, Peltzer Dunn, Phillips, Pidgeon, Powell, Robins, Rufus, Shanks, Simson, Smith, Summers, Sykes, C Theobald, G Theobald, Wakefield, Wealls, Wells, West and Wilson.

#### **PART ONE**

##### **58. (a) PETITION DEBATE: SEVEN DIALS IMPROVEMENT PROJECT**

- 58.1 The Mayor stated that under the Council's petition scheme, if a petition contained 1,250 or more signatures, it could be debated by the Full Council and such a request had been made in respect of a petition concerning the Seven Dials Improvement Scheme.
- 58.2 The Mayor invited Mr. Evans to present his petition.
- 58.3 Mr. Evans thanked the Mayor and stated that a total of 1,385 people had signed the paper petition which read as follows:

"We the undersigned petition the council to reject the proposals as they stand. We oppose any scheme at the Dials which may lead to traffic being diverted onto residential streets

We are in favour of changes to our local area which improves the environment for all users.”

- 58.4 Mr. Evans stated that local residents and traders were in favour of improvements to the Seven Dials area, but were concerned over the consultation process and the impact of parking in surrounding areas should the current proposals be approved at the Transport Committee in January. He stated that the consultation process needed to be extended and the proposals reviewed in light of the concerns that were being raised and asked that consideration be given to delaying the implementation of the scheme.
- 58.5 Councillor Davey thanked Mr. Evans for attending the meeting and stated that a lot of work had been undertaken, including traffic modelling and monitoring of surrounding streets and this would be repeated if necessary. He also noted that there was an amendment from the Labour & Co-operative Group and stated that he was happy to accept it.
- 58.6 Councillor Robins thanked Councillor Davey for accepting the amendment and formally moved it on behalf of the Labour & Co-operative Group.
- 58.7 Councillor Mitchell formally seconded the amendment.
- 58.8 Councillor Cox stated that he had been in discussions with various people and local traders during the last two weeks and all had acknowledged the need to improve the Seven Dials area. Over the years there had been a number of accidents and concern remained that a cyclist would be killed if the junction was not improved. He queried whether the meeting that was now scheduled for next Monday would be considered as further consultation, bearing in mind that it was intended to receive a report to the January Committee meeting.
- 58.9 Councillor G. Theobald welcomed the petition and the amendment and stated that it was the third most dangerous junction in the city and something needed to be done to address this.
- 58.10 Councillor Buckley stated that she supported the proposals for improvement but felt that further consultation was required and that it needed to include interest groups such as the visually impaired and disability groups, so that their views could be taken into account.
- 58.11 Councillor Mitchell welcomed Councillor Davey's comments but expressed concern over the fact that the decision to take the improvement programme forward and undertake a consultation process had not been reported to the Transport Committee in the first instance. She hoped that the concerns raised by the petition and local residents would be taken into account in the report to the committee in January.
- 58.12 Councillor Davey noted the comments and stated that everyone agreed there was a need to take action and improve the Seven Dials area. The difficulty was in finding a solution that could meet the majority of aspirations. He also acknowledged that briefings should have been offered to councillors in regard to the scheme being taken forward and noted that these had now taken place and that further briefings would be made available on request. He was also willing to meet with residents and discuss

matters so that concerns could be taken into account and hopefully a solution found to improve the vitality of the area.

58.13 The Mayor noted the comments and thanked Mr. Evans for attending the meeting and presenting the petition. He then put the recommendations to refer the petition to the Transport Committee as amended for consideration to the vote which was carried.

58.14 **RESOLVED:** That the petition be referred to the Transport Committee for consideration and the committee be requested to ensure that the following measures have taken place:

- (i) That in view of the large amount of concern expressed by residents living in the 7 Dials area as evidenced by this petition, the current proposals for the traffic and highway changes in their current form are reviewed;
- (ii) That adequate traffic modelling is undertaken before any further proposals are brought forward in order to fully understand the potential for any increase in 'rat-running' traffic through side roads; and
- (iii) That this work is followed by further public consultation on the detail of the scheme as it is proposed to affect pedestrians and any other changes in the plans to hopefully ensure good traffic flow.



**PARKING CONSULTATION; LONDON ROAD STATION NORTH, EXTENSION TO AREA J**

I am writing to ask that the Highways Committee takes into account the views of my constituents in Hollingdean and Stanmer Ward about the proposed extension to the Area J residents parking scheme and that this letter and the comments contained in it should be considered as responses to the consultation. I wish to speak to this letter when the scheme is discussed at the Committee.

A primary concern is that only those who live in the area to be covered by the scheme have been consulted despite the very obvious fact that, like any proposals for controlled parking, the scheme is bound to have an effect on parking in neighbouring areas because of displacement.

I understood that the Council had agreed to carry out a City-wide review of residents' parking schemes to consider, among other factors, the effect of displacement before establishing further schemes, but for some reason is now seeking to proceed with this current proposal ahead of any discussion on the outcome of that review.

I raised these issues when I met with Council officers in May 2012 before the consultation began and, when it became clear that the Council intended not to seek the views of residents living outside of the proposed scheme, I asked people in my ward living in the immediate neighbouring areas for their views both by letter and through the local residents' community newsletter.

The roads in the areas between Upper Hollingdean Road and Fiveways already have great pressures on parking. They are close to the thriving shops, cafes and restaurants at Fiveways and many houses have been converted into flats and HMOs so there is often more than one car per household.

The overwhelming response was a real concern that the existing pressures both for residents and their visitors in Hollingbury Road, Hollingbury Park Avenue and those parts of Ditchling Road, not included in the scheme will only be made worse by its introduction. Among the many responses are the following;

**Hollingbury Park Avenue:** "I am worried about the knock-on effects in this road. It is already difficult to find a space." "It seems the Council will

only be happy when the entire City is a residents parking zone and we all pay to park near our own homes.”

**Ditchling Road** “I shall probably be forced to park in the Dip !”

**Hollingbury Road** “ This road has so many HMOs it’s already a nightmare to park.” “ Why aren’t we being consulted too ?” “ This road is already used by Cityclean staff to park all day...now we will get the displaced traffic from this lot too”

I have also had many comments from residents living in parts of the Hollingdean Dip who are concerned that many people will be forced to seek parking spaces in that area. There is a primary school, a parade of shops and, already acknowledged by the Council, a high proportion of student households, all leading to existing pressures on residents parking. They want the Council to take account of their views too.

In addition I understand that there is concern on the part of teaching staff at Downs Infants School in Ditchling Road about their parking arrangements during the school day.

A further concern has been expressed by several residents of my ward who attend Stanford Avenue Methodist Church. Many of them are older people who do not live within easy walking distance of the Church so would find it hard to walk there. What provision will the Council make for them to park?

One of the most worrying aspects of this proposal is the position of the Council’s own sheltered housing scheme in Ditchling Gardens and Ditchling Place which is to be included in the proposals. When I met officers it was clear that they did not realise that the bungalows and houses in this cul-de-sac are sheltered housing and that the residents are older people or have disabilities. Some of them have disabled bays outside their own homes and a number of others need parking for regular visits from carers, health- visitors, home helps, and family members.

Residents have complained over the years about the problems caused by cars parked by people who do not live there and who are not visiting residents. This includes parking on both sides of this narrow road, ignoring yellow lines. I am told that there have been problems with access for ambulances and emergency vehicles at times. I have lobbied in the past for a separate free scheme for Ditchling Gardens/ Ditchling



Place, limiting parking to residents and their visitors. Some years ago the Council did put “residents only” signs at the entrance to the scheme but as they are only “advisory” they are often ignored.

I recently attended a meeting with the residents in their community room and there was general dismay at this proposal. If it goes ahead without any amendment, then Ditchling Gardens/Place residents will have an even worse situation than at present. Any permit holder for the Area J scheme will be entitled to park there, undoing the work the Council has acknowledged is needed to deter non-resident parking. If they are not included in the scheme, then they will suffer from displaced parking from Area J. In addition it does seem to me that the requirement for residents to pay to park within the sheltered scheme both for themselves if they are car drivers, and for what are often essential regular visits from family members and friends, is unreasonable.

Obviously if it is decided to go ahead with this extension to the Area J residents parking scheme then I believe that rather than just including Ditchling Gardens/Place in it, the Council should devise separate residents parking proposals which recognise the status of Ditchling Gardens/Place as a sheltered housing scheme and which place no financial burden on the residents. This separate scheme should be in operation first otherwise the residents there will find the parking situation far worse than it is now.

I believe that this proposal to extend Area J will greatly disadvantage many people living in my ward and I support their wishes that their views should be taken into account before any decision is reached.

Jeane Lepper

Labour and Co-operative Councillor

Hollingdean and Stanmer



Penny Thompson – Chief Executive  
Brighton & Hove City Council  
King's House  
Grand Avenue  
Hove

19<sup>th</sup> December 2012

Dear Penny

We are writing to request that this letter be placed on the agenda for the Transport Committee meeting of 15<sup>th</sup> January under Council Procedure Rule 23.3.

We would like the Transport Committee to consider implementing measures to make it safer for residents in our ward to cross the busy Hangleton Link road near the roundabout at its junction with Fox Way.

The A293, which links the A27 with the Old Shoreham Road, is a significant barrier to the many school children from Portslade who walk to Hove Park and Blatchington Mill Schools as well as parents with young children who want to get to Greenleas Park.

We were extremely disappointed to see that in the recent pedestrian priority assessment which went before the last Transport Committee meeting, the Hangleton Link road came just 34<sup>th</sup> in a ranking of city roads meaning there is little or no chance that it will receive any funding in the near future. By contrast, over £2 million will be spent next year on road safety work at 7 Dials and on implementing 20mph zones in the city. In addition, £27,000 has recently been spent on a variable messaging sign for motorists (that has not been working for months) on the same stretch of road.

We consider that the pedestrian priority assessment doesn't accurately reflect the dangers of crossing this stretch of road and, if nothing is done, we feel it is an accident waiting to happen. We are, therefore, asking that Transport Committee considers providing a small pedestrian bridge (like the one over the Old Shoreham Road near Holmbush), traffic calming or some form of crossing point that won't lead to more queuing traffic.

We understand that there is a pot of money called Safer Routes to Schools which would seem to be perfect for this situation. The Council should be actively encouraging kids to walk to school – the current situation is a positive deterrent to them doing so.

Kind regards

Councillor Dawn Barnett and Councillor Tony Janio  
Hangleton & Knoll Ward

**NOTICE OF MOTION****IMPACT OF PARKING CHARGES ON THE LOCAL ECONOMY**

“This Council notes with grave concern that visitor numbers in Brighton & Hove fell by 10.8% year on year in the first seven months of 2012 and agrees with the many local traders on the seafront and in the main shopping areas of the city who say that one of the predominant reasons for this drop in numbers was the largest increase in parking charges ever implemented. This is borne out by:

- a) figures from other seaside resorts such as Eastbourne, where visitor numbers dropped by only 3%, and Bournemouth, where numbers actually increased by over 13% during the same period.
- b) The fact that visitor numbers to Brighton & Hove decreased significantly more (over 14%) after the new parking charges were introduced in April.
- c) Targeted Budget Management figures that project a large shortfall on the extra £1.3 million income that the Administration sought from parking charge increases

Furthermore, this Council regrets that the remit of the ongoing citywide parking review does not include issues of charging and notes the concerns of local traders and businesses who feel that they have not been properly consulted as part of the review.

This Council recognises the significant environmental benefits of encouraging the use of trains, buses, bicycles and walking but also agrees that using high parking charges as a tool to force people out of their cars damages the local economy and gives the dangerous impression that Brighton & Hove is a ‘rip off’ city that takes both visitors and residents for granted.

Therefore, this Council resolves to call on the Transport Committee to ensure:

- a) As part of the ongoing citywide parking review, to undertake detailed financial modelling to determine the impact on the local economy of different parking charge levels both on-street and off-street (including the decision to delete certain tariffs, thus forcing residents and visitors to pay for parking for longer than they need);
- b) As part of this work, to present options to deliver a real terms decrease in parking charges particularly in the areas of the city where local

businesses are suffering the most from the impact of high charges. These decreases should bring charges back in line with the level they were at in 2011/12;

- c) To carry out a specific targeted consultation with local traders and their representative organisations about the impact of the Administration's parking charge increases together with the substantial increases in Trader and Business Permits and to act on the findings of that consultation;
- d) To examine ways of making better use of the city's under-occupied car parks such as Norton Road for the benefit of both local businesses and residents;
- e) That a report covering the whole parking situation comes back to the Transport Committee meeting on 15<sup>th</sup> January to enable the findings to be fed into the Council's 2013/14 Budget."

<b>Subject:</b>	<b>Brighton Station Gateway</b>		
<b>Date of Meeting:</b>	<b>15<sup>th</sup> January 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jim Mayor</b>	<b>Tel: 29-4164</b>
	<b>Email:</b>	<b>Jim.mayor@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>St Peters &amp; N Laine / All</b>		

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

- 1.1 The Brighton Station Gateway project has been under development since 2010. It aims to rationalise and improve circulation and access for people and vehicles at the main entrance points to, and in the area around, the city's main railway station. The project seeks to contribute towards a number of the Council's transport goals including assisting in economic growth, improving safety and security and enhancing equality of access.
- 1.2 This report outlines feedback from recent consultation on the proposed 'preferred option' for Station Gateway.

**2. RECOMMENDATIONS:**

- 2.1 That members consider the feedback from public consultation.
- 2.2 That members agree that more work should be done to better understand the impact of relocating the Station taxi rank to Frederick Place, and that the outcome of this work should be reported to Transport Committee in March 2013 to enable an informed decision as to whether to progress the preferred option to detailed design.
- 2.3 That members agree that further feasibility work be carried out on options relating to the Station canopy before a decision is made on this element of the scheme at March 2013 Transport Committee.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In November 2010 Cabinet granted approval to undertake work that would lead to the enhancement of the environment around Brighton Station. The project sought a design solution that improved the station environment as a welcome, a place and an interchange, and the aspiration was supported by all parties.

- 3.2 A Vision and series of Objectives for the project were agreed with a representative group of Stakeholders on project commencement.
- 3.3 In January 2012 officers updated the Environment, Transport & Sustainability Cabinet Members Meeting (CMM) on the results of public scoping consultation. CMM agreed that the next 6 month stage of project development would incorporate development of design options that would be shared with the public in March / April to inform development of a preferred option, which would be shared with the public in July / August.
- 3.4 The project suffered a slight delay on the programme agreed at CMM. The delay resulted from the IBIS redevelopment of the Old Casino in Queens Road, which necessitated the current temporary rearrangement of traffic in Queens Road and Surrey Street. The changes commenced in April 2012, and it was considered prudent to delay consultation for a few weeks to avoid public confusion between the IBIS works and the Station Gateway project. As a result the options consultation was completed in June 2012.
- 3.5 At Transport Committee in July 2012, the results of options consultation were shared with members. Committee agreed that an amalgamated preferred option should be developed based on the positive and negative comments received relating to all the various options. This preferred option (with sub-options relating to issues such as local traffic restrictions and taxi arrangements) would be presented back to Committee in October, where members would make a decision as to whether the proposed preferred option should be progressed to full public consultation.
- 3.6 Officers worked with stakeholders between August and September to develop a preferred scheme for the space to the south of the Station that could form the basis of public consultation. At Transport Committee in October 2012, members agreed that this should form the basis of a final stage of consultation, and that officers should report back in January 2013 with the results of consultation.
- 3.7 At October Transport Committee members also agreed that a decision on the area to the north of the station should be put on hold, potentially until January, to give Southern Railway more time to ascertain whether it was feasible to deliver a dedicated cycle parking facility at the north of the station (on the basis that this aspect would have a significant impact on the design of the wider northern area).

### **Consultation: Overview**

- 3.8 Consultation on the preferred option has subsequently taken place. A summary of the approach, issues encountered and feedback from the consultation process, is attached as Appendix 1.
- 3.9 Compared with the previous stage of consultation, levels of feedback have been reasonably low. Most of the feedback has focused on the impact of moving the taxi rank into Frederick Place. A secondary focus of interest has been proposed changes to the station canopy. A third notable theme has been concern around proposed changes in Surrey Street.



## **Consultation: North Laine**

- 3.10 Following Transport Committee in October 2012, further work was carried out with a selection of North Laine residents and businesses to refine proposals for a preferred North Laine traffic arrangement prior to consultation starting. Three workshops, which stemmed from invitations from the North Laine Traders and Community Associations, sought an arrangement that could accommodate the proposed taxi rank whilst maintaining local access in and out of the North Laine and avoiding through traffic in residential streets.
- 3.11 Efforts to identify a solution for the North Laine area are complicated by the inherent complexity of the environment and existing traffic management arrangements, the presence of a Royal Mail depot and Travis Perkins warehouse in the area (which necessitate additional servicing requirements to be considered) and the limited current abilities the council has to enforce moving traffic restrictions (by penalizing people for ignoring no entry signs etc).
- 3.12 The design team still feel that a taxi rank in Frederick Place is possible in practical terms. However, consultation to date has shown that relocating the taxi rank to Frederick Place has created a number of concerns and knock-on implications in the North Laine area. Work is currently being undertaken to better understand and evaluate these concerns, and where possible, allay them or identify alternative approaches.
- 3.13 In many ways, consultation has highlighted that the local changes associated with accommodating a taxi rank in Frederick Place are at least similar in terms of scope, complexity and community concern as those associated with recent changes to the transport network in the Lanes, a distinct project that has taken several months to progress. On this basis it is recommended that additional time is taken to properly investigate, quantify and where possible resolve concerns around North Laine, and to report back to Transport Committee in March 2013. This additional work should enable members to make a more informed decision as to whether to proceed with the Frederick Place taxi rank.

## **Consultation: Station Canopy**

- 3.14 The preferred option proposes making better use of the existing public area directly outside the station building. This is encouraged by tackling the poor environment created by the existing station canopy. The current canopy structure is of debatable quality. English Heritage observe that "Its modern opaque polycarbonate roof glazing makes the station forecourt appear darker than was intended and it largely obscures the upper storeys of Mocatta's terminus building".
- 3.15 English Heritage suggest that a firm proposal to remove the canopy would need to be developed alongside a strategy to repair and restore the Mocatta building façade. The extent of restoration works (and therefore cost / viability) is currently unknown. English Heritage suggest an alternative approach could be reglazing the canopy with a material that lets more light through and painting the woodwork around the glazing a lighter colour. Several other consultation responses,

including a response from the Conservation Advisory Group, express a preference for reglazing / enhancing rather than removing the canopy.

- 3.16 Whilst the core Gateway scheme could be progressed without any change to the canopy, and any change would require the support of other partners, the design team feel that removing or improving the canopy would make a significant positive impact on the environment directly outside the station building. Without further investigation, it is unknown whether reglazing the existing structure would be more cost effective than undertaking any restoration work to the Mocatta building. It is recommended that this investigation is undertaken to enable an informed decision on the best way forward on the canopy element of the scheme at March 2013 Transport Committee.

### **Consultation: Surrey Street**

- 3.17 There has been a relatively low, but still notable level of concern relating to the proposed changes in Surrey Street. The preferred proposal sees Surrey Street narrowed for much of its length to slow traffic, improve the environment for residents and resolve some existing issues in the street (such as informal use by taxis and people in cars picking people up from the station). At the northern end of the street the two lane width is maintained. Along with a built out bus stop and provision for dedicated pub servicing, the arrangement seeks to maintain traffic flow and minimize congestion.
- 3.18 Concerns raised include the potential for the arrangement to increase air and noise pollution (accentuated by the relocated bus stop) and congestion. The design team do not feel that the proposal will lead to congestion, and reconstructing Surrey Street should improve existing levels of traffic noise for residents. A definitive response on localized air quality impacts cannot be provided without detailed modeling work. However this can be undertaken and reported back at March 2013 Transport Committee, and measures could be taken to mitigate against any localized air quality impacts at the detailed design stage of the project. On this basis it is recommended that the Surrey Street element of the scheme proceeds in line with the current proposal.

### **Consultation: General**

- 3.19 Whilst a few additional comments and concerns have been raised during the course of consultation, none of these are considered to comprise a serious objection to the wider preferred option. Where relevant these wider comments would be considered during the next stage of design.

### **Northern Gateway**

- 3.20 As of early December, Southern Railway have yet to confirm firm plans for the cycle parking facility. Therefore it is not possible to update on opportunities for wider northern gateway improvements.

## **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 To date the project process has been undertaken in line with the Community Engagement Framework and Standards, from incorporating workshops with

representatives from various communities affected by the station environment to the sharing of consultation information in this report. The Preferred Option set out in this report has been developed in close consultation with a representative group of stakeholders prior to wider public consultation.

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

### Financial Implications:

- 5.1 The Brighton Station Gateway project has a budget of £90,000 in 2012-13, which is an allocation from the Local Transport Plan.

*Finance Officer Consulted:* Karen Brookshaw

*Date:* 21/12/12

### Legal Implications:

- 5.2 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that consultation must be carried out at the stage when proposals are being formulated, adequate time and information must be given to consultees to ensure that they can provide a proper response, and any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights which means they may be restricted where this is for a legitimate aim, necessary and proportionate.

*Lawyer Consulted:*

Carl Hearsum

*Date:* 21/12/12

### Equalities Implications:

- 5.3 An EIA will be undertaken during the design process to ensure the new scheme is accessible to all.

### Sustainability Implications:

- 5.4 The enhancement project will promote sustainable transport, and particularly overcome current barriers to walking and cycling in the vicinity of the station. Sustainable construction practises and materials will be used where possible. The improvements will enhance the built environment and, through albeit indirect links to the greenway, contribute towards enhanced natural habitats and wildlife conditions. By improving the station as a welcome to the city and improving the immediate environment for businesses, the scheme will contribute to enhancing the local economy at a micro and macro scale.

### Crime & Disorder Implications:

- 5.5 Stakeholder consultation has identified the need for any improvements delivered by the Station Gateway project to enhance real and perceived safety in the area, especially later in the day. The design process will seek to deliver this objective.

#### Risk and Opportunity Management Implications:

- 5.6 The main risk associated with the current stage of the Station Gateway project is uncertainty around the impact of proposed changes associated with the relocated taxi rank in Frederick Place on the wider North Laine area. Therefore it is recommended that further work is undertaken in this area so that concerns and risks can be properly quantified ahead of any member decision.

#### Public Health Implications:

- 5.7 By tackling the poor quality of the existing public realm around the station, the project will overcome issues impacting on public health including air and noise pollution. The project will also enhance living and working conditions and contribute towards a healthy and sustainable place and community.

#### Corporate / Citywide Implications:

- 5.8 Enhancing the station as a place, interchange and welcome will contribute towards the Corporate Plan objectives of tackling inequality and creating a more sustainable city, whilst the design process will contribute towards the objective of engaging people who live & work in the city.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Moving forward with the full proposal without further work to better understand impact on the North Laine could lead to a scheme being delivered that had negative side effects.

### **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 Further work to fully understand the impact and implications of locating a taxi rank in Frederick Place (and to a lesser extent options relating to the station canopy) will enable members to make a properly informed decision as to the best way forward for the Station Gateway scheme.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Station Gateway Consultation Summary

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

1. None

### **Background Documents**

1. None

## Appendix 1: Station Gateway Consultation Summary:

### 1. Approach

**Consultation Format:** Due to the complexity and range of details associated with the Station Gateway preferred scheme, consultation material sought to explain the broad principles of the scheme and invited people to forward any comments, questions or suggestions rather than taking the more usual approach of asking for 'yes / no' responses to specific questions.

**Consultation Distribution:** Approximately 6000 paper copies of the consultation material were sent to properties in the vicinity of the Station. Approximately 3500 copies were circulated on buses. Details of the scheme were included in the North Laine and West Hill Community Association newsletters. Posters advertised the consultation at Brighton Railway Station. The material was also available online.

**NLCA / NLTA meetings:** Prior to the final consultation material being printed and distributed, meetings were held with North Laine Community (NLCA) and Traders (NLTA) Association members to develop the section on North Laine traffic changes.

The project team were initially invited to standard NLTA and NLCA meetings by the chairs of those groups who had also contributed to the Gateway Stakeholder meetings. It proved impossible to adequately explain and discuss the proposals in the short time scales these meetings allowed, and it was agreed that three additional, dedicated meetings would be held to enable proper dialogue. The meetings were held in early to mid November.

Through dialogue with NLTA and NLCA members between October 2<sup>nd</sup> Transport Committee and the consultation document being finalised and circulated, the North Laine plan was amended to enable access from Cheapside. (The original proposal, which suggested that North Laine access from the north east could be made via Church St / North Road to reduce non local through traffic, drew significant criticism at the original NLTA and NLCA meetings). A number of traffic arrangement options were investigated to identify the best means of enabling Cheapside access for local residents and businesses whilst limiting the impact of wider north – south through traffic on residential North Laine streets.

The second and third NLCA / NLTA meetings took place after the consultation document was sent to print. Dialogue over the second and third meetings saw general consensus that making the Gloucester

Road / Queens Road junction two way was a preferable means of providing access from North Laine to Queens Road than reversal of Frederick St.

**Issues & Solutions - Timings:** The consultation document was finalised and distributed later than originally anticipated, due to the extra time taken to refine North Laine proposals through and following the initial NLCA and NLTA meetings. This meant that consultation material was not circulated until early / mid November. Concern was expressed by a small number of consultees that this reduced the time available to make comments (the material asked for any feedback by November 30<sup>th</sup>). The consultation period was ultimately extended.

**Issues & Solutions - Public Meeting Confusion:** Some people heard about the NLTA and NLCA meetings, misunderstood their provenance and complained that they were unaware of what they assumed to be poorly advertised public meetings. As extensions to the original NLTA and NLCA invitations, these meetings were not intended to be part of the general public consultation process (although all were welcome to attend).

**Issues & Solutions - Gloucester Road Junction:** A small number of consultees complained that the consultation was 'invalid' because the consultation material showed that access from North Laine to Queens Road would be via Frederick Street, but they knew that discussions at the second and third NLTA / NLCA meetings has seen the preferred option move towards a two way Gloucester Road junction arrangement, with Frederick Street retaining its existing, northbound arrangement. However, claims that this made the consultation document out of date are a little disingenuous: it was always intended that consultation would inform further amendments to the proposal as and where necessary, and the decision to move away from a reversed Frederick Street should be viewed as part of the process of refining the scheme based on consultation feedback.

**Issues & Solutions - Receipt of documents:** Some people in properties around the station said they did not receive the consultation material. Some North Laine residents helped by hand delivering a second set of documents directly to addresses in that area, whilst the North Laine and West Hill Community newsletters also carried details of the scheme and consultation process.

**Issues & Solutions - Station Events:** Due to the amount of time focussed on trying to resolve North Laine concerns, it was not possible to arrange staffed events at Brighton Station as had originally been planned.

**Issues & Solutions - Station Posters:** Southern Railway agreed to raise awareness of the consultation amongst commuters by displaying posters at the station through November. Unfortunately the Station Manager who had arranged this element of the process left shortly after agreeing the approach without putting the posters up. A new set of posters were delivered to the station and displayed from the end of November, and consultation was extended into mid December to capture any comments they encouraged.

## **2: Level of feedback**

It is notable that less than 150 people commented on the latest proposals: around a tenth of the number who commented on the previous options. This could be seen as an indicator of general support / earlier concerns being remedied. (Much of the previous consultation feedback focussed on concerns over perceived risk to bus services for example).

## 3. Consultation Feedback

### 3.1 General

**Reporting:** For ease of reporting, responses received during the consultation period were paraphrased, and classified as either notes of support, notes of opposition, clarifications, ideas or concerns. It is recognised that there is room for discretion between the classification of comments, especially between a comment being classed as a concern or objection. Similar comments may be recorded in separate classifications depending on the wider context of the communication in which they were received. Ultimately, paraphrasing and classification of responses has been made at the discretion of the project manager. As the consultation process is not a referendum, presentation or classification of comments has limited scope to have any bearing on decisions resulting from the consultation process.

**Responses:** 137 people responded to the consultation. The following report picks out key themes arising from the consultation.

Of those who expressed a general overall preference, 25 people supported the scheme, 5 supported the scheme but not at the expense of the North Laine and 2 did not support the scheme.

### 3.2 North Laine Traffic

**Trafalgar Lane:** 43 people were against / concerned about use of Trafalgar Lane as an alternative (to Frederick Place) north – south route through the North Laine. 1 thought use of Trafalgar Lane was a good idea. Concerns centred on narrowness of the street to cope with additional through traffic, lack of passing places when the street was blocked by loading vehicles and difficulty of access (due to the tight corner) from Trafalgar Street.

**Blackman Street:** 3 people said they thought restricting southbound private traffic from Blackman St to Trafalgar St was a good idea, 3 were against the proposal.

**Frederick Street:** 10 people were against the suggested reversal of Frederick Street. Concerns included practical issues associated with turning right from Frederick Street into North Road as well as general concerns over localised air quality impact etc. After further consideration it is recommended that the option of reversing Frederick Street is discarded for practical reasons.



**Wider Traffic Implications:** 26 people were concerned about wider traffic implications associated with placing a taxi rank in Frederick Place. Most commonly cited concerns included impact on access, encouragement of rat running, enforcement of any restrictions and increased congestion.

**Trafalgar Street:** 3 people acknowledged the benefits of or expressed a desire for reducing the impact of traffic in Trafalgar St. 1 person said the scheme did not do enough to improve Trafalgar St.

### 3.3 Wider Scheme

**Cycling:** 1 person was for improved cycle parking, 1 was against the cycle contra-flow.

**Vehicles:** 1 person objected to the lack of formal drop off and pick up facilities at the southern station entrance. 1 objected to the proposed gyratory system. 2 people liked the idea of a two-way Gloucester Road / Queens Road junction.

**Wider Traffic Restrictions:** 1 person was for wider traffic restrictions, 2 supported the issue being separated from the Station Gateway scheme, 6 were against wider traffic restrictions.

**Surrey Street:** 4 people supported widening footways in Surrey Street; 4 were against. 1 was for the new bus stop outside the Railway Bell, 3 were against. There was also wider concern about the impact of buses in Surrey Street. 1 person was against provision of a pub loading space on Surrey Street.

**Pedestrians:** 3 people supported improved pedestrian facilities in Queens Road, 0 were against. 2 people welcomed improved public spaces: 2 felt they were unnecessary.

**Canopy:** 9 people wanted the canopy left as it is, 4 wanted it to be improved, 2 wanted it to be reglazed. 1 was for part removal, and 1 felt a decision should be made after further analysis of the Mocatta building (a view broadly reflecting English Heritage's initial advice, which stated that any removal of the canopy would need to be undertaken alongside refurbishment of the Mocatta building, and that reglazing the existing canopy may provide an alternative to removal).

**General:** 1 person liked the idea of a tourist information centre

### 3.4 Taxis

**Frederick Place Rank:** 40 people explicitly objected to or were concerned about a taxi rank in Frederick Place. 6 supported the proposal.

The most commonly cited reasons for not supporting the rank were impact on air and noise quality, the risk of taxis spilling / the rank spreading into adjacent residential streets and the capacity of Frederick Place to accommodate sufficient numbers of taxis. Other concerns mentioned by several different people include a rank being contrary to the North Laine's conservation status, concern about the rank obstructing deliveries / servicing / access, impact on residents, congestion / blockages and possible conflict between vehicles turning right and taxis turning left at the northern end of Frederick Place. A full list of concerns is included in the summary of feedback.

2 people said they did not believe that taxis would have a detrimental impact on Frederick Place.

**Other rank preferences:** 15 people felt taxis should (or asked whether they could) remain where they are (of whom 11 were also against Frederick Place). 4 suggested Mangalore Way (of whom 1 was against Frederick Place), 1 was against Mangalore Way. 12 were for moving taxis to the north (of whom 4 were against Frederick Place). 6 people were for Queens Road (of whom 5 were also against Frederick Place). 1 person wanted a split rank (and was against Frederick Place)

Some people expressed the opinion that the rail companies should take responsibility for the taxi rank and suggested Compulsary Purchase of rail land if rail companies were not obliging.

**Trafalgar St rank:** 6 people were concerned about taxis in Trafalgar St due to concern over impact on the environment and ambience of the undercroft area. 1 person felt that taxis using Trafalgar St was a missed opportunity to improve the Terminus Rd junction for residents. 1 person felt that giving Trafalgar Street over to taxis at the expense of a traffic route into the N Laine was disadvantageous. 5 people were concerned about the impact of taxis on the Terminus Road junction.

**Other:** 1 person was concerned that increased numbers of taxi licenses would lead to increased pressure on any rank.

### **3.5 Beyond the scope / direct influence of the Project**

**Stalls:** 3 people liked the idea of stalls outside the station, 5 were against. Most of those against stalls felt they provided competition to existing businesses in the area. If stalls or stalls were to be accommodated, Independent stores were preferred to chain stores.

**Trafalgar St entrance:** 14 people were supportive of a new North Laine entrance; none were against.

**General:** 1 person liked the idea of a Borough Market type arrangement

### **3.6 Consultation**

**NLCA / NLTA Meetings:** 1 person wanted it noted that everyone at an NLCA / NLTA meeting on 13<sup>th</sup> November was against the proposals. 1 person wanted it noted that not everyone at an NLCA / NLTA meeting on 13<sup>th</sup> November was against the proposals

**Email Petition:** 18 people sent a standard email objecting to Frederick Place rank based on congestion, air / noise quality, impact on residents & others, capacity for taxis, conservation area status and danger. This email appears to replicate an expected petition and so these responses are currently excluded from the above summary to avoid double counting of responses.

**North Laine Petition:** 3 North Laine residents expressed concern that NLCA views and the petition from the North Laine against the scheme was not representative of all North Laine residents. They were also concerned that the petition was encouraging support from people from outside the area and that people were being asked to sign the petition without being provided with details about the wider proposals.

## **4: Recommendations**

**Wider Scheme:** The design team do not believe concerns associated with Surrey Street will manifest, and the low level of wider objections to the main scheme do not provide reasons not to proceed with the proposal.

**Canopy:** Further work should be undertaken to understand the relative issues and merits associated with replacing / renovating or simply leaving the canopy alone to enable a more informed member decision at March Transport Committee.

**Wider Traffic Restrictions:** Any decision on wider traffic restrictions should be seen as a separate project to be pursued if members desire.

**North Laine Petition:** Irrespective of who has raised concerns regarding potential North Laine changes and how representative their views are, it is considered that many of the concerns raised deserve additional

investigation before a decision is made on the Frederick Place rank / associated changes to the North Laine.

**Frederick Place Rank / North Laine Traffic Changes:** Further work is currently being undertaken to quantify the concerns raised during consultation relating to the Frederick Place (and Trafalgar Street) taxi rank and associated changes to the transport network in North Laine. The findings of this work will be made available at March Transport Committee to enable a member decision on the most appropriate way of progressing the project. (Reasons against pursuing other taxi locations are contained in the accompanying summary of Concerns, Ideas and Clarifications).

## **5 Concerns, Ideas and Clarifications**

As well as explicit messages of support or objection, responses included concerns, ideas and clarifications. Depending on their nature, these were either dealt with during the consultation period by responses to the points raised, were noted, will be considered in more detail by the further work being undertaken by the North Laine Design Team, or would be considered at the next stage of project development by the Detailed Design Team.

<b>Subject:</b>	<b>Seven Dials Improvement Project – Consultation Results and Way Forward</b>		
<b>Date of Meeting:</b>	<b>15<sup>th</sup> January 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Robin Reed</b>	<b>Tel: 293856</b>
	<b>Email:</b>	<b>Robin.reed@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>St Peters &amp; North Laine, Regency, Preston Park, Goldsmid</b>		

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

- 1.1 The purpose of this report is to consider the outcome of the public consultation and agree a way forward for the Seven Dials Improvement Project.

**2. RECOMMENDATIONS:**

- 2.1 That the Transport Committee notes the results of the public consultation exercise.
- 2.2 That, having taken into account the responses received, committee authorises officers to proceed with implementation of the revised Seven Dials Improvement Scheme as outlined in Appendix 4.
- 2.3 That the committee authorises officers to advertise a Traffic Regulation Order (TRO) for changes to loading bay provision in Dyke Road. This change is not an integral part of the scheme and therefore progression of the overall Seven Dials scheme is not dependent on this element.
- 2.4 That the committee agrees to monitor the impact on surrounding residential streets six months after scheme implementation, to ensure that traffic levels have not significantly increased as a direct result of the Seven Dials scheme. If it is discovered that traffic levels in residential streets have increased significantly, then residents in those streets affected would be consulted with a view to agreeing an acceptable solution. Funding from the 2014/15 Local Transport Plan Capital Budget would be set aside for any measures deemed necessary.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:****Background Information**

- 3.1 Seven Dials roundabout is an irregularly shaped junction with seven arms, located on the boundary of several inner city Wards. The roundabout is a key traffic node, distributing high volumes of traffic during peak periods and accommodating approximately 26,000 vehicle movements per day. The junction also experiences relatively heavy pedestrian flows and is used by a modest number of cyclists currently. It is known to act as a barrier to further uptake of cycling, with many choosing to avoid the area in favour of quieter adjacent routes.
- 3.2 The immediate surrounding area functions as an important local shopping area with around 50 retail and other commercial premises situated immediately adjacent to the roundabout. The general quality of the urban environment can be described as fairly poor and the current layout and excessive amount of street clutter is considered to create a poor pedestrian environment.
- 3.3 The current layout has evolved over time and originally started out in the 1820's as a simple crossroads of two streets, Montpelier Road and Henfield Road (now Dyke Road). By 1856, all seven roads were in place but by 1904 the area had been converted to accommodate trams, which travelled between Preston Circus and the Brighton Borough boundary. By the 1920s, Semaphore traffic signals were introduced, with the signals operated by a policeman standing in a box in the centre of the junction. Trams were eventually replaced by trolley buses, which ceased running in 1959. By 1977, a new one-way system was introduced in the streets around the Seven Dials roundabout, the central roundabout was reduced in size and zebra crossings were replaced with pelican crossings.
- 3.4 As well as being a difficult area for pedestrians and cyclists to navigate, many motorists find the area confusing and perceive it to be dangerous, with multiple busy roads converging into a small roundabout area. In order to gain priority at the roundabout, more confident drivers tend to disregard the give way markings and move slowly onto the roundabout until a gap becomes available. Less confident drivers who are not familiar with the area can find it difficult to enter the roundabout, particularly at peak times, which can in turn cause delay.

### **Accident Statistics**

- 3.5 A total of 20 personal injury accidents were recorded within a 25m radius of the Seven Dials roundabout in the three year period October 2009 to October 2012, resulting in 23 casualties. The Seven Dials is consistently amongst the top five sites for highest collision record within the city. As would be expected where vulnerable users are encountered at an urban junction, the number of accidents is heavily weighted against non motorised users and the ratio of accidents involving cyclists, at over half, further highlights that roundabouts are not cycle-friendly junctions to negotiate.
- 3.6.1 Given the poor accident record at Seven Dials and the other issues identified in this section, the city council is keen to implement a scheme that will primarily address the road safety problem and also improve the area from the perspective of all users.

### **Initial Consultation Workshops**

- 3.7 To gain a better understanding of the public perception of Seven Dials, two initial consultation workshops were held on 26<sup>th</sup> June 2012. One workshop session was held in St Nicholas Church in Dyke Road, while the other was held outdoors on the Dials itself. The workshops were advertised via laminated posters placed in the local area and also in local community publications. Officers from the Council's road safety and transport planning teams were in attendance at each of the sessions. The event was also advertised on the Council's website and the online consultation portal was utilised to record comments from those who were unable to attend the workshops.
- 3.8 The format of the workshop sessions was fairly informal and people who attended were asked what they thought were the main issues at Seven Dials and also what things they would change. In total, 641 comments were made as part of this exercise and the table below shows the top 5 most frequent comments made.

**Table 3.1** – Feedback from initial workshop sessions (top 5 most frequently made comments)

<b>What would you like to change about the Seven Dials?</b>	
<b>Subject</b>	<b>Frequency</b>
Improve pedestrian crossings/make it easier to cross	85
Reduce speed limit	46
Make it greener/ more vegetation	41
Remove guardrailings	38
Increase the size of the roundabout	36

### **Stakeholder Group**

- 3.9 As part of the initial workshops, attendees were asked if they would like to participate in a stakeholder group that would meet in advance of the main public consultation. The main purpose of the group would be for stakeholders to disseminate information to local contacts relating to the project and the consultation, and also to comment on early proposals put forward by council officers.
- 3.10 10 local stakeholders were identified to take part in this group and two meetings were held in advance of the public consultation commencing. The stakeholders consisted of a broad range of local interest groups, with residents, businesses and the local church all represented.

### **Proposed Scheme for Seven Dials**

- 3.11 Given the poor recent accident record, the key objective of any improvement to the Seven Dials junction is to address the road safety problems that currently

exist, particularly for cyclists. Further aims are to improve the junction for all road users, and also to improve the quality of the urban realm.

- 3.12 In order to achieve the above aims, officers have conducted a comprehensive literature review of available evidence, both UK and continental, to design a scheme that will deliver the greatest benefit for all users whilst still retaining sufficient capacity for vehicular traffic.
- 3.13 The review of available evidence, along with feedback received through the initial consultation workshops, has been used to develop more detailed scheme proposals which formed the basis of the main public consultation. The proposals comprise the following key elements:
- An enlarged central island incorporating an over-run area for larger vehicles, creating a single circulatory lane of 5m in width. This will create a more controlled environment for vehicles and will reduce speeds on the roundabout itself.
  - Replacement of the pelican (traffic light) crossings with raised zebra crossings to improve crossing times and responsiveness for pedestrians. Raised crossings will prove beneficial for disabled users or those with buggies.
  - Reduction of the Dyke Road (North and South) approaches to single lane instead of the current two lane approaches on these arms. Research suggests that single lane approaches create a safer and more pleasant environment for cyclists, particularly those wishing to travel around the roundabout.
  - Reallocation of redundant carriageway space to provide wider pavements, particularly in Dyke Road where the highest pedestrian flows exist.
  - Removal of all pedestrian guardrailing to facilitate a wider range of pedestrian movement and to further increase the available footway space. Department for Transport (DfT) guidance states that 'there is no conclusive evidence that the inclusion of PGR at any type of pedestrian crossing or junction has any statistically significant effect on the safety record'
  - Replacement of the existing inconsistent paving material with a new high quality product that is in keeping with the conservation area status of the local area.
  - Optional changes to traffic flow in Bath Street and Vernon Terrace.
- 3.14 A copy of the consultation plan detailing the full proposals is included as Appendix 1.

## **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

### **Public Consultation Process**

- 4.1 The main public consultation lasted for a 4 week period, ending on 2<sup>nd</sup> November 2012. Consultation postcards were mailed to 7,240 residential and business addresses within a defined area surrounding Seven Dials, informing local people



that the consultation was taking place and detailing how to get involved. In addition, information packs containing the consultation plans and copies of the questionnaire were hand delivered to the 50 or so business premises located on or adjacent to the Dials. Information was also sent to key stakeholders including the emergency services and public transport operators.

- 4.2 Four exhibitions were held during the consultation period; two on the Dials itself and two in St Lukes Church on Old Shoreham Road. BHCC staff were present for the duration of each event. The consultation was also advertised on BHCC's website, and through a double page spread in the Brighton Argus.
- 4.3 Questionnaires were available for people to complete at the exhibitions, and links to an on-line version of the questionnaire were also published on the consultation postcard, in the Argus, and on the council website's homepage. A freepost return address was provided on the paper version of the questionnaire.
- 4.4 A copy of the consultation postcard and questionnaire is included as Appendix 2.

### **Headline Results**

- 4.5 A total of 661 responses were collected, with 493 received online (75%) and 168 as survey forms returned by mail (25%). 84% of these respondents were local residents with 23% of respondents being those who travel through the area.
- 4.6 In response to question 1, 67% of respondents supported the proposed changes to the Seven Dials, as proposed in the consultation plans. Of the 33% of respondents who did not support the changes, the most common reason given was that the proposals would cause more congestion on the approaches to the roundabout and / or displace vehicles into residential streets.
- 4.7 In response to question 2, 48% of respondents were in favour of keeping Bath Street as a one-way street, with 45% indicating they would support the conversion to two-way traffic flow.
- 4.8 In response to question 3, 73% of respondents were in favour of retaining Vernon Terrace as a two-way street. Only 33% of respondents supported conversion to a one way (exit only) arrangement.
- 4.9 There was a particularly high response from the local business community, with 44 local business owners or managers returning questionnaires. 70.5% of businesses indicated support for the main roundabout proposals in response to question 1, suggesting that the business community is very supportive of the scheme overall.
- 4.9 A full analysis of the consultation results is included as Appendix 3.

### **Petitions**

- 4.10 One petition, signed by 1,385 people, was received from the North West Dials Community Association, a group newly formed during the consultation process. The petition requests the council to reject the proposals as they stand. The

petitioners oppose any scheme at the Dials which may lead to traffic being diverted onto residential streets.

- 4.11 It is acknowledged that the proposal to convert Vernon Terrace to one-way traffic flow may result in some reassignment of local traffic to alternative routes. Given the lack of public support for this proposal, it is not proposed to take this forward. Modelling undertaken on the remaining proposals indicates that capacity at the roundabout will not be significantly affected and therefore reassignment of traffic into local residential streets is not considered likely. Further discussion is included on this issue overleaf.

### **Additional Correspondence and Longer Responses**

- 4.12 A large amount of additional correspondence has been generated as part of this consultation exercise, with some being supportive of the proposals and others negative. Due to the amount received it is not possible to discuss these individually in this report but all comments made within correspondence have been included in the consultation analysis at Appendix 3.
- 4.13 Correspondence from key stakeholders and delivery partners has also been received. Those organisations who are supportive of the proposals include Sustrans, Bricycles (a local cycling group), the local Cyclists Touring Club (CTC) representatives, Brighton & Hove Friends of the Earth, and the Prestonville Community Association.
- 4.14 As well as the opposition from the North West Dials Community Association, The Montpelier and Clifton Hill Association have indicated they would be opposed to a scheme which caused any traffic to be diverted onto nearby residential roads. Correspondence has also been received from Brighton & Hove Bus Company who have expressed concern at a perceived reduction in capacity at the roundabout and the resultant delay to bus services this may cause. Similar correspondence has been received from Brighton Area Buswatch.
- 4.15 Local Emergency Services have been consulted and the Sussex Police Road Policing Unit have responded indicating that they have no objections to the main proposals but indicated support for conversion of Bath St to two way traffic and a preference to retain Vernon Terrace as two-way.

### **Summary and Discussion**

- 4.16 The results of the consultation suggest a clear majority of respondents are in favour of the main proposals for the Seven Dials area. The principal objections from those not in support of the proposals relate to a concern that the changes will cause more congestion on the approaches to the roundabout and therefore place more vehicles into residential streets. However, in reference to comments made previously in paragraph 4.11, the council does not believe that the proposals will reduce capacity at the roundabout to a significant degree to make rat-running a viable alternative to using the roundabout itself. In order to ensure this is the case, the proposals have been assessed using the specialist modelling tool ARCADY, which is used to assess the capacity of a roundabout both before and after changes are made. The results of the modelling show that all arms of

the roundabout will continue to operate below their theoretical maximum capacity following implementation.

- 4.17 Even with the proposed reduction from two lanes to one in Dyke Road (north), the results of the modelling suggest that the impact on capacity would be minimal, with only a modest increase in queue lengths evident in the AM and PM peak periods. This is because the current two lane approach only accommodates approximately 5-6 standard vehicle lengths, meaning the impact of removing the additional lane would be minimal. All other arms are predicted to show a reduction in queue lengths and delay and therefore any impact on journey times for buses and general traffic is also considered unlikely.
- 4.18 Traffic movements on the roundabout itself have been analysed and the principal concern of additional traffic in residential streets in the North West area (Addison Road, Melville Road and Highdown Road) is considered unfounded as demand for the original movement (i.e. traffic turning right at the roundabout from Dyke Road into Goldsmid Road) is very low, with an average of 37 vehicles per hour making this movement. Therefore, even if these routes were to become a viable alternative and a proportion of vehicles diverted, the total number of additional vehicles would not be significant.
- 4.19 Traffic levels in the residential streets surrounding Seven Dials have also been analysed using a series of 19 temporary Automatic Traffic Counters (ATC's). Data collected from these counters does not suggest a significant amount of traffic currently uses surrounding streets, with a maximum of 133 vehicles recorded using Addison Road (the road creating most concern amongst residents) in both directions during the busiest peak hour of 8am – 9am. In order to confirm traffic levels in residential streets have not increased disproportionately, this survey will be repeated post implementation and the results compared. Should it be discovered that traffic levels in surrounding roads have increased by a significant degree as a direct result of the Seven Dials improvements, then residents in those roads affected will be consulted and an appropriate solution agreed.
- 4.20 Having considered the negative response to the proposals to alter traffic flows in Vernon Terrace and Bath Street, it is not considered feasible to continue with these elements of the scheme. However, the design has been undertaken in such a way that the main roundabout proposals can proceed without these additional elements.
- 4.21 A plan showing the revised layout incorporating the changes described above and some additional minor comments made during the consultation process is included as Appendix 4.

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

### Financial Implications:

- 5.1 Capital: £200,000 has been set aside from within the 2012-13 LTP capital budget to fund the Seven Dials Roundabout Improvement Project. In addition, there have been indicative allocations of £300,000 and £50,000 from the LTP capital budget for the following two years.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 05/12/12*

Legal Implications:

- 5.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.
- 5.3 The Council is under a duty to exercise its powers under the Act secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters.
- 5.4 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that it must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.
- 5.5 The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them where this is necessary, proportionate and for a legitimate aim.

*Lawyer Consulted:*

*Carl Hearsum*

*Date: 04/12/2012*

Equalities Implications:

- 5.6 The scheme will be designed in line with industry best practice and guidance to ensure all facilities are fully accessible to all members of society.
- 5.7 The proposals have been discussed with representatives of the Fed Centre for Independent Living and they consider the proposals to be of benefit to those of limited mobility, primarily due to the wider footways, the introduction of raised crossings and the removal of guardrailing.
- 5.8 There is some concern that the introduction of zebra crossings in place of the existing pelican crossings will result in disbenefit to blind or partially sighted pedestrians. The Council will work with the Fed to identify any partially sighted users of Seven Dials and will work with these users to ensure the changes are communicated effectively and alternative routes identified where necessary. However, it is considered that the simplification of traffic movements, reduction in vehicle speeds and widening of footways will also present significant benefits for partially sighted users of the area.

#### Sustainability Implications:

- 5.9 The measures outlined in this report will assist in meeting One Planet Living objectives by promoting and encouraging greater use of sustainable transport, and particularly overcome current barriers to walking and cycling.

#### Crime & Disorder Implications:

- 5.10 There are no Crime & Disorder implications arising directly as a result of this report.

#### Risk and Opportunity Management Implications:

- 5.11 Longer term risks include the potential for the project costs to exceed the available budget and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk will be mitigated by a careful design and safety audit process in the first instance, and thorough consultation with end users.

#### Public Health Implications:

- 5.12 Increasing the number of pedestrians and cyclists will directly lead to improved public health through increasing the use of active modes and therefore the amount of exercise undertaken by local people. Reducing the number of people travelling by private vehicle will also lead to an improvement in air quality which in turn will improve public health.
- 5.13 Reducing the number of people killed or seriously injured in accidents involving road traffic presents an obvious improvement in public health.

#### Corporate / Citywide Implications:

- 5.14 There are no citywide implications arising directly from this report.

### **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The consultation process outlined in this report has allowed for local people and key stakeholders to be fully engaged in the development of proposals for Seven Dials. It is considered therefore that the measures consulted on are those that best reflect the wishes of the local community as a whole and this is demonstrated by the high level of support as shown through the consultation.

### **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To formally acknowledge the positive outcome of the Seven Dials consultation and seek approval to proceed to scheme implementation.
- 7.2 To authorise advertising of the Traffic Regulation Order (TRO) for minor changes to loading bay provision in Dyke Road (north). This change is not an integral part of the scheme and therefore progression of the overall scheme is not dependant on this element.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Seven Dials consultation proposed layout
2. Seven Dials consultation postcard
3. Seven Dials consultation form
4. Full consultation results report
5. Revised layout showing scheme to be taken forward to implementation

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

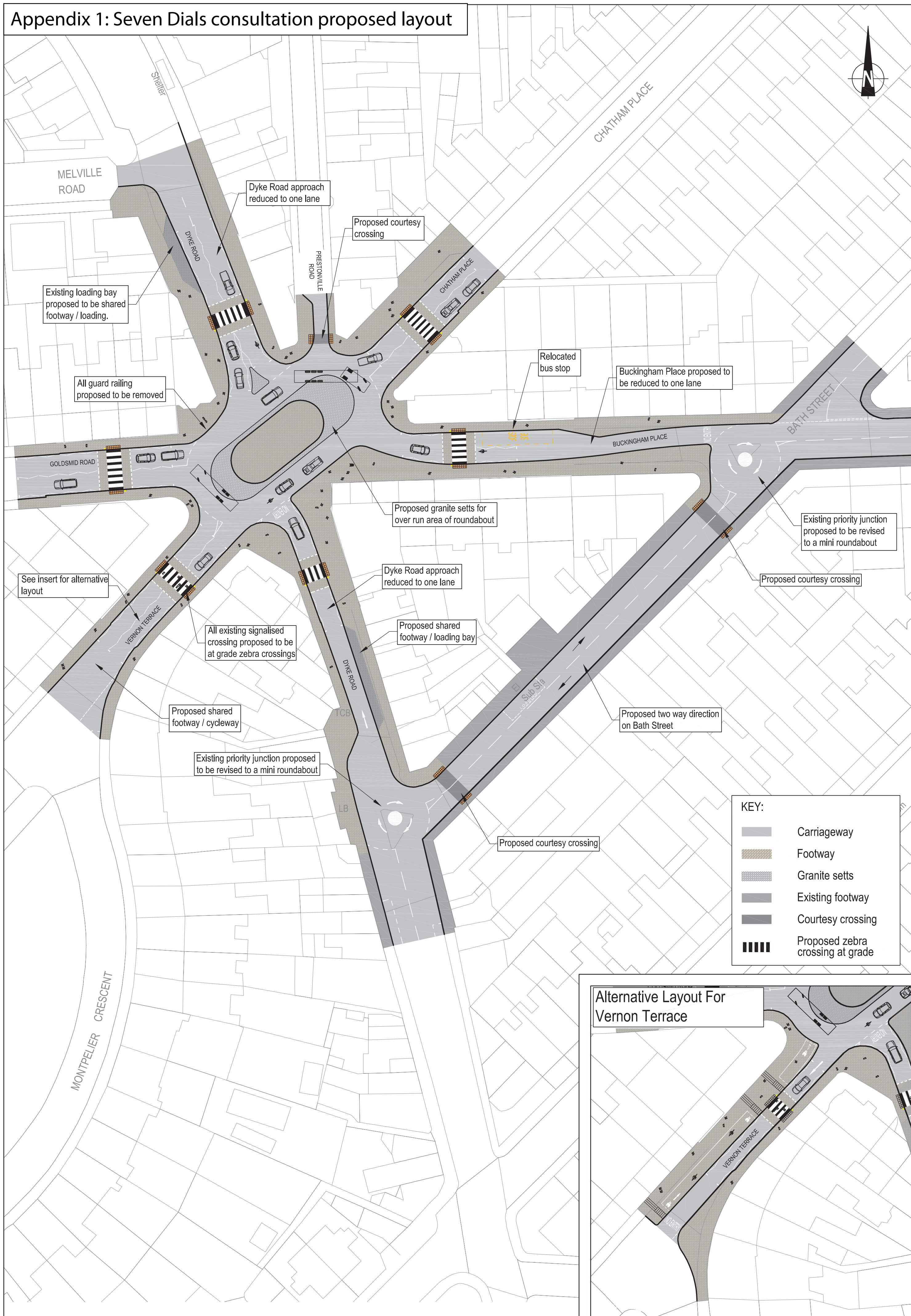
None

### **Background Documents**

None



# Appendix 1: Seven Dials consultation proposed layout











## Appendix 2: Seven Dials consultation postcard

### Have your say on improving Seven Dials

The council is looking to improve safety at Seven Dials and make the area easier to get around for road users and pedestrians. We've used feedback from the consultation in the summer to inform a redesign of the area and would like your views on the proposals.

We are holding four events where you can see and comment on the design (weather permitting for outside events), so please come along on:

- ~~Wed~~ <sup>Wed</sup> 10 October, 7am-12 noon, on corner of Dyke Road South
- ~~Wed~~ <sup>Wed</sup> 17 October, 2-8pm, St Luke's Church, Old Shoreham Road
- ~~Mon~~ <sup>Mon</sup> 22 October, 2-8pm, St Luke's Church, Old Shoreham Road
- ~~Tue~~ <sup>Tue</sup> 30 October, 3-8pm, on corner of Dyke Road South

If you can't come along, you can see the proposals and give us your views online at [www.brighton-hove.gov.uk/sevendialsproject](http://www.brighton-hove.gov.uk/sevendialsproject) – the consultation is open from 8 October until 2 November.

Email [sevendials@brighton-hove.gov.uk](mailto:sevendials@brighton-hove.gov.uk) or call 01273 290487 for more information



18/9/12 17:10:04



# Seven Dials Consultation

## Proposed changes

This questionnaire enables you to tell us what you think about the proposed changes to Seven Dials. Please use the information displayed at the exhibitions to help answer these questions. To make sure your views are considered please take the time to complete this questionnaire by 2 November 2012 .

Or you can complete this online at <http://consult.brighton-hove.gov.uk/portal>

**Q1** Do you support the proposed changes to Seven Dials roundabout as described in the consultation plans? (not including the possible changes to Bath Street and Vernon Terrace)

☐ Yes ☐ No

(If you answered no to Q1, please can you tell us why in the box below)

**Q2** We are interested in your views on how traffic could flow in Bath Street. Please indicate below which arrangement you would prefer:

☐ Bath Street changed to two-way traffic with mini roundabouts at both ends (as shown on the consultation plans).

☐ Bath Street kept as one-way traffic flow using both lanes (as it currently operates)

**Q3** There are two options for how traffic could enter and exit the Seven Dials using Vernon Terrace. Please indicate below which arrangement you would prefer:

☐ Vernon Terrace changed to southbound traffic flow only (shown as the alternative option on the consultation plans)

☐ Vernon Terrace kept as two-way traffic flow (as it currently operates)

**Q4** Do you have any further comments about any of the proposals at Seven Dials? (continue on a separate sheet if necessary)





# **Appendix 4: Full consultation results report**

## **Seven Dials Consultation**

### **October 2012**

## **1 Background**

The City Council is investigating ways to improve Seven Dials - one of the city's most unwelcoming junctions - for both road users and pedestrians.

Seven Dials is a major road junction to the northwest of the city centre. It has seven roads that radiate outwards from a roundabout, including the busy Dyke Road. There have been 41 accidents within around 100 metres from the Seven Dials since 2007, nine of them serious.

In the summer, a public workshop was held as well as an online consultation to start discussions on how to improve road safety and make the area easier to get around. Feedback from these consultations were used to inform a detailed redesign of the junction, based on an understanding of the problems that people face when using this junction.

This second stage public consultation has been designed to give local people and other users of the Seven Dials roundabout an opportunity to view the detailed proposals and express their support and make suggestions.

## **2 Headline Results**

A total of 661 responses were collected, with 493 received online (75%) and 168 as survey forms returned by mail (25%).

Response rate was approximately 9%. 84% of these respondents were local residents with 23% of respondents being those who travel through the area.

### **General Support**

67% of respondents were generally in favour of the proposals. Those who did not identify as residents had the highest support (75%), but residents themselves had a slightly lower than average approval rate (65%).

### **Bath Street (One/Two way)**

48% of respondents were in favour of keeping Bath Street as a one-way street. Of those who were residents 48% were in favour of keeping Bath Street as a one way, but 51% of non-residents were in favour of the change to a two way street.

### **Vernon Street (One/Two way)**

73% of respondents were in favour of keeping Vernon Terrace as a two-way street. Of those who were residents, 78% wanted to keep Vernon Terrace as a two-way street compared to 68% of non-residents. Vernon Terrace was the most highly voiced topic in the comments section, with 141 responders commenting negatively specifically on this aspect of the proposal.

## **3 Methodology**

Postcards were mailed to 7240 addresses in the local area surrounding Seven Dials (see map in Appendix B) with information about four consultation events and a link to an online version of the proposals.

The four consultation events (with over 1200 people spoken to) were held over the course of October, with two events outdoors on Seven Dials itself, and two at St Luke's Church on Old Shoreham Road. Additionally, a public meeting was held at the request of CMPCA News (a local newsletter) at Saint Michael's Church with approximately 60 people in attendance. Information packs were delivered to all the businesses in the local area and followed up with individual visits to discuss issues. Finally, there was also a local stakeholder group consisting of 10 residents and businesses that met twice before the consultation took place and will meet again in December.

The results of a subsequent joint online and paper-based survey detail the local people's response to the proposals. Respondents, consist of people who came to a consultation event and filled out a paper form, or those who read the proposals online and filled out a web-based form.

The questions focused on general support for the proposals with additional proposals for the flow of traffic in Vernon Street and Bath Street as separate questions. Additionally, space for more detailed comments was provided.

## 4 Full Results

**Q1** Do you support the proposed changes to Seven Dials roundabout as described in the consultation plans? (not including the possible changes to Bath Street and Vernon Terrace)

<b>Support Changes</b>	<b>No.</b>	<b>%</b>
Yes	440	67
No	220	33
No reply	1	0
<b>Total</b>	<b>661</b>	<b>100</b>

**Q2** We are interested in your views on how traffic could flow in Bath Street. Please indicate below which arrangement you would prefer:

<b>Bath Street</b>	<b>No.</b>	<b>%</b>
One way	317	48
Two way	297	45
No reply	47	7
<b>Total</b>	<b>661</b>	<b>100</b>

**Q3 There are two options for how traffic could enter and exit the Seven Dials using Vernon Terrace. Please indicate below which arrangement you would prefer:**

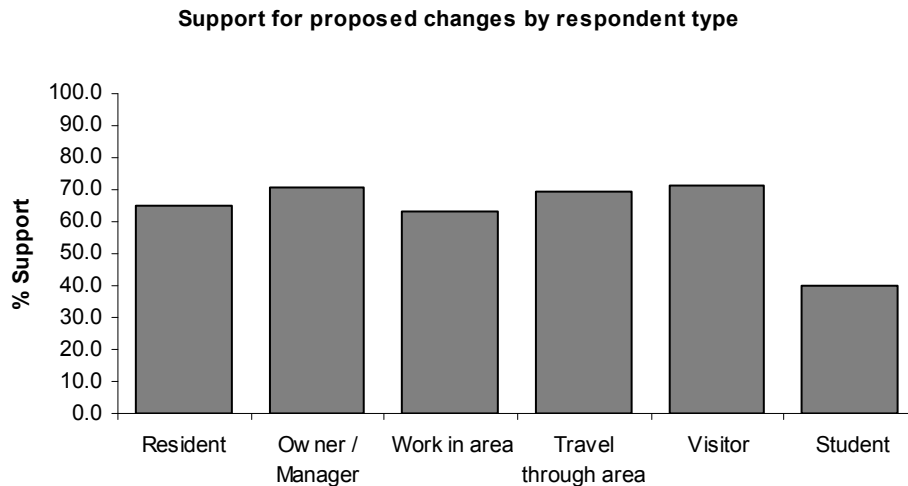
<b>Vernon Terrace</b>	<b>No.</b>	<b>%</b>
Southbound	149	22.5
Two way	481	73
No reply	32	5
<b>Total</b>	<b>661</b>	<b>100</b>

### **Support and respondent type**

Towards the end of the questionnaire respondents were asked whether they were a resident, student etc. This information has been cross-referenced with their answer to Q1 and is given in the table and graph below.

<b>Support proposed changes to Seven Dials</b>	<b>Yes</b>		<b>No</b>		<b>No reply</b>	
	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>
I am a resident in the area	358	66	193	35	1	0.2
I am a business owner/ or manager in the area	31	70.5	13	29.5	0	0.0
I work in the area	45	63	26	36.5	0	0.0
I travel through the area to get to somewhere else	105	70	47	31	0	0.0
I am a visitor to the area	10	71.5	4	29	0	0.0
I am a student	2	40	3	60	0	0.0



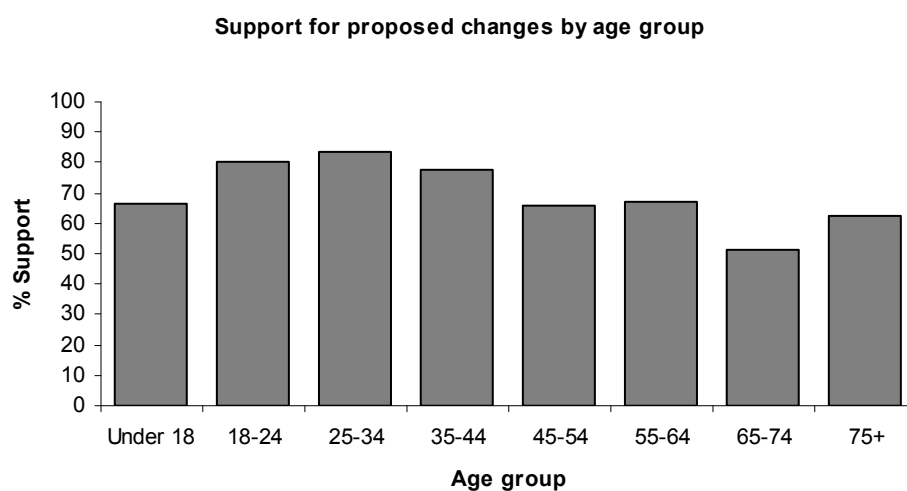


### **Guard railings**

We had not asked a specific question about the guard railings which are currently in position but it is worth noting that 154 respondents commented on the removal of guard railings. Of these, 101 were against removal of them and 54 were for removing them. Those who did not support the removal of guard railings listed the elderly, disabled and children as those at risk if these are removed. This was partly reflected in the number of comments per age group, as for over 45 year olds, this was the second most commented topic. Of those over 45 years old who commented, 71% were against the removal of the guard railings, whilst only 51% of under 45 year olds were against it.

### Support and age group

Support for the changes was highest in the 25-34 age group and lowest for the 65-74 group (see chart below). One comment topic that was particularly divided by age groups was 'concern about the size of the roundabout'. Many older participants who had also lived in the area for a long time raised this concern because they could remember that the roundabout used to be larger which caused severe delays around the area. It is worth noting that 93% of negative comments made about increasing the size of roundabouts were made by over 45 year olds.



## 5 Comments

440 respondents were in favour of the proposed changes to the Seven Dials area. Comments have been themed and the following table gives an indication of comments made (Topics with at least 10 comments). A full list of comments made is given in the Appendix to this report.

Comment	Number
General Support: generally positive about proposed changes to Seven Dials	88
Vernon Terrace: generally negative about one-way option – will cause rat running / safety problems in adjacent residential streets	71
Supports removal of pedestrian guard-railings	41
Zebra crossings: positive about change to Zebra crossings / Suggest even more	40
Bath Street: Generally negative about proposed changes / don't like mini roundabouts / loading issues	30
Concerned that changes will cause more congestion on approaches to roundabout / put more vehicles into residential streets	30
Would support introduction of cycle lanes / cycle parking into the Dials	28
Introduce more vegetation / plants / trees etc.	27
Concerned about removal of pedestrian guard-railings/worried about safety if removed	24
Zebra crossings: concerned about/does not support replacing traffic lights with Zebra's.	19
Vernon Terrace: positive about road safety benefits of making Vernon Terrace exit only	18
20mph: Would support a 20mph limit in Seven Dials area	18
Speed limits: concerned about speeding vehicles	13

Need to widen footways for pedestrians as much as possible	11
--	----

220 respondents were against the proposed changes to the Seven Dials area. The following table gives an indication of some of the comments made by these people (Topics with at least 10 comments):

<b>Comment</b>	<b>Number</b>
Concerned that changes will cause more congestion on approaches to roundabout / put more vehicles into residential streets	89
Concerned about removal of pedestrian guard-railings / worried about safety if removed	74
Zebra crossings: concerned about/does not support replacing traffic lights with Zebra's.	65
Vernon Terrace: generally negative about one-way option – will cause rat running / safety problems in adjacent residential streets	64
The Dials works fine as it is / Leave it alone / No road safety problem currently at the Dials	32
General Negative: generally negative about the proposed changes to Seven Dials	29
Bath Street: Generally negative about proposed changes / don't like mini roundabouts / loading issues	23
Need to consult more with local residents	15
Concerned about tightening of junctions / roundabout	14
20mph: Would support a 20mph limit in Seven Dials area	14
General Support: generally positive about proposed changes to Seven Dials	10
Introduce more vegetation / plants / trees etc.	10
Supports removal of pedestrian guard-railings	10
Would support introduction of cycle lanes / cycle parking into the Dials	10

## 6 Demographic Information

Respondents were asked to tick whether they fitted into one of the following categories (they could tick more than one box).

Type	Number	%
Resident	552	84
Owner / Manager	44	7
Work in area	71	11
Travel through area	152	23
Visitor	14	2
Student	5	1

Gender	Number	%
Male	331	50
Female	265	40
No reply/ prefer not to say	65	10
<b>Total</b>	<b>661</b>	<b>100</b>

<b>Age</b>	<b>Number</b>	<b>%</b>
U18	3	0.5
18-24	15	2.3
25-34	90	13.6
35-44	136	20.6
45-54	141	21.3
55-64	104	15.7
65-74	80	12.1
75+	16	2.4
No reply / prefer not to say	76	11.5
<b>Total</b>	<b>661</b>	<b>100</b>

Ethnicity		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	503	76.1
	White Irish	4	0.6
Asian or Asian British	Asian or Asian British: Bangladeshi	1	0.2
	Asian or Asian British: Indian	2	0.3
	Asian or Asian British: Pakistani	1	0.2
	Asian or Asian British: Chinese	3	0.5
Black or Black British: Caribbean		1	0.2
White & Asian		8	1.2
White & Black African		2	0.3
Asian & Black	African	1	0.2
	Caribbean	1	0.2
Arab		1	0.2
Other		5	0.8
No reply / Prefer not to say		128	19.4
<b>Total</b>		<b>661</b>	<b>100</b>

Disability	Number	%
Yes	49	7.4
No	521	78.8
No reply / Prefer not to say	91	13.8
<b>Total</b>	<b>661</b>	<b>100</b>

## 7 Full themed comments

### Those who support changes to Seven Dials:

Comment	Number
General Support: generally positive about proposed changes to Seven Dials	88
Vernon Terrace: generally negative about one-way option – will cause rat running / safety problems in adjacent residential streets	71
Supports removal of pedestrian guard-railings	41
Zebra crossings: positive about change to Zebra crossings / Suggest even more	40
Bath Street: Generally negative about proposed changes / don't like mini roundabouts / loading issues	30
Concerned that changes will cause more congestion on approaches to roundabout / put more vehicles into residential streets	30
Would support introduction of cycle lanes / cycle parking into the Dials	28
Introduce more vegetation / plants / trees etc.	27
Concerned about removal of pedestrian guard-railings/worried about safety if removed	24
Zebra crossings: concerned about/does not support replacing traffic lights with Zebra's.	19
Vernon Terrace: positive about road safety benefits of making Vernon Terrace exit only	18
20mph: Would support a 20mph limit in Seven Dials area	18
Speed limits: concerned about speeding vehicles in current arrangement	13



Need to widen footways for pedestrians as much as possible	11
Supports increasing the size of the roundabout	9
Introduce new street furniture, i.e. benches/artwork	8
Zebra crossings: crossings are too far away from the Dials/ would like crossings closer to junctions	8
General Negative: generally negative about the proposed changes to Seven Dials	7
Need to improve street lighting	7
Concerned about drivers who currently jump red lights at crossings	7
Minimise the amount of street signage/ linings	7
Need to consult more with local residents	5
Against the introduction of more cycle lanes / shared facilities	5
Scheme needs to accommodate parking and loading requirements for businesses	5
Need to improve signage for vehicles	4
The Dials works fine as it is/Leave it alone / No road safety problem currently at the Dials	3
Improve the pedestrian route to the station / improve Compton Avenue junction	3
Need more traffic lights at the roundabout	3
Raise the whole central roundabout area to be flush with surrounding pavements	2
Dyke Road North: move existing bus stop further north of Co-op	2
Need more real-time bus information	1
Need to re-surface roads around the Dials	1
Install speed cameras	1

**Those who are against changes to Seven Dials:**

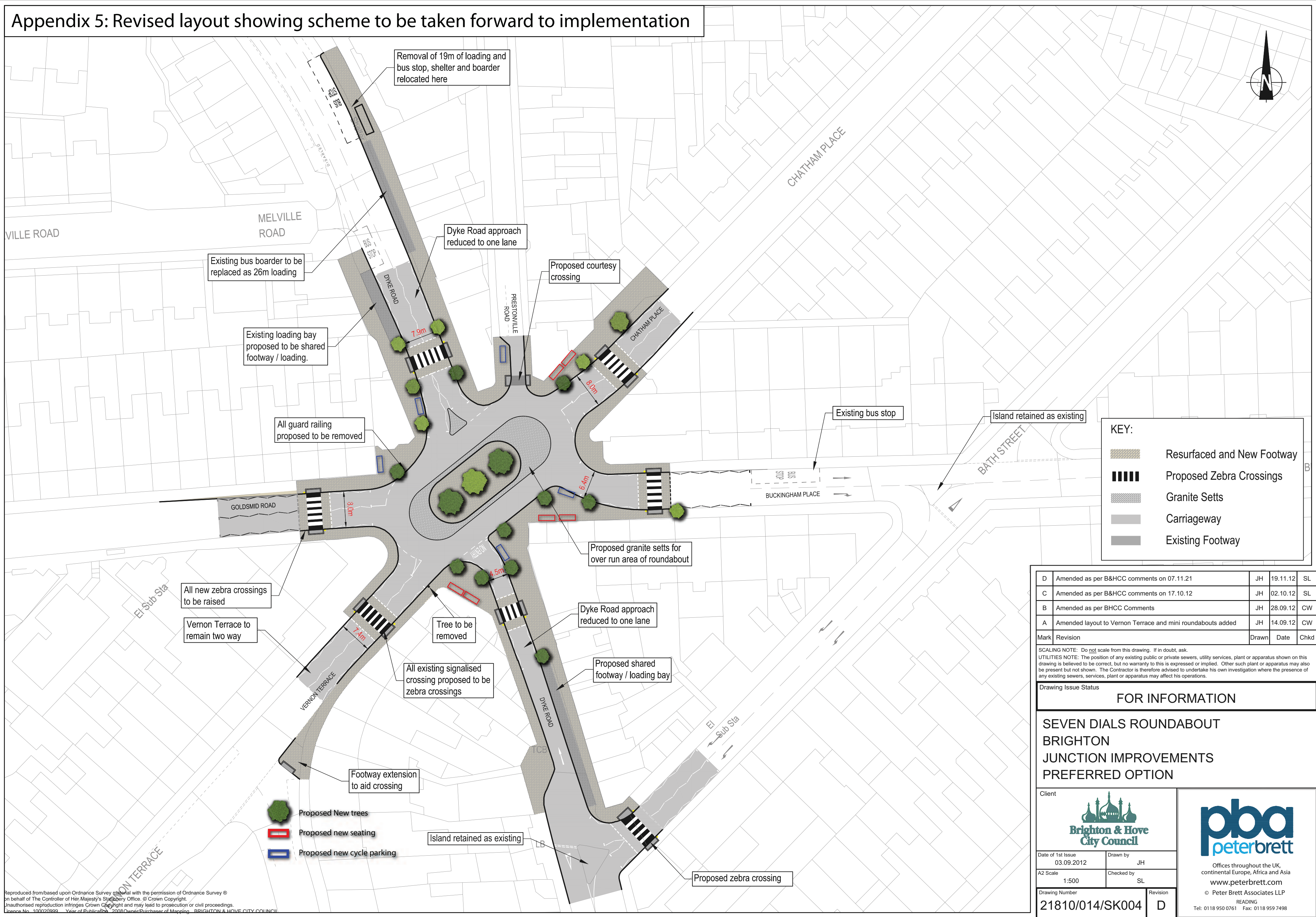
<b>Comment</b>	<b>Number</b>
Concerned that changes will cause more congestion on approaches to roundabout / put more vehicles into residential streets	89
Concerned about removal of pedestrian guard-railings/worried about safety if removed	74
Zebra crossings: concerned about/does not support replacing traffic lights with Zebra's.	65
Vernon Terrace: generally negative about one-way option – will cause rat running / safety problems in adjacent residential streets	64
The Dials works fine as it is/Leave it alone / No road safety problem currently at the Dials	32
General Negative: generally negative about the proposed changes to Seven Dials	29
Bath Street: Generally negative about proposed changes / don't like mini roundabouts / loading issues	23
Need to consult more with local residents	15
Concerned about tightening of junctions / roundabout	14
20mph: Would support a 20mph limit in Seven Dials area	14
General Support: generally positive about proposed changes to Seven Dials	10
Introduce more vegetation / plants / trees etc.	10
Supports removal of pedestrian guard-railings	10
Would support introduction of cycle lanes / cycle parking into the Dials	10
Against the introduction of more cycle lanes / shared facilities	9
Concerned about drivers who currently jump red lights at crossings	7
Zebra crossings: crossings are too far away from the Dials/ would like crossings closer to junctions	7

Zebra crossings: positive about change to Zebra crossings / Suggest even more	7
Need to widen footways for pedestrians as much as possible	6
Supports increasing the size of the roundabout	6
Need more traffic lights at the roundabout	6
Introduce new street furniture, i.e. benches/artwork	5
Need to re-surface roads around the Dials	5
Need to improve signage for vehicles	5
Install speed cameras	5
Speed limits: concerned about speeding vehicles in current arrangement	5
Need to improve street lighting	4
Scheme needs to accommodate parking and loading requirements for businesses	3
Improve the pedestrian route to the station / improve Compton Avenue junction	2
Minimise the amount of street signage/ linings	2
Raise the whole central roundabout area to be flush with surrounding pavements	2
Dyke Road North: move existing bus stop further north of Co-op	1





Appendix 5: Revised layout showing scheme to be taken forward to implementation



**KEY:**

- Resurfaced and New Footway
- Proposed Zebra Crossings
- Granite Setts
- Carriageway
- Existing Footway

D	Amended as per B&HCC comments on 07.11.21	JH	19.11.12	SL
C	Amended as per B&HCC comments on 17.10.12	JH	02.10.12	SL
B	Amended as per BHCC Comments	JH	28.09.12	CW
A	Amended layout to Vernon Terrace and mini roundabouts added	JH	14.09.12	CW
Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect his operations.

Drawing Issue Status

FOR INFORMATION

SEVEN DIALS ROUNDABOUT  
BRIGHTON  
JUNCTION IMPROVEMENTS  
PREFERRED OPTION

Client



Date of 1st Issue  
03.09.2012

A2 Scale  
1:500

Drawing Number  
21810/014/SK004

Drawn by  
JH

Checked by  
SL

Revision  
D



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<b>Subject:</b>	<b>Amex Community Stadium Residents Parking Proposals</b>		
<b>Date of Meeting:</b>	<b>15 January 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Owen McElroy</b>	<b>Tel: 293693</b>
	<b>Email:</b>	<b>owen.mcelroy@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Hollingdean &amp; Stanmer, Moulsecoomb</b>		

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

- 1.1 The purpose of this report is to consider the outcome of the public consultations undertaken recently in residential areas adjacent to the Amex community stadium, Falmer. The first is for a proposed match and event day residents parking scheme in Coldean (Appendix A). The second is for a proposed match and event day residents parking scheme in Moulsecoomb (Appendix B).
- 1.2 The boundaries of the proposed schemes are shown on the indicative plan contained in Appendix C (Coldean leaflet and plan) and Appendix D (Moulsecoomb leaflet and plan).

**2. RECOMMENDATIONS:**

- 2.1 That the proposed match and event day residents parking scheme for Coldean be progressed to final design and the Traffic Order advertised.
- 2.2 That the proposed match and event day residents parking scheme for Moulsecoomb be progressed to final design and the Traffic Order advertised.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The American Express Community Stadium was developed on a site in Falmer in 2008-11. In January 2012 Brighton & Hove Albion Football Club (BHAFC) submitted a planning application to add a further 8,500 seats to the stadium.
- 3.2 There has been survey evidence of displaced parking from the stadium. As part of the planning application parking surveys were carried out in Moulsecoomb by East Sussex County Council showing additional match day parking of about 300 on Saturdays and 325 on weekdays. Counts commissioned by BHAFC suggest that about 530 supporter vehicles may be displaced into North Moulsecoomb and Coldean on Saturdays and about 650 on weekdays.



- 3.3 Representations have been received from ward councillors and by residents that the neighbouring residential areas of Coldean and Moulsecoomb often suffer parking pressures on match and event days.
- 3.4 It was therefore agreed to consult residents on parking controls and in September 2012 a questionnaire and a leaflet describing proposals for match and event day resident parking schemes in Coldean and Moulsecoomb were sent to residents and businesses in those areas.
- 3.5 It is was also agreed that in accordance with planning policy TR2 BHAFC should be required to fund the implementation and operation of the residents parking scheme subject to public consultation.
- 3.6.1 Under each proposed scheme households within the scheme will qualify for one free resident permit for every vehicle that is registered with the DVLA at that address.. Each year every adult resident will also be given one free visitor permit, which would allow their visitor to park anywhere that a resident permit holder is allowed to park. Every adult resident can purchase additional resident visitor scratch cards which entitle a visitor to park for 24 hours (up to a total of 25 per year. There would be no marked bays other then specialised bays such as for disabled persons. Waiting restrictions are proposed for certain junctions for safety reason and to improve access for buses. No pay and display machines are proposed.
- 3.7 Blue Badge (Disabled persons) holders will be able to park on disabled persons parking places or anywhere else in the schemes without displaying a permit, except on other specialised bays or where they would be causing an obstruction. Parking on yellow lines is limited to three hours and only where it is not causing an obstruction.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

##### *Moulsecoomb*

- 4.1 Brighton and Hove City Council Land and Property Gazetteer was used to provide 2810 property addresses in the Moulsecoomb Area of Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal: 21 respondents (4%) chose this method.
- 4.2 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at Moulsecoomb Leisure Centre, Mouslecoomb Way on Monday 24 September, 2012, 1.30pm to 7.30pm. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 1 October, 2012 to Friday 26 October, 2012, 9am to 5.30pm.
- 4.3 There are 46 streets in the proposed scheme area. 505 valid responses were received giving a response rate of 18%. Consultations for residents parking schemes normally achieve around 30%, so this response rate is low, but is



comparable to demographically similar areas e.g. in May 2010 there was a 22% in the city centre location with considerable public sector housing.

- 4.4 68% of respondents were in favour of the proposals for a Match and Event Day Residents Parking Scheme in the Moulsecoomb Area. There was a majority of residents in favour both in north and south Moulsecoomb using Moulsecoomb way as the dividing line.
- 4.5 During the consultation a petition was submitted to officers signed by about 194 residents expressing disapproval of the proposed residents parking scheme. The introductory notes on the petition do not mention that the scheme is match and event day only and contained other inaccuracies.

#### *Coldean*

- 4.6 Brighton and Hove City Council Land and Property Gazetteer was again used to provide 1169 property addresses in the Coldean Area of Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal: 19 respondents (5.5%) chose this method.
- 4.7 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at Larchwood Community Café, Waldron Avenue, Coldean on Thursday 27 September, 2012, 1.30pm to 7.30pm. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 1 October, 2012 to Friday 26 October, 2012, 9am to 5.30pm.
- 4.8 There are 33 streets in the proposed scheme area. 345 responses were received giving a response rate of 29.5%. This is close to the average response rate for parking scheme consultations.
- 4.9 78.5% of respondents were in favour of the proposals for a Match and Event Day Residents Parking Scheme in the Coldean Area.

#### **Conclusions**

- 4.10 There is a positive opinion from the majority of respondents within Coldean and Moulsecoomb for the proposed match and event day parking schemes. Therefore, the recommendation is that both schemes are progressed to final design and advertised through a traffic order. Ward Councillors have been consulted and are happy for this to proceed to Traffic Order consultation stage.
- 4.11.1 A number of concerns were expressed by residents and other stakeholders during the consultation and these are summarised in Appendix D together with officer comments and will be taken into account as part of detailed design as appropriate. Any objections or comments to a subsequent Traffic Order would be presented to a further Transport Committee
- 4.11.2 Brighton and Hove Albion Football Club have been consulted in respect of the scheme and have expressed support and the desire to work constructively with the council and the local community to make it effective.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 The full cost of advertising and implementing the parking schemes, up to a limit of £153,000 will be met by BHAFc, under the obligations set out in the deed of variation to the S106 planning agreement. In addition, BHAFc will also pay up to £57,000 per annum, for maintenance. The scheme elements have been designed so as not to exceed these figures.

*Finance Officer Consulted: Name Karen Brookshaw Date: 27/11/12*

### Legal Implications:

- 5.2 The Council regulates traffic and designates parking places by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters. When considering whether to designate parking places, the Council must consider both the interests of traffic and the interests of owners and occupiers of adjoining property.

In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that consultation must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights which means they may be restricted where this is for a legitimate aim, necessary and proportionate

*Lawyer Consulted: Carl Hearsom*

*Date: 29/11/12*

### Equalities Implications:

- 5.3 The proposed measures will be of benefit to many road users and include the conversion of advisory disabled parking bays to enforceable bays and the creation of bus stop clearways which will improve access to public transport.

### Sustainability Implications:

- 5.4.1 The new bus stop clearways and waiting restrictions at junctions will facilitate easier access for public transport.

- 5.5 Managing parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

- 5.5 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.6 Any risks will be identified and monitored as part of overall project management. Parking is a corporate critical budget. The principal risk is that the costs of the proposed scheme will exceed the ceiling agreed under the S106 deed of variation.

Public Health Implications:

- 5.7 Effective management of parking on match and event days may help to reduce traffic congestion in the area, and thereby reduce the harmful effect of air pollution and injuries sustained in road traffic collisions.

Corporate / Citywide Implications:

- 5.8 Proposals to manage parking are expected to reduce congestion locally contribute to the following priority in the Corporate Plan 2011-15, 'creating a more sustainable city'.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The main alternative is to do nothing. However proposals to fund implementation of resident parking schemes, subject to consultation, are a planning obligation arising from development of the Football stadium, therefore it is the recommendation of officers that it is carried out.

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To seek approval to advertise Traffic Orders 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:**

1. Appendix A consultation report Coldean
2. Appendix B Consultation report Moulsecoomb

3. Appendix C Coldean leaflet and plan
4. Appendix D Moulsecoomb leaflet and plan
5. Appendix E Schedule of representations

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

None

#### **Background Documents**

None

## **Coldean Area Match and Event Day Residents Parking Scheme Consultation Report November 2012**

### **Background**

The American Express Community Stadium was developed on a site in Falmer in 2008- 11. In January 2012 Brighton & Hove Albion FC submitted a planning application to add a further 8,500 seats to the stadium.

The neighbouring residential areas of Coldean and Moulsecoomb often suffer parking pressures on match and event days.

In June 2012 a letter was sent to all residents in the Coldean Area informing residents that the council would be consulting in the autumn for a Match and Event Day residents parking scheme. Consultation packs were subsequently sent to all properties in the Coldean and Moulsecoomb areas giving details of a free match and event day parking scheme to be funded by Brighton & Hove Albion FC.

### **Headline Findings**

The consultation achieved a 29.5% response rate.

78.5% of respondents were in favour of the proposals for a Match and Event Day Residents Parking Scheme in the Coldean Area.

### **Methodology**

Brighton and Hove City Council Land and Property t was used to provide 1169 property addresses in the Coldean Area of Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal: 19 respondents (5.5%) chose this method.

A unique ID was printed on each form which can be linked back to postal addresses. Postal addresses were asked for on the on-line version of the survey. These could be cross-referenced the unique ID database to ensure that there were no duplicate submissions from households.

Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at Larchwood Community Café, Waldron Avenue, Coldean on Thursday 27 September, 2012, 1.30pm to 7.30pm.

There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 1 October, 2012 to Friday 26 October, 2012, 9am to 5.30pm.

There are 33 streets in the proposed scheme area.

345 responses<sup>1</sup> were received giving a response rate of 29.5%.

## Results

### Q1 Are you in favour of a residents parking scheme in your street?<sup>2</sup>

Yes		No		Total
No.	%	No.	%	
266	78.5	73	21.5	339

Results on a street by street basis were as follows:

Street	No. properties mailed	No. responses received	Response rate %	Yes		No	
				No.	%	No.	%
Arlington Crescent	14	5	36	2	40	3	60
Ashburnham Close	4	0	0	0	0	0	0
Ashburnham Drive	38	16	42	12	75	4	25
Beatty Avenue	112	22	19.5	17	77	5	23
Coldean Lane	81	33	41	29	88	4	12
Haig Avenue	23	8	35	8	100	0	0
Hawkhurst Road	154	36	23	23	64	13	36
Highfields	14	4	28.5	3	75	1	25
Ingham Drive	27	6	22	3	50	3	50
Kenwards	12	2	17	2	100	0	0
Middleton Rise	29	9	31	7	78	2	22
Monk Close	12	2	17	2	100	0	0
Nanson Road	15	3	20	2	67	1	33
Park Close	18	7	39	7	100	0	0
Park Road	60	33	55	27	82	6	18
Reeves Hill	18	6	33	6	100	0	0
Ridge View	21	9	43	7	78	2	22
Roundway	37	11	30	9	82	2	18
Rushlake Close	19	9	47	8	89	1	11
Rushlake Road	109	44	40	35	79.5	9	20.5
Saunders Hill	37	12	32	8	67	4	33
Selham Close	11	2	18	2	100	0	0
Standean Close	15	5	33	3	60	2	40
Talbot Crescent	7	2	28.5	2	100	0	0
The Byway	10	2	20	2	100	0	0

<sup>1</sup> Responses where no street name was given (x7) have been removed from the analysis but included in an Appendix.

<sup>2</sup> 6 responses where people have not replied whether they are in favour of the proposed scheme have been removed from the analysis of this question.

The Charltons	16	3	19	3	100	0	0
The Meads	16	7	44	5	71	2	29
Twyford Road	34	5	15	5	100	0	0
Waldron Avenue	59	3	5	2	67	1	33
Walton Bank	29	11	38	9	82	2	18
Woburn Place	50	6	12	5	83	1	17
Wolseley Road	50	13	26	8	61.5	5	38.5
Woodview Close	6	3	50	3	100	0	0
<b>Total</b>	<b>1169</b>	<b>339</b>	<b>29</b>	<b>266</b>	<b>78.5</b>	<b>73</b>	<b>21.5</b>

**NB:** Response rates in some streets have been poor, in particular Waldron Avenue at only 5%.

**Q2** Respondents were asked whether they are a resident, a business owner or manager or work in the area. Respondents could tick more than one option.

	<b>No. responses</b>	<b>% responses</b>
Resident	333	96.5
Business owner or manager	16	4.7
Work in the area	12	3.5

<b>Do you support the introduction of a Match and Event Day parking scheme?</b>	<b>Yes</b>		<b>No</b>		<b>Total</b>
	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>	
Residents	260	79	68	21	328
Business Owner or Managers	11	69	5	31	16

Residents show a higher level of support than Business owners or managers in the area.

**Q3a** How many cars in your household?

<b>No. of cars</b>	<b>No. responses</b>	<b>Total No cars</b>	<b>%</b>
0	40	0	12
1	135	135	41
2	113	226	34
3	35	115	10.5
4 or more	8	32	2.5
<b>Total</b>	<b>331</b>	<b>508</b>	<b>100</b>

331 respondents have at least 508 vehicles.

**Q4b** How many vehicles are directly associated with your business?

No. of vehicles	No. responses	Total No. vehicles	%
0	0	0	0
1	6	6	43
2	6	12	43
3	1	3	7
4 or more	1	4	7
<b>Total</b>	<b>14</b>	<b>25</b>	<b>100</b>

14 respondents had at least 25 vehicles associated with their business.

#### **Q5 Any other comments?**

An open text box enabled respondents to add comments. Although expressed in residents' own words analysis of the open text shows common themes emerged and have been grouped as follows:

Comments	No. of times made
Concerns about enforcement of scheme	31
Concerns about paying for visitors	24
Concerns that the scheme will become a charging scheme in future	18
Scheme is not needed or not needed for the whole of Coldean	17
More parking should have been provided by the stadium/ this should have been thought through at the planning stage	14
Concerns about access for emergency vehicles and/ or buses	12
Varley Road Halls builders are causing parking problems	10
Student Parking is a problem	8
Concerns that people will sell visitor permits	7
Signs need to be clear to inform visitors and carers	6
What will penalties be for parking without permits?	2
This scheme will cause displacement parking elsewhere	2
Concerned that family and friends won't be able to visit	2
Is Amex providing extra parking at the stadium?	1
prefer that the money is used to keep travellers out	1
Want the scheme extended to cover events at Stanmer Park	1



## Demographic Information

### Gender

<b>Gender</b>	<b>No.</b>	<b>%</b>
Male	148	43
Female	143	41.5
Prefer not to say/ no reply	54	15.5
<b>Total</b>	<b>345</b>	<b>100</b>

### Age

<b>Age</b>	<b>No.</b>	<b>%</b>
U18	1	0.5
18-24	10	3
25-34	18	5
35-44	38	11
45-54	51	15
55-64	54	16
65-74	37	11
75+	41	12
Prefer not to say/ no reply	95	27.5
<b>Total</b>	<b>345</b>	<b>100<sup>3</sup></b>

### Disability

<b>Disability</b>	<b>No.</b>	<b>%</b>
Yes	72	21
No	196	57
Prefer not to say/ no reply	77	22
<b>Total</b>	<b>345</b>	<b>100</b>

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<sup>3</sup> Does not add up to 100 due to rounding

**Ethnicity**

<b>Ethnicity</b>		<b>No.</b>	<b>%</b>
<b>White</b>	English/ Welsh/ Scottish/ Northern Irish/ British	274	79.5
	Irish	2	0.6
	Gypsy	0	0
	Traveller	0	0
	Polish	0	0
	Portuguese	0	0
	Any other white background	7	2.1
<b>Asian or Asian British</b>	Bangladeshi	0	0
	Indian	1	0.3
	Pakistani	1	0.3
	Chinese	1	0.3
	Any other Asian background	0	0
<b>Black or Black British</b>	African	2	0.6
	Caribbean	1	0.3
	Sudanese	0	0
	Any other black background	0	0
<b>Mixed</b>	Asian & White	0	0
	Asian & Black African	0	0
	Asian & Black Caribbean	0	0
	White & Black African	1	0.3
	White & Black Caribbean	0	0
	Any other mixed background	0	0
<b>Other ethnic group</b>	Turkish	0	0
	Arab	0	0
	Japanese	0	0
	Other ethnic group	3	0.9
<b>Prefer not to say/ no reply</b>		52	15
<b>Total</b>		<b>345</b>	<b>100</b>

Seven responses were received where no street name has been given. Three of these were paper copy forms but the ID number had been removed and so could not be linked back to an address.

The other 4 were received through the consultation portal,

Of these 7, 3 were in favour, 3 were against and 1 person did not make a decision one way or the other





## **Moulsecoomb Area Match and Event Day Residents Parking Scheme Consultation Report November 2012**

### **Background**

The American Express Community Stadium was developed on a site in Falmer in 2008-11. In January 2011 Brighton & Hove Albion FC submitted a planning application to add a further 8,500 seats to the stadium.

The neighbouring residential areas of Coldean and Moulsecoomb often suffer parking pressures on match and event days.

In June 2012 a letter was sent to all residents in the Moulsecoomb Area informing residents that the council would be consulting in the autumn for a Match and Event Day residents parking scheme. Consultation packs were subsequently sent to all properties in the Coldean and Moulsecoomb areas giving details of a free match and event day parking scheme to be funded by Brighton & Hove Albion FC.

### **Headline Findings**

The consultation achieved an 18% response rate. Consultations for residents parking schemes normally achieve around 30%, so this response rate is low.

68% of respondents were in favour of the proposals for a Match and Event Day Residents Parking Scheme in the Moulsecoomb Area.

### **Methodology**

Brighton and Hove City Council Land and Property Gazetteer was used to provide 2810 property addresses in the Moulsecoomb Area of Brighton. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal: 21 respondents (4%) chose this method.

A unique ID was printed on each form which can be linked back to postal addresses. Postal addresses were asked for on the on-line version of the survey. These could be cross-referenced the unique ID database to ensure that there were no duplicate submissions from households.

Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at Moulsecoomb Leisure Centre, Moulsecoomb Way on Monday 24 September, 2012, 1.30pm to 7.30pm. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Monday 1 October, 2012 to Friday 26 October, 2012, 9am to 5.30pm.

There are 46 streets in the proposed scheme area. 505 valid responses<sup>1</sup> were received giving a response rate of 18%.

## Results

### Q1 Are you in favour of a residents parking scheme in your street?<sup>2</sup>

The results of this question are presented in the table below and for the area split into north and south of Moulsecoomb Way<sup>3</sup>. The area north of Moulsecoomb Way is closer to the football stadium and therefore more likely to suffer parking pressures on match and event days.

	Yes		No		Total
	No.	%	No.	%	
Whole of Moulsecoomb Area	338	68	160	32	498
North of Moulsecoomb Way	173	79	47	21	220
South of Moulsecoomb Way	165	60	112	40	277

Results for north and south Moulsecoomb on a street by street basis were as follows:

North Moulsecoomb	No. properties mailed	No. responses received	Response rate %	Yes		No	
				No.	%	No.	%
Appledore Road	42	6	13	3	50	3	50
Ashurst Road	62	28	45	25	89	3	11
Barcombe Place	8	4	50	4	100	0	0
Barcombe Road	90	18	20	15	83	3	17
Bolney Road	48	11	23	6	54	5	46
Chailey Road	64	13	20	13	100	0	0
Eastergate Road	2	0	0	0	0	0	0
Egginton Close	16	6	37.5	6	100	0	0
Egginton Road	50	19	38	16	84	3	16
Firston Close	10	2	20	1	50	1	50
Halland Road	74	17	23	12	70.5	5	29.5
Lucraft Road	26	10	38	8	80	2	20
Moulsecoomb Way	237	28	12	20	71	8	29
Newick Road	158	22	14	21	95	1	5
Ringmer Close	25	0	0	0	0	0	0
Ringmer Drive	54	4	7	3	75	1	25
Ringmer Road	44	8	18	7	87.5	1	12.5
Ryelands Drive	78	5	6	2	40	3	60
Shortgate Road	12	1	8	0	0	1	100

<sup>1</sup> Responses where no street name or an invalid address was given (x10) have been removed from the analysis but included in an Appendix.

<sup>2</sup> 7 respondents did not indicate whether they were in favour of a scheme or against a scheme so these have been removed from the analysis of this question.

<sup>3</sup> Includes Moulsecoomb Way

Stonecross Road	51	13	25	8	61.5	5	38.5
Sullington Close	10	2	20	1	50	1	50
Westergate Road	17	3	18	2	67	1	33
<b>Total</b>	<b>1178</b>	<b>208</b>	<b>18</b>	<b>163</b>	<b>78</b>	<b>45</b>	<b>22</b>

**NB:** Response rates in some streets have been poor, in particular Ringmer Close 0%, Ryelands Drive at 6%, Ringmer Drive at 7%, Shortgate Road at 8%.

South Moulsecroomb	No. properties mailed	No. responses received	Response rate %	Yes		No	
				No.	%	No.	%
Beech Grove	15	4	27	0	0	4	100
Bevendean Crescent	176	53	30	29	55	24	45
Birdham Road	161	15	9	9	60	6	40
Broadfields	24	2	8	2	100	0	0
Colbourne Avenue	57	17	30	11	65	6	35
Goodwood Way	76	8	10.5	5	62.5	3	37.5
Highbrook Close	60	10	17	7	70	3	30
Highway Close	12	0	0	0	0	0	0
Hillside	132	23	17	15	65	8	35
Hillside Way	10	2	20	0	0	2	100
Hodshrove Road	133	24	18	12	50	12	50
Home Farm Road	6	0	0	0	0	0	0
Medmerry Hill	52	10	19	5	50	5	50
Nyetimber Hill	29	4	14	1	25	3	75
Selba Drive	26	5	19	3	60	2	40
Selsfield Drive	138	16	11.5	12	62.5	4	37.5
Staplefield Drive	120	18	15	14	78	4	22
The Crescent	82	8	10	3	37.5	5	62.5
The Highway	72	8	11	3	37.5	5	62.5
Thorndean Road	92	19	21	16	84	3	16
Wheatfield Way	26	10	38	6	60	4	40
Widdicombe Way	105	20	19	11	50	9	50
Wild Park Close	20	1	5	1	100	0	0
<b>Total</b>	<b>1624</b>	<b>277</b>	<b>17</b>	<b>165</b>	<b>60</b>	<b>112</b>	<b>40</b>

A low response rate was received from Highway Close and Home Farm Road 0% and Wild Park Close 5%.

There was also 1 response from the 7 properties mailed in Lewes Road. This respondent was not in favour of the scheme.

**Q2** Respondents were asked whether they are a resident, a business owner or manager or work in the area. Respondents could tick more than one option.

	<b>No. responses</b>	<b>% responses</b>
Resident	483	96
Business owner or manager	26	5
Work in the area	25	5

<b>Do you support the introduction of a Match and Event Day parking scheme?</b>	<b>Yes</b>		<b>No</b>		<b>Total</b>
	<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>	
Residents	327	68	151	32	478
Business Owner or Managers	14	56	11	44	25

Residents show a higher level of support than Business owners or managers in the area.

**Q3a** How many cars in your household?

<b>No. of cars</b>	<b>No. responses</b>	<b>Total No. cars</b>	<b>%</b>
0	101	0	21
1	218	218	45
2	123	246	25
3	32	96	7
4 or more	10	40+	2
<b>Total</b>	<b>484</b>	<b>600+</b>	<b>100</b>

484 respondents have at least 600 vehicles.

**Q4b** How many vehicles are directly associated with your business?

<b>No. of vehicles</b>	<b>No. responses</b>	<b>Total No. vehicles</b>	<b>%</b>
0	0	0	0
1	15	15	63
2	2	4	8
3	1	3	4
4 or more	6	24+	25
<b>Total</b>	<b>24</b>	<b>46</b>	<b>100</b>

24 respondents had at least 46 vehicles associated with their business.

**Q5** Any other comments?

An open text box enabled respondents to add comments. Although expressed in residents' own words analysis of the open text shows common themes emerged and have been grouped as follows:



<b>Comments</b>	<b>No. of times made</b>
Scheme is not needed or not needed for the whole of Moulsecoomb	49
Concerns that the scheme will become a charging scheme in future	32
Concerns about enforcement of scheme	26
Concerns about paying for visitors	19
More parking should have been provided by the stadium/ this should have been thought through at the planning stage	19
Student Parking is a problem	9
Concerns about access for emergency vehicles and/ or buses	7
Concerns that people will sell visitor permits	5
Signs need to be clear to inform visitors and carers	4
Waste of money	4
This scheme will cause displacement parking elsewhere	3
What will penalties be for parking without permits?	2
Don't want restrictions all day and night	1
I want a full scheme	1

## Demographic Information

### Gender

<b>Gender</b>	<b>No.</b>	<b>%</b>
Male	207	41
Female	217	43
Prefer not to say/ no reply	81	16
<b>Total</b>	<b>505</b>	<b>100</b>

### Age

<b>Age</b>	<b>No.</b>	<b>%</b>
18-24	15	3
25-34	36	7
35-44	59	12
45-54	82	16
55-64	80	16
65-74	55	11
75+	39	8
Prefer not to say/ no reply	139	28

<b>Total</b>	<b>505</b>	<b>100</b>
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**Disability**

<b>Disability</b>	<b>No.</b>	<b>%</b>
Yes	132	26
No	256	51
Prefer not to say/ no reply	117	23
<b>Total</b>	<b>505</b>	<b>100</b>

## Ethnicity

<b>Ethnicity</b>		<b>No.</b>	<b>%</b>
<b>White</b>	English/ Welsh/ Scottish/ Northern Irish/ British	405	80.2
	Irish	9	1.8
	Gypsy	0	0
	Traveller	1	0.2
	Polish	2	0.4
	Portuguese	0	0
	Any other white background	9	1.8
<b>Asian or Asian British</b>	Bangladeshi	0	0
	Indian	3	0.6
	Pakistani	1	0.2
	Chinese	2	0.4
	Any other Asian background	1	0.2
<b>Black or Black British</b>	African	3	0.6
	Caribbean	0	0
	Sudanese	0	0
	Any other black background	0	0
<b>Mixed</b>	Asian & White	3	0.6
	Asian & Black African	0	0
	Asian & Black Caribbean	0	0
	White & Black African	0	0
	White & Black Caribbean	2	0.4
	Any other mixed background	0	0
<b>Other ethnic group</b>	Turkish	2	0.4
	Arab	1	0.2
	Japanese	0	0
	Other ethnic group	3	0.6
<b>Prefer not to say/ no reply</b>		58	11.5
<b>Total</b>		<b>505</b>	<b>100</b>

Ten invalid responses were received.

Four of these were paper copy forms but the ID number had been removed and so could not be linked back to an address.

The other 6 were received through the consultation portal and either no address given or addresses from outside the consultation area.

One of these came online responses came from The Surgery – 1 The Avenue, which is technically outside the consultation area but they say:

“We are a busy GP surgery with a patient list size of approx 6,800 and falls inside the proposed boundary area Patients and staff need to be able to park close to the surgery and not all are resident in the proposed boundary area Doctors would need permits”

Of these ten invalid responses:

5 were in favour

4 were against

1 person did not make a decision one way or the other.

Frequently Asked Questions

What hours would the scheme operate?

The scheme will operate all day on all match and outdoor events at the Amex stadium. Parking bays for blue badge holders, bus stops and yellow line restrictions will be enforced at any time of day, all year round.

It is not intended to mark out parking bays on streets, except those for disabled bays and some time-limited waiting bays outside shopping parades. There will be signs on the entry points to the parking scheme and additional signs on lamp columns. The entry signs will give at least seven days notice of future events. Advance information on football fixtures (and outdoor events at the Amex Stadium) can be obtained from the Brighton & Hove Albion FC website or other local publicity.

Who would qualify for permits?

Households within the scheme will qualify for one permit for every vehicle that is registered with the DVLC to that address.

Where can residents visitors park?

Residents will be issued with one free visitor permit, which would allow their visitor(s) to park anywhere that a resident permit holder is allowed to park. They can purchase an additional 25 visitor permits each year

Where can ‘blue badge’ holders (registered disabled people) park?

Existing, dedicated parking spaces for ‘blue badge’ holders in the area will not be altered. Blue badge holders can park on yellow lines for up to three hours where they are not causing an obstruction.

Where can motorcycles park ?

Motorcycles can park for free on any part of the road not marked out with specific bays or yellow lines.

Would the council make a profit from operating the scheme?

No. Brighton & Hove Albion FC are paying for the setting up and running of the scheme. The charges and any fines will help to cover the cost of enforcement, management, administration and maintenance of the parking scheme.

How much will parking cost me?

Proposed Permit Charges are as follows:

<b>Residents Permits</b>	<b>Free</b> (Replacement charge £10 if damaged or lost)
<b>Visitor Permits</b>	The 1st permit free will be issued free, this can be used for a whole year on all match or outdoor event days at the Amex stadium (You can buy extra scratch card style permits at £2.50 each up to a maximum of 25 each year. Each scratch card style permit can only be used once and will allow a visitor to park for a whole day where there is a match or outdoor event at the Amex stadium)
<b>Business Permits</b>	<b>Free</b> (Replacement charge £10)
<b>Carers</b>	<b>Free</b> Professional Carers qualify for the “Professional Carer Badge” which is normally issued via health organisations.  A permit can be issued to non professional carers provided that the application for this badge is endorsed by their GP to say that the individual is in need of care.
<b>‘Pay &amp; Display’</b>	There will be no ‘Pay & Display’ available

Translation? Tick this box and take to any council office.

Arabic	<input type="checkbox"/>
Bengali	<input type="checkbox"/>
Cantonese	<input type="checkbox"/>
Farsi	<input type="checkbox"/>
French	<input type="checkbox"/>
Mandarin	<input type="checkbox"/>
Polish	<input type="checkbox"/>
Portuguese	<input type="checkbox"/>
Turkish	<input type="checkbox"/>
other (please state)	<input type="checkbox"/>

This can also be made available in large print, Braille, or on CD or audio tape

Parking Consultation Coldean area

Make sure your voice is heard!

These proposals may affect you whether you own a vehicle or not, so please take the time to read this information and visit the exhibition if you are able to (the dates and venue are listed overleaf). Please complete the enclosed questionnaire and return it before Friday 26 October 2012 or complete it online at [www.brighton-hove.gov.uk/ColdeanParking](http://www.brighton-hove.gov.uk/ColdeanParking) so that your views can be considered.

Why are changes being proposed?

As a local resident or business owner or manager in the Coldean area, you may be aware that Brighton & Hove Albion Football Club has recently been granted planning permission for approximately 8,500 additional seats in the Amex Community Stadium, which will be installed during the next two years.

As part of the planning permission, Brighton & Hove Albion FC has agreed to pay for consultation on a scheme for controlled parking. Parking controls can address problems that residents have experienced due to high numbers of people parking in the area when football matches have been played. If the parking scheme goes ahead, then residents and their visitors would be given priority for parking on days when outdoor events and football matches take place at the stadium.

This leaflet provides you with information about the proposed Residents Parking Scheme,

including a plan showing where the different types of parking would be located. A short questionnaire is also enclosed for you to tell us your views. More detailed plans will be available for inspection at the public exhibition.

How will the scheme work?

Resident permits and one visitor permit (per household) would be provided free of charge and will allow parking on every day there is a football match or other outdoor event. Other charges are set out over the page.

The scheme will cover the whole of the Coldean residential area and there will be a limited amount of signing and lining and no ‘Pay & Display’ machines

Timetable

This consultation will take place between Monday 17 September and Friday 26 October 2012.

If it shows that there is overall support for a residents parking scheme, it could be in place by spring 2013, in time for summer events and before the 2013/14 football season starts in August 2013.





The proposed Coldean Residents Parking Scheme

The council is already aware of the problems that some residents have experienced, and it believes that the proposed scheme will benefit the local community. There will be advantages and disadvantages on days when the scheme is operating:

Advantages

- Permit holders will find it easier to be able to park closer to their property (or the place they are visiting within the scheme area)
- Enforcement will be easier with a parking scheme in place
- Better enforcement of time-limited parking bays close to shops and businesses will free up spaces, allowing more customers to gain access
- Yellow line restrictions will be introduced on some lengths of roads; for example, where there is obstruction to buses and access for passengers is affected. This will make public transport easier to use
- The initial scheme will be reviewed after 12 months to ensure it is effective

Disadvantages

- Access to local shops and businesses may become more difficult for people without permits
- Arrangements for some community events may become more difficult because it will be necessary to purchase additional visitor permits
- The new scheme might mean more cars parking in areas just outside the zone

Exhibitions

Before you fill in the questionnaire, we encourage you to visit the exhibition to see what is suggested for the Coldean area. The exhibitions will be held at the following locations:

**Staffed:**  
**Larchwood Community café,**  
**Waldron Avenue, Coldean**  
  
1.30pm – 7.30pm  
Thursday 27 September 2012

**Unstaffed:**  
**Basement, Hove Town Hall**  
  
9am – 5.30pm  
Monday 1 October –  
Friday 26 October 2012

If you are unable to attend an exhibition and you require more information before filling in the questionnaire, please email stadiumparking@mottmac.com or telephone 01273 365 425.

Staff will be available to answer your queries between 10am and 4pm Monday to Friday until 26 October 2012



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Frequently Asked Questions

What hours would the scheme operate?

The scheme will operate all day on all match and outdoor events at the Amex stadium. Parking bays for blue badge holders, bus stops and yellow line restrictions will be enforced at any time of day, all year round.

It is not intended to mark out parking bays on streets, except those for disabled bays and some time-limited waiting bays outside shopping parades. There will be signs on the entry points to the parking scheme and additional signs on lamp columns. The entry signs will give at least seven days notice of future events. Advance information on football fixtures (and outdoor events at the Amex Stadium) can be obtained from the Brighton & Hove Albion FC website or other local publicity.

Who would qualify for permits?

Households within the scheme will qualify for one permit for every vehicle that is registered with the DVLC to that address.

Where can residents visitors park?

Residents will be issued with one free visitor permit, which would allow their visitors to park anywhere that a resident permit holder is allowed to park. They can purchase an additional 25 visitor permits each year.

Where can ‘blue badge’ holders (registered disabled people) park?

Existing, dedicated parking spaces for ‘blue badge’ holders in the area will not be altered. Blue badge holders can park on yellow lines for up to three hours where they are not causing an obstruction.

Where can motorcycles park ?

Motorcycles can park for free on any part of the road not marked out with specific bays or yellow lines.

Would the council make a profit from operating the scheme?

No. Brighton & Hove Albion FC are paying for the setting up and running of the scheme. The charges and any fines will help to cover the cost of enforcement, management, administration and maintenance of the parking scheme.

How much will parking cost me?

Proposed Permit Charges are as follows:

Residents Permits	Free (Replacement charge £10 if damaged or lost)
Visitor Permits	The 1st permit free will be issued free, this can be used for a whole year on all match or outdoor event days at the Amex stadium (You can buy extra scratch card style permits at £2.50 each up to a maximum of 25 each year. Each scratch card style permit can only be used once and will allow a visitor to park for a whole day where there is a match or outdoor event at the Amex stadium)
Business Permits	Free (Replacement charge £10)
Carers	Free Professional Carers qualify for the “Professional Carer Badge” which is normally issued via health organisations.  A permit can be issued to non professional carers provided that the application for this badge is endorsed by their GP to say that the individual is in need of care.
‘Pay & Display’	There will be no ‘Pay & Display’ available

Translation? Tick this box and take to any council office.

ترجمة؟ ضع علامة في المربع وخذها إلى مكتب البلدية.	Arabic	<input type="checkbox"/>
অনুবাদ? বক্সে টিক চিহ্ন দিয়ে কাউন্সিল অফিসে নিয়ে যান।	Bengali	<input type="checkbox"/>
需要翻譯? 請在這方格內加劃, 並送回任何市議會辦事處。	Cantonese	<input type="checkbox"/>
ترجمه؟ لطفاً این مربع را علامتگذاری نموده و آن را به هر یک از دفاتر شهرداری ارائه نمایید.	Farsi	<input type="checkbox"/>
Traduction? Veuillez cocher la case et apporter au council.	French	<input type="checkbox"/>
需要翻譯? 請在這方格內划勾, 并送回任何市议会的办事处。	Mandarin	<input type="checkbox"/>
Źumaczenie? Zaznacz to okienko i zwróć do któregośkolwiek biura samorządu lokalnego (council office).	Polish	<input type="checkbox"/>
Tradução? Coloque um visto na quadrícula e leve a uma qualquer repartição de poder local (council office).	Portuguese	<input type="checkbox"/>
Tercümesi için kareyi işaretleyiniz ve bir semt belediye bürosuna veriniz	Turkish	<input type="checkbox"/>
	other (please state)	<input type="checkbox"/>

This can also be made available in large print, Braille, or on CD or audio tape

4321 design by www.graphicdesignteam.org.uk

Parking Consultation  
Moulsecoomb area

Make sure your voice is heard!

These proposals may affect you whether you own a vehicle or not, so please take the time to read this information and visit the exhibition if you are able to (the dates and venue are listed overleaf). Please complete the enclosed questionnaire and return it before Friday 26 October 2012 or complete it online at [www.brighton-hove.gov.uk/MoulsecoombParking](http://www.brighton-hove.gov.uk/MoulsecoombParking) so that your views can be considered.

Why are changes being proposed?

As a local resident or business owner or manager in the Moulsecoomb area, you may be aware that Brighton & Hove Albion Football Club has recently been granted planning permission for approximately 8,500 additional seats in the Amex Community Stadium, which will be installed during the next two years.

As part of the planning permission, Brighton & Hove Albion FC has agreed to pay for consultation on a scheme for controlled parking. Parking controls can address problems that residents have experienced due to high numbers of people parking in the area when football matches have been played. If the parking scheme goes ahead, then residents and their visitors would be given priority for parking on days when outdoor events and football matches take place at the stadium.

This leaflet provides you with information about the proposed Residents Parking Scheme,

including a plan showing where the different types of parking would be located. A short questionnaire is also enclosed for you to tell us your views. More detailed plans will be available for inspection at the public exhibition.

How will the scheme work?

Resident permits and one visitor permit (per household) would be provided free of charge and will allow parking on every day there is a football match or other outdoor event. Other charges are set out over the page.

The scheme will cover the whole of the Moulsecoomb residential area and there will be a limited amount of signing and lining and no ‘Pay & Display’ machines.

Timetable

This consultation will take place between Monday 17 September and Friday 26 October 2012.

If it shows that there is overall support for a residents parking scheme, it could be in place by spring 2013, in time for summer events and before the 2013/14 football season starts in August 2013.





The proposed Moulsecomb Residents Parking Scheme

The council is already aware of the problems that some residents have experienced, and it believes that the proposed scheme will benefit the local community. There will be advantages and disadvantages on days when the scheme is operating:

Advantages

- Permit holders will find it easier to be able to park closer to their property (or the place they are visiting within the scheme area)
- Enforcement will be easier with a parking scheme in place
- Better enforcement of time-limited parking bays close to shops and businesses will free up spaces, allowing more customers to gain access
- Yellow line restrictions will be introduced on some lengths of roads; for example, where there is obstruction to buses and access for passengers is affected. This will make public transport easier to use
- The initial scheme will be reviewed after 12 months to ensure it is effective

Disadvantages

- Access to local shops and businesses may become more difficult for people without permits
- Arrangements for some community events may become more difficult because it will be necessary to purchase additional visitor permits
- The new scheme might mean more cars parking in areas just outside the zone

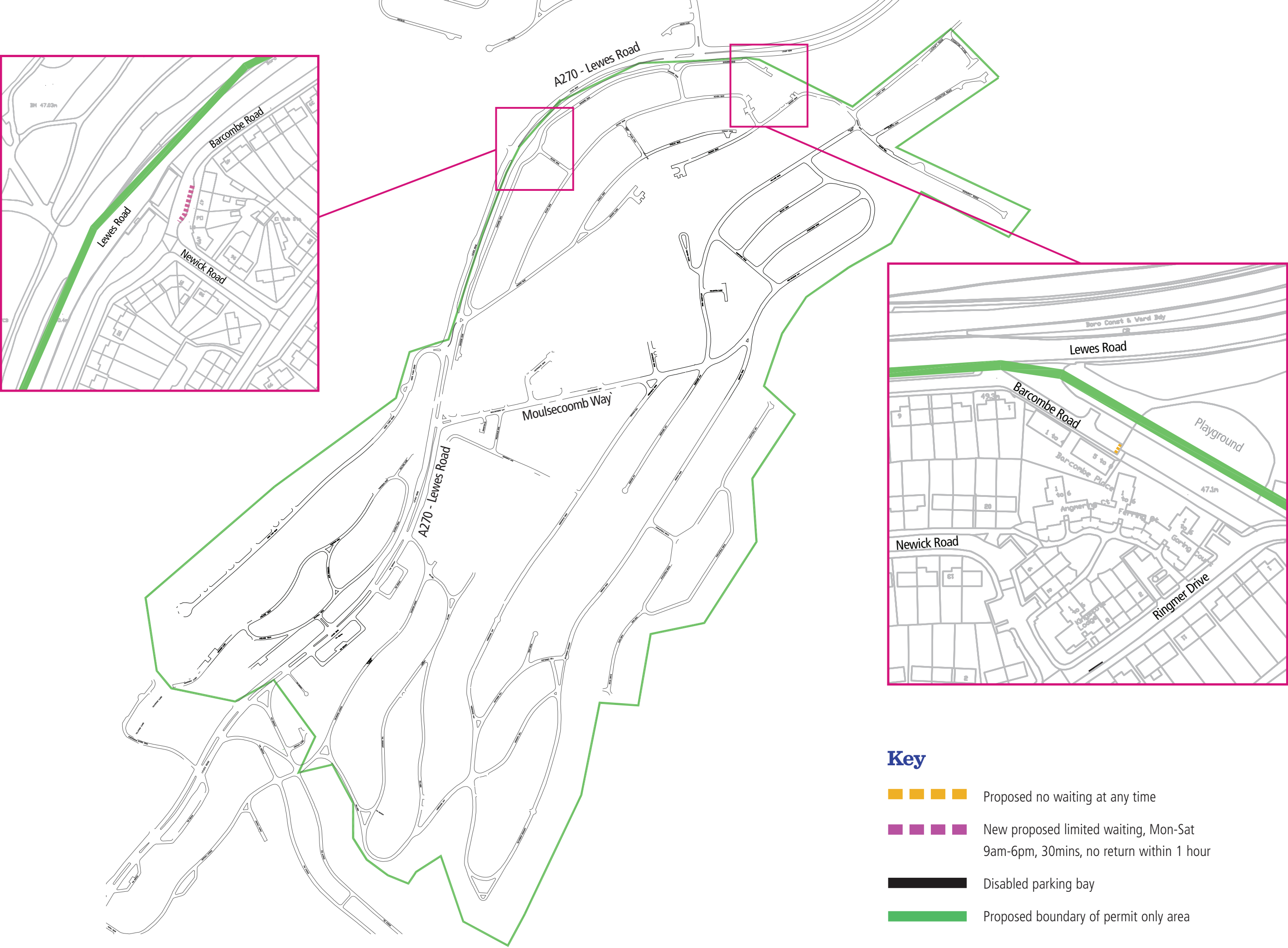
Exhibitions

Before you fill in the questionnaire, we encourage you to visit the exhibition to see what is suggested for the Moulsecomb area. The exhibitions will be held at the following locations:

<b>Staffed:</b> <b>Moulsecomb Leisure Centre,</b> <b>Moulsecomb Way</b>	<b>Unstaffed:</b> <b>Basement, Hove Town Hall</b>
1.30pm – 7.30pm Monday 24 September 2012	9am – 5.30pm Monday 1 October – Friday 26 October 2012

If you are unable to attend an exhibition and you require more information before filling in the questionnaire, please email stadiumparking@mottmac.com or telephone 01273 365 425.

Staff will be available to answer your queries between 10am and 4pm Monday to Friday until 26 October 2012



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**Appendix E**  
**Summary of stakeholder comments received to Amex Community Stadium match & event day resident parking schemes**  
**Moulsecoomb**

Who	Object/Support s/Comments	Summary	Officer comments
Petition from c. 194 Moulsecoomb residents	objects	residents shouldn't have to pay for additional visitors. A parking scheme is not appropriate for this area. BHAFc should be responsible for providing parking	Every adult resident is entitled to one visitor permit per resident each year. There has to be a charge for additional permits otherwise costs could not be quantifiable and the council does not have funding to subsidise the scheme. The reasons for the scheme are set out in the report.
St Andrew's church Hillside Moulsecoomb	objects	Will seriously disrupt church services and community functions. If scheme goes ahead remove streets around church from scheme.	Restrictions will only be in force for about 35 days of the year. Car sharing, dropping off and picking up and use of public transport will be an option for some visitors. Blue badge holders and motorcycles are entitled to park anywhere in the scheme. Local residents are entitled to permits and visitor permits. It is not recommended to remove streets from the scheme as they may be affected by displaced vehicles from elsewhere, the church is also located near the railway station which is a traffic generator.
Residents	comments	I have a company car , will I get a resident permit?	Residents with company cars that are required to be kept at home can apply for a residents permit with a supporting letter from their employer
City clean	comments	Access problem in Goodway Way for refuse vehicles (cul de sac). Cars parked both side of the road and HGV has to reverse full length to get to the bins causing operational and health	Subject to site survey waiting restrictions should be included as part of the advertised traffic order
Student occupiers	comments	I am a student whose vehicle is not registered to my local address, will I get a permit?	No, unless the vehicle address details are changed to the local address
Waste management company based in Moulsecoomb Way	comments	Existing limitations already cause inconvenience to the business. Mixture of local staff and staff that commute in from outside the area and there is no P&D available. We therefore require 12x business permits and 4x visitor/customer permits	There are two industrial estates and several businesses operating in the area. Every business will be entitled to apply for free business permits according to their operational needs. It is accepted that as there is no P&D in the scheme then businesses may apply for additional business permits at a discounted rate to be agreed. Options for businesses to purchase additional visitor scratch cards for staff and visitors will be investigated.
St Georges Hall, Newick Road/Barcombe Road area	comments	This is a community hub and there are parking bays for 6 cars that need chains or posts to prevent match day parking	This is private land and the owners are responsible for securing the area
		<b>Coldean</b>	
Who	Object/Support s/Comments	Summary	Officer comments
Coldean school Selham Road	comments	Problems with parking congestion at school pick up times. Staff and visitors require permits.	Restrictions will generally not operate during school times. Schools will be entitled to apply for 1 staff permit per 6 teaching staff
Residents	comments	I have a company car , will I get a resident permit?	Residents with company cars that are kept at home can apply for a residents permit with a supporting letter from their employer
Student occupiers	comments	I am a student whose vehicle is not registered to my local address, will I get a permit?	No, unless the vehicle address details are changed to the local address
Resident	comments	Do blue badge holders need a resident permit?	No, they could obtain one, but blue badge holders can park anywhere within the scheme unless they are causing an obstruction



<b>Subject:</b>	<b>Resident Parking Scheme Consultations</b>		
<b>Date of Meeting:</b>	<b>15<sup>th</sup> January 2013</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 29-3329</b>
	<b>Email:</b>	<b>charles.field@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Hollingdean &amp; Stanmer, Preston Park and St Peter's &amp; North Laine</b>		

**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 9<sup>th</sup> 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 9<sup>th</sup> 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. Currently 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**

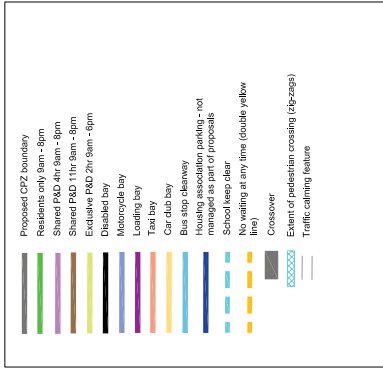
None



## **Background Documents**

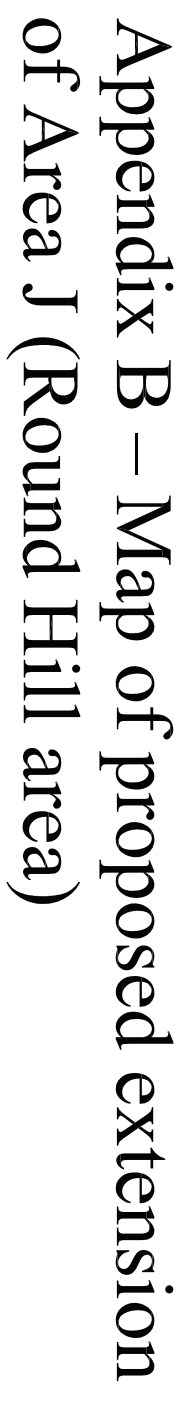
1. Item 43 - Environment Cabinet Member Meeting Report – 9<sup>th</sup> November 2011





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







## **Appendix C - London Road Station North Residents Parking Scheme (Extension to Area J) Consultation Report November 2012**

### **Background**

In 2009 a leaflet and questionnaire, asking about support for a residents parking scheme for the area was sent to all properties in a large area to the north of Brighton covering Roundhill 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.

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 this area again to see whether support for a residents parking scheme has changed.

In September 2012 a leaflet and questionnaire giving details about proposals for a resident parking scheme was sent to all property addresses in the London Road Station North area. The Round Hill area was consulted at the same time but the two areas are being considered separately.

### **Headline Findings**

The consultation achieved a 40% response rate.

56% of respondents were in favour of joining the Area J Parking Zone.

### **Methodology**

Brighton and Hove City Council Land and Property Gazeteer 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.

Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at:

Stanford Avenue Methodist Church:

1.30 pm to 5.30 pm, Thursday 25 October

3.30 pm to 7.30 pm, Friday 26 October

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. There are 16 streets in the proposed scheme area.

715 valid responses<sup>1</sup> were received giving a response rate of 40%.

## Results

### Q1 Are you in favour of a residents parking scheme in your street?<sup>2</sup>

Yes		No		Total
No.	%	No.	%	
394	56	312	44	706

Results on a street by street basis were as follows:

Street	No. properties mailed	No. responses	Response rate %	Yes		No	
				No.	%	No.	%
Beaconsfield Parade	8	0	0	0	-	0	-
Beaconsfield Road	59	10	17	2	20	8	80
Ditchling Gardens	21	10	48	6	67	3	33
Ditchling Road	200	66	30	11	17	54	83
Edburton Avenue	90	56	55	19	35	35	65
Florence Place	2	0	0	0	-	0	-
Florence Road	178	80	45	65	81	15	19
Grantham Road	97	45	41	19	42	26	58
Preston Road	14	0	0	0	-	0	-
Rugby Road	113	75	66	60	80	15	20
Semley Road	19	8	42	0	0	8	100
Southdown Avenue	79	53	67	30	59	22	41
Southdown Road	1	0	0	0	0	1	100
Springfield Road	421	172	41	149	88	21	12
St Andrews Road	20	10	50	4	44	5	56
Stanford Avenue	337	88	26	20	23	67	77
Wellend Villas, Springfield Road <sup>3</sup>	124	41	33	9	22	32	78
<b>Total</b>	<b>1784</b>	<b>715</b>	<b>40</b>	<b>394</b>	<b>56</b>	<b>312</b>	<b>44</b>

<sup>1</sup> 18 Responses: from outside the area (x17) or where no street name was given (x1) have been removed from the analysis but included in an Appendix.

<sup>2</sup> 9 responses where people have not replied whether they are in favour of the proposed scheme have been removed from the analysis of this question.

<sup>3</sup> Wellend Villas has been separated out from Springfield Road. It is a car-free development and residents are ineligible for residents permits.



The overall results for each road without Wellend Villas (a car free development) are presented below, again with the overall totals in bold.

	Yes		No	
	Number	%	Number	%
Beaconsfield Parade	0	-	0	-
Beaconsfield Road	2	20	8	80
Ditchling Gardens	6	67	3	33
Ditchling Road	11	17	54	83
Edburton Avenue	19	35	35	65
Florence Place	0	-	0	-
Florence Road	65	81	15	19
Grantham Road	19	42	26	58
Preston Road	0	-	0	-
Rugby Road	60	80	15	20
Semley Road	0	0	8	100
Southdown Avenue	30	59	22	41
Southdown Road	0	0	1	100
Springfield Road	149	88	21	12
St Andrews Road	4	44	5	56
Stanford Avenue	20	23	67	77
<b>Total</b>	<b>385</b>	<b>58</b>	<b>280</b>	<b>42</b>

**Q2** Respondents were asked whether they are a resident, a business owner or manager or work in the area. Respondents could tick more than one option.

	No. responses	% respondents
Resident	683	95.5
Business owner or manager	46	6.5
Work in the area	47	6.6

**Q3a** How many cars in your household?

No. of cars	No. responses	Total No cars	% respondents
0	9	0	15
1	413	413	69.5
2	156	312	26
3	15	45	2.5
4 or more	1	4	0
<b>Total</b>	<b>594</b>	<b>774</b>	<b>100</b>

594 respondents have at least 774 vehicles (= 1.3 vehicles per household).

**Q3b Do you have access to off-street car parking?**

Yes		No		Total
No.	%	No.	%	
98	14.5	579	85.5	677

**Q4a What type of business do you own or manage in the area?**

What type of business?	No. responses	% responses
Retail outlet	4	7
Office-based	19	34
Other, includes 9 working from home, 3 nurseries, 2 schools, 2 gardeners, 2 doctors surgeries, 2 dental surgeries, 2 therapists	33	59
<b>Total responses</b>	<b>56</b>	<b>100</b>

**Q4b How many vehicles are directly associated with your business?**

No. of vehicles	No. responses	Total No. vehicles	% Respondents
0	2	0	3.5
1	25	25	45
2	14	28	25
3	2	6	3.5
4 or more	13	52	23
<b>Total</b>	<b>56</b>	<b>111</b>	<b>100</b>

56 respondents had at least 111 vehicles associated with their business (= 2.0 vehicles per business).

## Q5 Any other comments?

An open text box enabled respondents to add comments. Although expressed in residents' own words, analysis of the open text shows common themes emerged and have been grouped as follows:

Comments	No. of times made
No need for a scheme	76
Don't want to pay to park / it is too expensive	64
Concerns about displacement	42
This is a money making exercise	40
In favour because of current parking difficulties/ general positive comments	21
Want a light touch scheme (2 hours a day)	20
Not enough residents parking spaces in the scheme	19
Needs enforcement of current illegal parking	17
Concerns about the costs of visitors parking	17
Scheme won't help the parking situation after 8 pm	12
Don't want signs and P&D machines in a conservation area	10
Where will Wellend Villas residents be able to park	10
Unhappy about hours of operation	8
General negative comments	4
Don't want more double yellow lines or double yellow lines across driveways	2
Not enough visitor permits	2

## Demographic Information

### Gender

<b>Gender</b>	<b>No.</b>	<b>%</b>
Male	268	37.5
Female	290	40.5
Prefer not to say/ no reply	157	22
<b>Total</b>	<b>715</b>	<b>100</b>

### Age

<b>Age</b>	<b>No.</b>	<b>%</b>
18-24	6	1
25-34	79	11
35-44	112	15.5
45-54	113	15.5
55-64	90	12.5
65-74	48	7
75+	29	4
Prefer not to say/ no reply	238	33
<b>Total</b>	<b>715</b>	<b>100<sup>4</sup></b>

### Disability

<b>Disability</b>	<b>No.</b>	<b>%</b>
Yes	65	9
No	450	63
Prefer not to say/ no reply	200	28
<b>Total</b>	<b>715</b>	<b>100</b>

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<sup>4</sup> Does not add up to 100 due to rounding

## Ethnicity

<b>Ethnicity</b>		<b>No.</b>	<b>%</b>
<b>White</b>	English/ Welsh/ Scottish/ Northern Irish/ British	498	70
	Irish	7	1
	Gypsy	1	0.1
	Traveller	0	0
	Polish	0	0
	Portuguese	0	0
	Any other white background	36	5
<b>Asian or Asian British</b>	Bangladeshi	0	0
	Indian	3	0.4
	Pakistani	1	0.1
	Chinese	1	0.1
	Any other Asian background	2	0.3
<b>Black or Black British</b>	African	0	0
	Caribbean	1	0.1
	Sudanese	0	0
	Any other black background	1	0.1
<b>Mixed</b>	Asian & White	3	0.4
	Asian & Black African	0	0
	Asian & Black Caribbean	0	0
	White & Black African	0	0
	White & Black Caribbean	0	0
	Any other mixed background	1	0.1
<b>Other ethnic group</b>	Turkish	1	0.1
	Arab	1	0.1
	Japanese	1	0.1
	Other ethnic group	0	0
<b>Prefer not to say/ no reply</b>		157	22
<b>Total</b>		<b>715</b>	<b>100</b>

### **Responses received with no street details given:**

One response was received with no street names given so it is difficult to know whether this is from within the consultation area. This response was received online via the consultation portal and the respondent was not in favour of the proposed scheme.

### **Responses received from outside the area:**

16 responses were received from people living outside the consultation area. All of these were received online:

4 of these respondents were in favour of the scheme but 13 were against. 14 of these people made long comments:

“The proposed boundary ends on the north side of Stanford Avenue. We live in the street immediately adjoining the boundary - Southdown Place - which extends into Southdown Road. There are houses on one side of the street only, as Blakers Park is on the other - which means there has always been plenty of parking available to residents of Southdown Place and Southdown Road. However - the cul de sac end of Southdown Place has been plagued for years by inconsiderate drivers who park on the pavement so that they are right next to their houses, rather than parking 10 yards further away on the road. If residents parking controls come into the area, more cars will be forced to park in Southdown Road, and the pavement parking on Southdown Place will get worse. The cul de sac is narrow; the road is only wide enough for one car to pass and it only has pavement on one side. When drivers park on the pavement (as they do every day) pedestrians are forced to walk in the road. The vehicles also create an obstacle in the road, narrowing it further, so that larger vehicles cannot get through. They also park close to the corner, making turning into the close very difficult. Yellow lines need to be put in place as soon as possible on this stretch of Southdown Place to prevent the pavement parking, and to make the pavement safe and accessible for pedestrians”

“We understand that there is a real issue with parking just north of London Road station that must be addressed. However, as with the previous scheme introduced south of the station this will create the same problems just outside this new proposed zone. The area south of the station is not widely used due to the scheme and that is the issue that should be addressed rather than pushing the problem onto somebody else's doorstep, potentially causing a further extension to the scheme in 12 months time. We have 2 cars as both my wife and myself work outside the city, my wife requires use of a car as she is an Environment Agency field officer, and I work in an area with poor public transport links to the city so we have no viable alternative. I would also consider 8pm as being too late for the scheme to operate, being a local resident working outside the city I am often home between 1830 and 2000 and parking is already an issue on our road

without additional problems caused by the extension to the London road scheme creating extra pressure on the few spaces available.”

“When the Council considers parking schemes outside the City centre, the parameters are very different. In the City centre, the Council is trying to regulate the the traffic caused by residents wanting to park near their home and visitors to the shops and beach etc. The problems in this area apply during the working day, weekday evenings and at weekends. In the area of Preston Park and North of London Road Station, the requirements are different. Here the regulation is required to allow people to park near their homes, while trying to deter those who use the streets effectively as a Park and Ride scheme, whereby they drive in from outlying areas to where buses are cheaper (Centre Fare zone and Short Hop) and more frequent (a number 5 every 5 minutes at the bottom of Beaconsfield Villas. These problems occur generally during the working day and in the evenings, with less problem at weekends. In my road, Osborne Road, not covered by the proposal but will suffer as a knock on effect, the real problem is after 6p.m. on any night. This seems to be about the time when parking restrictions finish. If I am home from work after about 6p.m., it is virtually impossible to find a parking place. So, any scheme that finishes at 8p.m. is not going to resolve the problem. We need a scheme that restricts parking until midnight. Only then will have any chance of finding a place. I think that this issue of when parking becomes unrestricted will affect the residents of North of London Road Station too, and should be considered in the proposal.”

“You are deliberately punishing residents in areas that have opted out of your previous schemes by forcing an outward migration of parking rather than offering viable alternatives. Anybody that voluntarily supports a residents parking scheme should be prevented from parking in any other street (outside their zone) in the UK. After all, that is what schemes like this hold for the future and it'll make them wake up and smell the coffee a little sooner.”

“The Church in Stanford Ave, is used by various organisations everyday. All of which travel there by car mainly, because they live outside of the area. Our Scout Group as an example, has 5 Leaders who arrive at various times from 4.00pm to 9.00pm to run the various sections. We have some 60 children aged from 6 to 14yrs attending weekly, the majority not living in the proposed area. Some of their parents help with meetings and therefore also need to be able to park. Each day there are organisations on the Church premises as well as the regular Church services, Weddings and Funerals also need to be accommodated, as that is really not a problem that people need at that time, has anyone taken the time to look at the issues of the local community with regard to regular users of halls, churches etc. surely it should be a priority as the children, elderly etc would otherwise not be attending these activities as parking reasonably close to pick up and drop of is one of the things stressed so that no one needs to walk around alone either in the daytime and especially the evening? The proposed parking scheme would certainly price Scouting out, along with Lunch Club for the elderly, mother and toddler groups, Girls Brigade, and the Church congregation would diminish, as we could not afford to be paying on average £5 per week just to park the car, for each of us ie a total of about £25 per week? Who's prepared to pay that for being a noble volunteer running these organisations? Please think again with this proposal, there are more againsts than fors in lots of ways. The parking around

Stanford Avenue/Southdown Ave is really being looked at for no good reason other than the various other proposals which are sending cars from other areas into ours. The cost is the ultimate reason for that because no one is guaranteed a parking space outside their house, there are supposedly only 8 parking spaces for every 22 cars permits issued, therefore implementing this proposal will not solve any problems but just move it around and just completely shutdown our Church and its organisations. JUST LEAVE IT AS IT IS PLEASE! THANK YOU."

"The areas north of London road station have ample street parking and there is absolutely no need to introduce parking permits; we are more than 2 miles away from the town center !! It really smacks of revenue generation for the council at the expense of local people going about their business. There are parks, clubs, schools etc which require people to be able to come and go at will without the need to be charged for parking as there is always ample parking for all. The Church on Stanford ave Methodist church hosts many social groups and functions with people travelling from local areas and they need to park close to such amenities. Most of these functions are completely voluntary and a great asset to the local social fabric of the area such as scouts, cubs guides etc. Introducing parking fees and permits would significantly impact the viability of such groups and would place them under excessive financial pressure."

"I work at Downs Infant School as a teaching assistant, and commute daily from my home in Keymer Road, Hollingbury by car as this is the cheapest form of transport and allows me to pop home at lunchtime and drop off and collect my children from college on the way. Although there is a staff car park, spaces are very limited and by the time I get to work they are usually taken by the teachers who get in earlier. I usually park in Florence or Rugby Road about 8.30 and have left the area by 3.30. This does not impact upon the residents who return home from work later, or during any of the school holidays or at weekends. I am on a low income and receive working tax and child tax credit. After all my outgoings I have £73 per week to spend on food and petrol. If I have to pay out £25 a week in parking (and it will be much the same amount for a bus ticket and much less convenient) it will literally be impossible to manage each week. There are two schools in the proposed area (Downs Infants and Downs Junior School). There is limited parking at the Infants and none at the Juniors. Could you not consider a permit for the staff, which would only cover the hours say 8-4 and only in term time? The council would still make money, the school staff (council employees) could get to work and not spend all their wages on parking (and looking at the scheme most of the area around these schools is permit only and not even pay and display), and it wouldn't affect the residents in the evenings, weekends and school holidays. This seems to me a sensible suggestion and one I would ask you to give serious consideration to. Otherwise long-term staff like myself will have to look for another job and leave the one we love because we can't afford to get to work."

"Beaconsfield Villas is already at Capacity, when my wife arrives home from work any later than 1800 – 1900 it is almost impossible to park, recently she arrived late from a meeting at 2230 and had a ten minute work walk from the car park space she found after searching for another 10 mins, she was forced to walk the streets in the dark. I have noticed many vehicles and vans that are either left for weeks sometimes months at a time. Further more there are also multiply works



vans belonging to one household or another again, left for days when not in use. I think 0900 to 2000 restrictions would be over excessive, however, perhaps a 1100 to 1300 or if needs be a 0900 to 1800 should be tried just to rid us of unused vehicles. If the parking scheme is rolled out on Springfield rd etc my road will be unusable to residents. Thanks for your time. Kind regards M. Boote  
mattboote@yahoo.co.uk 07810653201”

“There is a problem where I live from double parking which causes hazard and inconvenience when I ride my bike. I hope an extension of this scheme will sort it out. There should be NO PARKING in Stanford Avenue in front of the Methodist Church at the junction with Stanford Avenue. There is a pedestrian crossing there and visibility is impaired. There was a serious pedestrian & cyclist accident there in January 2012. Similarly, the parking in Stanford Avenue either side of the junction with Cleveland Road should be removed as it makes it difficult to see pedestrians and vehicles. Vehicles go much too fast in Stanford Avenue. The speed limit should be reduced.”

“I do not live within the proposed parking zone but I will be seriously affected if it goes ahead because the scheme will displace vehicles into my road. The previous 2009 scheme has already displaced many vehicles from south of the railway line to the north; this is evident from the number of empty parking spaces south of the railway and congested parking to the north. The scheme has not solved parking problems in the area but has made the parking problem larger. The way forward is to remove the 2009 scheme and thus reduce the size of the parking problem. The 2009 scheme went ahead despite the majority of residents being against the scheme; the decision to go ahead was flawed. I previously objected to the 2009 proposals because of concerns that it would result in displaced parking. My concerns have been fully realised. My views were dismissed because I did not live within the proposed parking zone. The decision to exclude comments from all affected residents was unjust. The previous consultation leaflet mentioned that double yellow lines might be introduced if the scheme did not go ahead. This solution should be tried before extending the parking zone. I did not receive a leaflet about the current proposals, presumably because I do not live within the proposed parking zone. However, as mentioned above, I will be affected by displaced parking if it goes ahead. I consider all affected residents should be leafleted and be able to influence any future decisions. The leaflet states that the new scheme might mean more cars parking in the areas just outside the zone. This statement is misleading as the evidence following the introduction of similar schemes demonstrates that the new scheme will lead to more displaced parking. Two other new parking zones have also caused more parking problems in my area due to displaced parking: parking restrictions along Preston Park Avenue and within Preston Park itself. Little parking now takes place in these restricted areas to the disadvantage of nearby residents. I consider that a thorough review of the last three schemes should be undertaken before any decision is made to proceed with the current proposals. I also consider that there should be no further expansion of parking zones within the city until the current citywide parking review has been completed.”

“Displacement as other schemes have shown, implementing a parking scheme simply shifts the problem elsewhere. Cars which don't fit in the new parking zone (which will have fewer spaces than a non-controlled zone) will have to elsewhere

ie to streets bordering the zone to the north, which will displace cars from there further north and so it goes on. Either the city becomes entirely parking controlled, or it becomes a city of two halves where some can pay and get a parking space while others in more outlying and often cheaper areas get all the overflow cars clogging up their roads, while not being able to use their own cars to get nearer to town. There is no natural boundary at Fiveways, and cars will simply shift further up the hill, meaning that those of us in Hollingdean, who do not currently experience particular difficulties with parking, will now have to endure the parking issues of other areas closer to town, without the luxury of being able to do without a car, as we live too far away from town to be able to do without one, unlike those whose areas have already been converted to controlled parking. The proposal also raises the issue of what will happen to second cars from the proposed parking area. No permits for those cars will be issued in the first instance. Where will these cars go? - to just outside the zone shifting the problem but not solving it. If parking control is then (in a couple of years) suggested for those of us in Hollingdean, what do we do with our second, often used, car. Where will we be able to park it? Patcham? Where will we be left? As a parent, with three children, living at the top of a steep hill, I need my car to go about my daily business. Taking the bus as a family costs over £10, while there is no way I can get children to various activities/commitments nor do shopping for five people on the bus or on bikes. Parking zones in central areas sort of makes sense. Putting them in more suburban areas which have to by necessity, be more car dependent than central areas seems like an extra tax on those who already have to live further away from town/work because they can't afford the high house prices of more central areas. Controlled parking is not a one-size-fits-all solution to parking problems. It is a very unsophisticated response to the issues that residents of the area have raised. Saying that consistency is a good reason for implementing the scheme shows that local solutions are not being actively sought, which is poor service from the council. Why is there no option of a soft touch scheme whereby commuter parking can be prevented by having to pay for an hours parking during the day, but at other times it is free? I cannot see why this would not solve the biggest issue raised of commuters parking all day in the area. There are a huge number of schools, nurseries, pre-schools, after school activities held in the area, which are often used by parents picking their children up by car. From looking at the map, there is no provision for parents to be able to park for 15-30mins for free to drop off or collect their children; indeed there are very, very few parking spaces in the areas that are not solely for residents. What will these parents do? I think a whole list of unintended consequences will come into play, including teachers/caregivers not being able to speak to parents who have to rush back to their illegally parked cars, and an increase in double/unsafe parking. This may not be immediately quantifiable but will impact negatively on many people's quality of lives. Lastly, why was this consultation not more widely known about? As someone living outside it, but nearby, who uses the area daily, I have seen no leaflets/posters at all about it. Nothing from the council-run schools whose users will be affected. A cynic might conclude that wider consultation is not sought because it would be unsympathetic to the review. In addition, the map quality was really poor, which does not help clarity and dissuades people from making informed comments."

"The parking scheme takes no account of the schools and many clubs and children's activities that take part in the area. quite excluding cost, the minimal

number of paid parking spaces will not cater for the requirements. I have already served notice on my child's after school club that if the scheme is approved we will remove our child. We are already teetering on a financial precipice and the additional costs that the parking and probable fines (due to lack of usable spaces) may tip us over. Unfortunately we are not rich enough to live near to our children's school so we live in hollingdean nearly a mile from school. We are not able to fit in our children's after school activities and work with the 15 minutes walk each way for every activity. Our children will have to give up gym, yoga, cubs, beavers, football, eco club - still they will get to watch more TV. Please note the cost of buses and the torturous route (taking nearly 15 mins for each journey) preclude that as an option. I am also concerned about the displacement of cars out of the parking controlled into other areas. The parking control will significantly reduce the number of spaces available, and unfortunately people won't sell or scrap their cars - they will move them to non controlled areas. This will create problems in our area where we need to use cars due to the much greater distance for where we live to the location of facilities. I also object to paying tax to have my car on the road and a tax on parking it as well. If your intention is to prevent commuters driving into Brighton and parking in residential areas, or commuters parking near stations, why not use the policy that Worthing use - i.e. no non resident parking during and hour in the morning and an hour in the afternoon. I would suggest that this creative method does not provide the income stream that you obviously want to achieve. I also note that no attempt has been made to include Brighton residents in nearby areas, school catchments, or facility and service users in this consultation. I see no links on the council website homepage and unless you hunt you can't find it. It would appear that the green council has slipped straight into the none democratic ways of there predecessors - what happened to your integrity. PS your link to the London road north survey takes me to the Round hill one - is this deliberate or incompetence? Is it grounds for a mis-consultation?"

"If implemented, permits should be provided to people who work in the area, this could be restricted to working days only. Currently, there are no issues with parking in the surrounding area."

"I am against the proposals to introduce parking restrictions as there have been previously no parking issues in this area although unsurprisingly there are more vehicles parking up here recently which is obviously due to the fact that they have moved up the road where there is free parking rather than pay charges. This is clearly a money making exercise generated mostly from the residents and the minimal amount of metered parking. All that will happen is that residents will park in the adjacent roads that are still free rather than buy a parking permit. Introducing parking restrictions does not solve parking issues but generates them as the 'problem' will then only move further up the road to an area that is free and then this will be perceived as an issue and restrictions will then be extended thus generating even more money from the poor unfortunate people needing to park their cars. Preston Park Avenue is a prime example of how the parking restrictions has failed as nobody parks there anymore but are now causing more parking congestion elsewhere. People should not feel as though they are being forced out of their cars as it is not always possible to use public transport. I work in Stanford Avenue and use my car to get to work every day - a 30 minute journey. There is no direct bus route from Peacehaven to here so it would mean a change at the Steine and even with the new bus lane between Telscombe Cliffs and

Rottingdean my journey via bus would take almost twice as long as it does by car. I also require my car for work related site visits and therefore cannot rely on using public transport to get to work. The cost of fuel and tax is already extremely high and to add on the cost of parking in a time when wages have been reduced and pay increases just do not happen is just too expensive. In short this is a very bad idea - the areas outside the parking restriction area will not be thanking you for increasing the amount of parked cars in their area...and where do you stop, the pattern emerging is that parking restrictions are being extended further and further to the outskirts of Brighton and it wouldn't surprise me at all if they didn't end up in the likes of Saltdean eventually!! I for one will be one of those people who rather than pay to use one of the few meter spaces will still drive to work but look to park in the free areas still available, of course until this becomes restricted as well!!!!"

## **Appendix D - Round Hill Area Residents Parking Scheme (Extension to Area J) Consultation Report November 2012**

### **Background**

In 2009 a leaflet and questionnaire, asking about support for a residents parking scheme for the area was sent to all properties in a large area to the north of Brighton covering Roundhill 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.

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 this area again to see whether support for a residents parking scheme has changed.

In September 2012 a leaflet and questionnaire giving details about proposals for a resident parking scheme was sent to all property addresses in the Round Hill area. The area to the North of London Road Station was consulted at the same time but the two areas are being considered separately.

### **Headline Findings**

The consultation achieved a 34% response rate.

56% of respondents were in favour of joining the Area J Parking Zone.

### **Methodology**

Brighton and Hove City Council Land and Property Gazeteer was 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.

Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at:

Stanford Avenue Methodist Church:  
1.30 pm to 5.30 pm, Thursday 25 October

3.30 pm to 7.30 pm, Friday 26 October

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.  
There are 18 streets in the proposed scheme area.

433 valid responses<sup>1</sup> were received giving a response rate of 34%.

## Results

### Q1 Are you in favour of a residents parking scheme in your street?<sup>2</sup>

Yes		No		Total
No.	%	No.	%	
239	56	189	44	428

Results on a street by street basis were as follows:

Street	No. properties mailed	No. forms returned	Response rate %	Yes		No	
				No.	%	No.	%
Ashdown Road	16	6	37.5	2	33	4	66
Belton Close	5	5	100	1	20	4	80
Belton Road	41	24	58.5	10	42	14	58
Bromley Road	91	16	17.5	12	75	4	25
Canterbury Drive	78	9	11.5	5	62.5	3	37.5
Crescent Road	76	38	50	26	70	11	30
D'Aubigny Road	28	14	50	8	57	6	43
Ditchling Road (part)	195	26	13	10	38.5	15	61.5
Mayo Road	48	13	27	4	33	8	67
Prince's Crescent	96	42	44	28	67	14	33
Prince's Road	88	56	64	48	86	8	14
Richmond Road	159	73	46	29	40	43	60
Round Hill Road	15	5	33	2	40	3	60
Round Hill Street	24	10	42	5	50	5	50
Round Hill Crescent	244	74	30	37	50	37	50
Wakefield Place	4	2	50	2	100	0	0
Wakefield Road	50	16	32	10	62.5	6	27.5
<b>Total</b>	<b>1260</b>	<b>443</b>	<b>34</b>	<b>239</b>		<b>185</b>	

<sup>1</sup> Responses from outside the area (x7) or where no street name was given (x6) have been removed from the analysis but included in an Appendix.

<sup>2</sup> 5 responses where people have not replied whether they are in favour of the proposed scheme have been removed from the analysis of this question.

**Q2** Respondents were asked whether they are a resident, a business owner or manager or work in the area. Respondents could tick more than one option.

	<b>No. responses</b>	<b>% respondents</b>
Resident	418	96.5
Business owner or manager	25	6
Work in the area	17	4

**Q3a** How many cars in your household?

<b>No. of cars</b>	<b>No. responses</b>	<b>Total No cars</b>	<b>% respondents</b>
0	4	0	1
1	252	252	73.5
2	80	160	23
3	6	18	2
4 or more	1	4	0.5
<b>Total</b>	<b>343</b>	<b>434</b>	<b>100</b>

343 respondents have at least 434 vehicles (= 1.3 vehicles per household).

**Q3b** Do you have access to off-street car parking?

<b>Yes</b>		<b>No</b>		<b>Total</b>
<b>No.</b>	<b>%</b>	<b>No.</b>	<b>%</b>	
51	14	352	86	357

**Q4a** What type of business do you own or manage in the area?

<b>What type of business?</b>	<b>No. responses</b>	<b>% responses</b>
Retail outlet	1	2.5
Office-based	12	37.5
Other, includes: 5 work from home, 4 gardeners, taxi driver, 2 therapists, painter/ decorator, cycle repairs, landlord	19	60
<b>Total responses</b>	<b>32</b>	<b>100</b>

**Q4b** How many vehicles are directly associated with your business?

<b>No. of vehicles</b>	<b>No. responses</b>	<b>Total No. vehicles</b>	<b>% Respondents</b>
1	16	16	67
2	1	2	4
3	2	6	8
4 or more	5	20	21
<b>Total</b>	<b>24</b>	<b>44</b>	<b>100</b>

24 respondents had at least 44 vehicles associated with their business (=1.8 vehicles per business).

#### **Q5 Any other comments?**

An open text box enabled respondents to add comments. Although expressed in residents' own words analysis of the open text shows common themes emerged and have been grouped as follows:

<b>Comments</b>	<b>No. of times made</b>
Don't want to pay to park / it is too expensive	43
Not enough residents parking spaces in the scheme	41
No need for a scheme	31
This is a money-making exercise	18
Scheme won't help the parking situation after 8 pm	16
Concerns about displacement	14
General positive comments	13
Unhappy about hours of operation	10
Don't want more double yellow lines or double yellow lines across driveways	10
Concerns about the costs of visitors parking	10
Needs enforcement of current illegal parking	10
Need more cycle parking in the area	4
More loading bays needed	2



## Demographic Information

### Gender

<b>Gender</b>	<b>No.</b>	<b>%</b>
Male	172	40
Female	194	45
Prefer not to say/ no reply	67	15.5
<b>Total</b>	<b>433</b>	<b>100</b>

### Age

<b>Age</b>	<b>No.</b>	<b>%</b>
18-24	10	2
25-34	44	10
35-44	101	23
45-54	75	17
55-64	53	12
65-74	20	5
75+	17	4
Prefer not to say/ no reply	113	26
<b>Total</b>	<b>433</b>	<b>100<sup>3</sup></b>

### Disability

<b>Disability</b>	<b>No.</b>	<b>%</b>
Yes	52	12
No	276	64
Prefer not to say/ no reply	105	24
<b>Total</b>	<b>433</b>	<b>100</b>

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<sup>3</sup> Does not add up to 100 due to rounding

## Ethnicity

<b>Ethnicity</b>		<b>No.</b>	<b>%</b>
<b>White</b>	English/ Welsh/ Scottish/ Northern Irish/ British	319	74
	Irish	9	2.1
	Gypsy	0	0
	Traveller	0	0
	Polish	1	0.2
	Portuguese	1	0.2
	Any other white background	15	3.5
<b>Asian or Asian British</b>	Bangladeshi	0	0
	Indian	1	0.2
	Pakistani	2	0.5
	Chinese	1	0.2
	Any other Asian background	0	0
<b>Black or Black British</b>	African	0	0
	Caribbean	1	0.2
	Sudanese	0	0
	Any other black background	0	0
<b>Mixed</b>	Asian & White	1	0.2
	Asian & Black African	1	0.2
	Asian & Black Caribbean	0	0
	White & Black African	0	0
	White & Black Caribbean	0	0
	Any other mixed background	2	0.5
<b>Other ethnic group</b>	Turkish	0	0
	Arab	1	0.2
	Japanese	1	0.2
	Other ethnic group	5	1.2
<b>Prefer not to say/ no reply</b>		72	16.4
<b>Total</b>		<b>433</b>	<b>100</b>

Key

- Yes
- No
- Even Split
- No votes recorded



	Yes		No	
	Number	%	Number	%
Beaconsfield Parade	0	-	0	-
Beaconsfield Road	2	20	8	80
Ditchling Gardens	6	67	3	33
Ditchling Road	11	17	54	83
Edburton Avenue	19	35	35	65
Florence Place	0	-	0	-
Florence Road	65	81	15	19
Grantham Road	19	42	26	58
Preston Road	0	-	0	-
Rugby Road	60	80	15	20
Semley Road	0	0	8	100
Southdown Avenue	30	59	22	41
Southdown Road	0	0	1	100
Springfield Road	149	88	21	12
St Andrews Road	4	44	5	56
Stanford Avenue	20	23	67	77
Total	385	58	280	42

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





## Key

Yes

No

Even Split

No votes recorded



Street	No properties mailed	No. forms returned	Response rate %	Yes		No	
				No.	%	No.	%
Ashdown Road	16	6	37.5	2	33	4	66
Belton Close	5	5	100	1	20	4	80
Belton Road	41	24	58.5	10	42	14	58
Bromley Road	91	16	17.5	12	75	4	25
Canterbury Drive	78	9	11.5	5	62.5	3	37.5
Crescent Road	76	38	50	26	70	11	30
D'Aubigny Road	28	14	50	8	57	6	43
Ditchling Road (part)	195	26	13	10	38.5	15	61.5
Mayo Road	48	13	27	4	33	8	67
Prince's Crescent	96	42	44	28	67	14	33
Prince's Road	88	56	64	48	86	8	14
Richmond Road	159	73	46	29	40	43	60
Round Hill Road	15	5	33	2	40	3	60
Round Hill Street	24	10	42	5	50	5	50
Round Hill Crescent	244	74	30	37	50	37	50
Wakefield Place	4	2	50	2	100	0	0
Wakefield Road	50	16	32	10	62.5	6	27.5
<b>Total</b>	<b>1260</b>	<b>443</b>	<b>34</b>	<b>239</b>		<b>185</b>	

# Appendix F – Round Hill area – Visual breakdown of roads



<b>Subject:</b>	<b>City Wide Parking Review</b>		
<b>Date of Meeting:</b>	<b>15 January 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Owen McElroy</b>	<b>Tel: 293693</b>
	<b>Email:</b>	<b>Owen.mcelroy@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 The purpose of this report is to consider the outcome of the city wide parking review (the review).
- 1.2 The review is an investigation into the way the council manages parking through consulting residents, businesses and other stakeholders and learning from the best practice of other local authorities. The purpose of the review is to seek continuous improvement in the council's parking management services whilst balancing the needs of users overall. The review also seeks to examine the future of controlled parking schemes including scheme boundaries, changes to existing schemes and new schemes.

**2. RECOMMENDATIONS:**

- 2.1 That the Transport Committee notes the report and attached appendices and:
- 2.2 Agrees the short to medium term programme of consultations on proposed new or extended resident parking schemes set out in paragraph 3.10, depicted on the indicative plan appendix A and by the timetable set out in Appendix B, subject to the outcome of consultation, committee decisions and the availability of resources;
- 2.3 Agrees the general principle in relation to the consideration of new parking schemes as set out in paragraph 3.12.2
- 2.4 Approves the policy recommendations in paragraphs 3.13 to 3.27 of the report;
- 2.5 Makes any further recommendations arising out of the report that it considers appropriate.
- 2.6 Requests that in order to monitor progress on the review a report is brought back to committee in 12 months time with a summary of progress.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In 2001 the council took up the powers of decriminalised parking enforcement (DPE) under The Road Traffic Act 1991, renamed Civil Parking Enforcement (CPE) under the Traffic Management Act 2004. Under CPE, parking enforcement is carried out by civil enforcement officers (CEOs) and is the sole responsibility of the local authority. Prior to DPE/CPE enforcement was carried out by the police, who lacked resources to adequately enforce on street parking except in cases of obstruction.
- 3.2 There are currently 14 resident parking schemes (including two light touch) and one seafront pay and display scheme, with a mixture of permit only, shared and exclusive pay and display bays. There are 25000 on street spaces and thirteen council run off street car parks with a total of 2500 spaces.
- 3.3 Parking controls are essential to keep traffic moving and provide access to residents, visitors and businesses. Parts of the city are the most densely populated in the country and the city receives 8m tourist visitors a year. The population is expected to increase to 283,700 by 2026. Current parking policy objectives are to reduce congestion and keep traffic moving, provide access safely to those that need it most, and deliver excellent customer service.
- 3.4 The Local Transport Plan (LTP) 2011 identifies Controlled Parking Zones (CPZ) with priority for residents as a key way of delivering management of movement on the transport network to achieve efficiency and sustainability and reduce the impact of noise and air pollution.
- 3.5 Parking policies and resident parking schemes have been reviewed periodically. In 2004 Environment Committee approved simplification and consistency across schemes, mergers of 8 central parking zones and the abolition of voucher parking in favour of pay and display. In 2008 Environment Committee agreed the previous scheme consultation timetable and halted the development of new light touch schemes. It also approved consultation on converting existing light touch schemes U & W into full schemes and re-consulting on the single yellow line waiting restrictions around Hove Park.

### **Conclusions of Review**

- 3.7 The conclusions of the review are based on analysis of the community engagement and the postal consultation results together with a study of available data and from published and commissioned research. It draws on the expertise and experience of officers and consultants.

### **Proposed short to medium term timetable of resident parking scheme consultations**

- 3.8 Resident parking schemes have proved popular where they have been implemented. For example in Scheme J 84% of residents said they did not want their road to be removed from the scheme, this can be compared to 67% who originally voted for the scheme. Even the scheme with the lowest current support had 73% positive responses. Over the city as a whole more people thought they worked well for residents and their visitors than not. The feedback from the community engagement meetings in areas with residents parking demonstrated broad support for existing schemes.



3.9 There is significant demand for consultation on new or extended controlled parking schemes from a number of areas in the city. In alphabetical order and excluding those areas on the existing timetable the areas are: Bakers Bottom (Hendon, Bute & Rochester Streets) Queen's Park ward, a part of Hanover & Elm Grove ward (south of Elm Grove), a part of Hove Park ward (Hove Park northwards to Woodruff Avenue), Lewes Road triangle area, (between Upper Lewes Road and Lewes road) St Peter's & North Laine ward, Portslade South ward (south of Old Shoreham Road), Preston Park Triangle (roads between Preston Park Avenue, Stanford Avenue and Preston Drove Preston Park ward, and West Hove, westwards from existing Schemes W & R towards Portslade station and Boundary road), and Wish ward.

3.10 Of these areas it is proposed that the priority areas and justifications are; (see indicative map appendix A)

3.10.1 West Hove and South Portslade. It is proposed that parts of Wish Ward and South Portslade are consulted on separate full schemes together with an extension to Area R along Portland Road including roads to the north up to the railway line. At the same time it is proposed that Area W is asked whether it wishes to convert to a full scheme.

Justification - requests and petitions from residents, supported by ward members. This area is experiencing displacement from adjacent parking schemes and pressure from seafront visitors and commuters using the bus services along the through routes. South Portslade also has a significant retail and industrial areas and a busy rail station. Area W is to be re-consulted in accordance with light touch policy (see paragraph 3.16)

3.10.2 Preston Park Triangle & Lewes Road Triangle. It is proposed to start consultation in these related areas at the same time as West Hove & South Portslade. The Preston Park Triangle comprises the triangle of roads between Preston Drove, Stanford Avenue and Ditchling Road, subject to the current Area J extension consultation.

Justification - requests and petition from residents supported by ward councillors. This area suffers commuter parking for Preston Park rail station and is on several bus routes. There is also displacement from adjoining parking schemes and recently introduced controls in the park itself, which previously was free.

The Lewes Road triangle comprises the triangle of roads between Upper Lewes Road, Lewes Road and the Level.

Justification - A number of requests have been received from this area and it is supported by ward members. Problems have recently been experienced with access by emergency services in these streets due to congestion and parking on footways.

3.10.3 Hove Park & Bakers Bottom. It is proposed to consult these (unrelated) smaller areas following consultation on the schemes identified above in 3.10.1 & 3.10.2. Hove Park ward, roads between Hove Park and Dyke Road north of Hove Park Road up to Woodruff Avenue.

Justification - requests and petitions from residents supported by ward councillors. It is proposed to re-consult the area to the south subject to alternate single yellow line waiting restrictions in accordance with the light touch policy (see paragraph 3.16).

Bakers Bottom (Rochester Street, Bute Street, Hendon Street) will be consulted as a proposed extension of Area H.

Justification - requests from residents supported by ward members. At the request of East Brighton ward members it is agreed that streets in Craven Vale should also be consulted as they have previously been included in consultations for this area.

- 3.11 A number of requests have been made in the Hanover area south of Elm Grove. It is not proposed to include this area in the proposed short/medium term timetable. These areas could be considered for consultation or re-consultation for the introduction of residents parking schemes in the longer term. This area was opposed (72%) when consulted in May 2010 and is not supported by ward members. The narrow widths of roads suggest that any design would result in substantial loss of on street parking.
- 3.12.1 In some areas, e.g. Roedean, Rottingdean, Whitehawk and Withdean some requests have been made for resident parking schemes but these were not sufficiently reflected in community engagement and are not supported by ward members.
- 3.12.2 As a general principle new areas should only be considered for inclusion in future parking scheme timetables where there have been representations from residents, ward councillors and others within the area asking for parking controls. The council does not impose schemes on areas – schemes should only be introduced after careful consultation and if the consultation produces a negative vote it should not proceed. However in dealing with larger areas the council will consider the responses received and if roads on the edge of proposals reject a scheme a smaller scheme may be considered. Officers would consider the design and geography of the scheme and consider a natural boundary where possible.

## **Policy Recommendations & Information**

- 3.13 **Highway grass verge and pavement parking controls.** Pavement and verge parking need to be distinguished.
- 3.13.1 Parking on the pavements can create a significant obstruction to pedestrians, impact particularly on vulnerable road users and can cause damage to basement areas. Current council policy is not to condone parking on pavements and this should continue to be the case. There are two significant roads in the city, Nevill Road, Hove & Elm Grove, Brighton where there is historic unregulated parking on pavements and areas which were formerly grass verges but were hardened to a standard suitable for pedestrians only. Officers have been working with community stakeholders to find acceptable solutions to suit local circumstances.

3.13.2 Parking on grass verges can be obstructive and dangerous, particularly at junctions but objections are often made on environmental and aesthetic grounds. The council has no legal duty to maintain highway verges because they are not used for passage. However, persistent parking on amenity verges is unsightly and can lead to significant erosion. Replacing verges with tarmac can have a negative impact on surface drainage due to rapid run off. Bollards can also be unsightly, require upkeep and impede verge cutting.

3.13.3 Last year the Department of Transport introduced new powers including signage for area based verge and pavement parking restrictions which can be enforced by the issue of penalty charge notices. Officers consulted with members and community stakeholders as to the suitability of these measures in their local areas

**Recommendations:**

- (a) Officers are authorised to consult residents in Elm Grove (Hanover & Elm Grove ward) on environmental and highway improvements in the New Year which will be the subject of a separate report to this committee.
- (b) Following requests from residents and ward members, and evidence of long standing problems, officers are authorised to advertise traffic orders in financial year 2013/14 for area based verge and pavement parking restrictions in selected roads in North Portslade and Withdean/Patcham wards. The specific streets and scheme boundaries are depicted on the plan in Appendix E.

3.14 **Permit specific Disabled Persons Parking Places.** A request has been raised by individuals and disability groups that the council provide permit specific disabled persons parking bays. These would be disabled bays marked on the road or on a sign plate with a specific permit number related to an individual resident. Other badge holders would be liable to a PCN if they parked in that bay. They could improve access for individual blue badge holders in residential areas where there is parking pressure often coupled with local facilities such as schools and community venues. The principle is accepted but further work and consultation is required as to the eligibility criteria that should be applied. The scheme also has to be financially viable.

**Recommendation:** Officers investigate further and bring forward a further report to this committee.

3.15 **Vehicles parked in areas just outside existing schemes (displacement) and spare capacity in streets in existing schemes (underutilisation).** Inevitably, a scheme in one area may displace vehicles to an adjacent area. This combined with the trend to high density living (e.g. conversion of houses to flats) and additional generators of demand such as access to rail stations and key transport corridors and the pressures of new developments, have led to more areas asking for parking controls. Other than protected countryside there are few natural boundaries. Whilst railway lines and dual carriageway roads can act as boundaries they are imperfect. Displacement is evident in parts of Wish, Hanover & Elm Grove and Queen's Park wards adjacent to the light touch areas W & U but occurs adjacent to any parking scheme. It also occurs in streets

adjacent to the single yellow line waiting restrictions around Hove Park. Underutilisation is linked to displacement but can be associated with the street environment (security/overlooking/urban blight), terrain, number of private driveways, patterns of daily demand and parking tariffs. Officers have looked at the feasibility of certain options such as permitting streets outside a scheme to purchase a permit to enable parking within the adjacent scheme (a buffer zone). This policy has been adopted by West Sussex County Council however parking schemes there work at lower capacities, typically 80%. Most parking schemes in Brighton and Hove are at 90% or above and the long term capacity is not guaranteed. For example the central Hove scheme had capacity five years ago but not currently. Buffer zones also avoid the question of whether streets outside a scheme should first have the opportunity to be consulted on a scheme in their area and whether imposing such an idea might be introducing a parking scheme by stealth. Officers have consulted members in affected wards on proposals for full or partial mergers of schemes or sharing of streets between schemes but there is no agreement on this. In the past light touch schemes have been offered as a solution but have well documented disadvantages, see 3.16 below.

**Recommendation:** Not to proceed with implementation of buffer zones.

- 3.16 **Light touch schemes.** Light touch schemes are where parking is restricted to permit holders only for two hours in the day, one hour in the morning and one hour in the afternoon/evening. They do not contain pay and display parking. In March 2008, Environment Committee considered and agreed a report that proposed that due to the problematic issues arising from light touch schemes and extensive single yellow line controls, principally the displacement effect, no further schemes were to be introduced in the city and the existing schemes were to be reviewed with a view to converting them into full schemes. Area U St Luke's was reviewed in May 2010, Officers have looked at views expressed as part of this consultation and at experience since March 2008. Take up of permits in light touch schemes is low relative to full schemes, at 70-75%. The enforcement costs are the same as full schemes. They do not offer flexibility of parking options such as short, medium and long term pay and display. On the positive side they reduce street clutter and can be popular with residents in those schemes.

**Recommendation:** that no further light touch schemes are proposed and that Area W, and the single yellow line restrictions around Hove Park are re-consulted for full schemes.

- 3.17 **Waiting Lists for resident permits.** Waiting lists are longest in Areas M (Brunswick & Adelaide) Y (Central Brighton North) & Z (Central Brighton South), 12 months in each case. This is historic and a reflection of the parking demand and housing density in these areas. There have been regular reviews of waiting restrictions in these schemes and six years ago the merger of eight small central Brighton schemes in two schemes Y & Z did have a positive affect. Officers explored mergers or partial mergers of schemes but there is no consensus and there is a risk of increasing internal commuting within larger schemes. Since the northward extension of Area C, residents in Richmond Place (Area Y) have been unable to park in these streets, exacerbated by the fact they are cut off from the rest of Area Y, residents have requested this street is moved into Area C. The option of converting some of the seafront pay and display bays into resident or

shared resident /pay and display bays would have a detrimental effect on the tourist economy (estimated £250K net reduction). Residents in Schemes M & Y already have the option of purchasing a discounted permit for specified council off street car parks. The postal survey has indicated that city residents support a limit on the number of permits that can be issued per household, but there is not clear support for charging a higher amount for a second permit. If permit numbers are not controlled through pricing, any rationing system raises issues of equalities and exactly what criteria to apply. Other local authorities do not seem to have introduced limits except by the mechanism of price although some suspend applicants from the waiting list if they have unpaid Penalty Charge Notices.

**Recommendations:**

- (a) That the option of discounted permits for specified council off street car park s is extended to residents in Scheme Z.
- (b) That a traffic order is advertised to propose removing Richmond Place from Scheme Y and transferring it to Scheme C.
- (c) That officers carry out further research and prepare options (including no changes) for limiting permits per household where waiting lists exist and bring a report to a future committee.

- 3.18 **Times of parking scheme operation.** During the community engagement process there was general satisfaction with times of operation. However the postal response was evenly spilt and of those who disagreed with hours of operation 83% wanted enforcement to end earlier in the day. Some residents wanted unrestricted parking on weekends or on a Sunday. Officers have considered this, however, the reason why restrictions are in force until 8pm is to make it easier for residents returning home from work to find a space near their home. As the city is a popular tourist destination demand for parking is particularly high at weekends so restrictions are there to help residents. In past situations where restrictions have been less, residents have campaigned for extensions due to displaced parking at those times e.g. Queens Park extension to Sundays in 2011.

**Recommendation:** that Committee approves the current policy of 9-8pm Mon-Sun restrictions for resident parking schemes.

- 3.19 **Enforcement.** Residents in existing controlled parking zones believe their areas are properly enforced. However community engagement shows clear demand for more enforcement in areas outside controlled parking schemes, particularly outside schools, shopping areas and footways and verges. Ways should be explored of increasing the enforcement presence outside Controlled Parking Zones.

**Recommendation:** that Committee authorises officers to explore the options for improving enforcement and come back to committee with a report at a later date.

- 3.20 **Sustainability and parking.** There is demand for increased on street cycle parking which increases with the number of bicycles owned in a household, but even non bicycle owners are more supportive than not. Council transport strategy (and LTP funding) includes a specific target to implement between 100 - 160 cycle parking spaces a year and a proportion of these will be on street spaces. Resident opinion was unclear on whether there should be more electric vehicle parking places and car parking spaces. The council promotes car clubs where residents can use shared vehicles by booking online. They work best in dense urban environments where some car club users subsequently choose to give up their cars and use car club vehicles so reducing parking congestion. It is important to be aware of developments in this field. There is a growth in the "Peer to Peer" model where users rent out their own vehicles to others on the internet. Companies like Hertz are aiming to have a significant amount of their car hire fleet installed with car club technology. Multi modal payment cards such as 'Oyster' could be applied to car club usage. Research is also being carried out into a one way usage vehicle, the car club equivalent of "Boris bikes".

**Recommendations:**

- (a) That the policies to implement on and off street pedal cycle parking bays are continued.
  - (b) That officers continue to engage with car club providers
  - (c) That officers also explore other alternatives to promote sustainable parking options in the city.
- 3.21 **Technology & parking - payment methods.** Cash payment can be inconvenient to the public and there are the costs and security implications of collection. Residents clearly want to be able to use credit and debit cards to pay for parking (78%). The council has already introduced additional on and off street card payment machines e.g. in Madeira Drive, Brighton and Grand Avenue, Hove, Norton Road car park, Hove. Support for mobile and smart phone payment methods was highest amongst younger age groups (67%), as these are the customers of the future the council should make ready. Other local authorities are further ahead introducing new payment technologies, it is important however that the business model works for BHCC as well as the users.

**Recommendation:** Cashless parking is supported in principle and is the subject of a separate report to this committee.

- 3.22 **Technology – other.** Westminster Council has trialled roadside parking detection technologies e.g. "Deteq" in streets around Leicester Square. Detectors are mounted in the road and vacancy can be checked by drivers using an app which integrates with their satellite navigation devices. The trial has increased the utilisation of both on and off street parking bays and parking attendants have been able to take on more of a marshalling role, reducing congestion. The system also gives historic data on availability of parking in the area and makes predictions for future availability. However rolling it out across the city would require major capital investment.

**Recommendation:** that officers are authorised to investigate the viability of a trial of this and similar systems and report back to a future committee

- 3.23 **Coach parking.** The negative impact of coach parking (in Roedean Road) has been identified by the Roedean Community Association. The council is continuing in its efforts to find a viable location and operator for a dedicated coach parking facility.

**Recommendation:** That, subject to resources, officers bring forward a report to this committee in the next financial year looking at coach parking needs and capacity in the city with a view to investigating viable options.

- 3.24.1 **The effects of parking controls and level of parking charges.** The most common comment by residents in the postal survey was either that parking was too expensive or that parking discouraged visitors/was bad for the local economy. Many UK cities have seen a reduction in visitor numbers during the unusually bad weather seen in 2012. Trends in Brighton and Hove have followed these weather patterns rather than changes to parking charges. Tariffs have also been simplified across the city to make the system easier to understand. The Mary Portas report (Dec 11) recommends “Local areas should implement free controlled parking schemes that work for their town centres” & “make high streets accessible”. However the response from the industry and professional bodies has been critical. The British Parking Association has pointed out that when parking charges were abolished in hospital car parks in Scotland & Wales, patient accessibility did not improve, instead a disproportionate number of spaces were taken up by staff and commuters to the detriment of visitors and patients. (Kelvin Reynolds Parking News September 2012) The Association of Town Centre Managers says in their policy statement “There is no such thing as free parking. There is always a cost to someone, somewhere. “The provision of free town centre parking for all town centre users is impossible”. Academic research also shows that these goals may be incompatible. Both the RAC foundation report “Spaced Out” and the London Councils “Relevance of parking to the prosperity of urban areas” report point to a negative impact. These reports suggest that scarcity of supply and a market approach to demand is most appropriate and that parking charges need to be set at a level to achieve 85% occupancy of spaces. This will reduce the amount of traffic searching for a parking space. It is also concluded that retailers exaggerate the spend by car drivers believing it to be 61% of retail spend whereas it is actually 31% and that the retail target group known as “wealthy achievers” are most likely to come by public transport. Chester recently had a “free after three” policy, but it was expensive to implement and there was no evidence of increased retail activity. Canterbury cut spaces and doubled the charges and there was no change in retail activity. Research also concludes that reduced on street charges would have a negative impact on the long term viability of off street parking leading to overall loss of parking in city centres. However a zonal approach to tariffs does correlate to the supply of parking spaces with demand however and this was the theme of the last tariff review. Recent changes to zonal tariffs have been made in Seven Dials and London Road areas in response to local concerns.

**Recommendation:** That the Committee notes this summary of research.

- 3.25 **Scratch cards for residents' visitors.** Although the number of resident visitor permits issued is rising, 319K in 2009, 416K in 2010 and 500K in 2011 many residents are unaware that they can purchase scratch cards visitor permits even though they do not themselves own a vehicle. In October 2011 it became possible to register for an on line facility to order resident visitor permits.

**Recommendation:** that Committee authorises officers to publicise the facility to purchase resident visitor scratch cards in an effective way subject to the availability of resources.

- 3.26 **Vehicle ownership data.** OSC asked for data on vehicle ownership by ward. Current information is based on the 2001 census and is available but no longer reliable. The 2011 data sets have not yet been released.

**Recommendation:** That when the 2011 data sets are released they are provided to the Committee.

- 3.27 **Motorcycle parking.** There have been requests for additional motorcycle parking bays, and more secure motorcycle parking bays, especially in the city centre. The council accepts the need to provide dedicated motorcycle parking as part of a balanced approach and for secure motorcycle parking to improve security and prevent damage. Officers are currently trialling a scheme for "drop lock" motorcycle parking which is more sympathetic to the urban realm than the upright frame type previously used.

**Recommendations:**

- (a) That when new parking schemes are proposed motorcycle parking is provided in every street where site conditions permit and that officers investigate the options for additional provision of motorcycle parking in the city centre.
- (b) Subject to resources and to evaluation of the bike locking trial, officers are authorised to extend this to other locations.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The consultation for the review was carried out in two phases.
- 4.2 Community Engagement phase - identifying and reporting issues. Over 40 LAT, resident association and community group meetings were attended by officers and detailed notes taken.
- 4.3 Main consultation phase in two parts
  - 1. Detailed consultation with stakeholders, including ward members, in respect of issues arising.
  - 2. Sample postal consultation of 6000 households city wide. Headline results below, full report Appendix C
- 4.4 Stakeholder consultation has included site visits with ward members and community representatives and meetings with representatives of the Federation of Disabled People and the Disabled Workers Forum



- 4.5 Over 250 items of additional correspondence were received
- 4.6 A survey of Local Highway Authorities Parking Best Practice was commissioned through transport consultants Mott McDonald and 143 local authorities were contacted of which 34 responded (25%). A further 18 were interviewed in detail. Appendix D
- 4.7 Overview and Scrutiny Committee considered a draft report on the City Wide parking Review on 5 November 2012 and identified the following concerns which are addressed elsewhere in the report and appendices: 1.The importance of preventing **displacement parking** 2. The use of **mobile phone technology for payment and identifying vacant parking** spaces 3.Better **use of other technologies** in line with other innovative highway authorities; 4. **Enforcement** of restrictions outside CPZs; 6. re-publicising that non car owners are entitled to buy **scratch cards for visitors**; 7. More information on the **number of cars owned** in each ward and how people use their vehicles; 8. **Schedule for parking reviews** and links with parking policy development. Points 1-8 are addressed in section 3 above.

#### **Headline results of postal consultation**

- 4.8 1842 people responded to the survey with 60% responding by mail and 40% on the online version of the survey.
- 4.9 46% of respondents thought that residents parking schemes work well / mostly well for residents and their guests, compared to 43% who thought they caused problems. 64% of respondents had concerns about how parking for visitors, shoppers and businesses are affected by residents parking schemes.
- 4.10 Of those in residents parking schemes, 84% of those in a parking scheme did not want their scheme removed from the residents parking scheme. 51% of respondents agreed / strongly agreed that resident parking schemes have improved the management of parking across the city.
- 4.11 42% of people agreed with the current hours of operation, but another 42% of people wanted to reduce the number of hours. Of those who disagreed with the hours of operation, 83% wanted parking enforcement to end earlier.
- 4.12 63% of people agreed / strongly agreed that there should be a limit on the number of permits issued per household in each parking scheme. This method of restricting multiple permits was favoured over charging a higher amount for a second permit, which 48% of people agreed with.
- 4.13 From residents who lived in resident parking schemes, 93% reported that they felt that parking was enforced around the streets in their scheme.
- 4.14 50% of responders agreed that more cycle parking is needed.
- 4.15 78% of respondents said they would make use of being able to pay by credit or debit card at pay and display machines. Support for mobile and smart phone

payment methods was highest amongst younger age groups with 67% of people saying they would use this method of payment at least some of the time.

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

### Financial Implications:

#### Revenue:

- 5.1 The financial impact of any income from future extensions to parking schemes will be included within the proposed revenue budget for the appropriate new financial year.
- 5.2 There is a one off cost of £150,000 associated with the proposed verge and pavement parking restrictions. It is estimated that annual maintenance costs will amount to £12,000 but that these will be offset by income from PCN's of £25,000 per annum.

#### Capital:

- 5.3 New parking schemes are capital projects, which are funded by unsupported borrowings, and repaid from revenue using the income generated by the scheme.

*Finance Officer Consulted: Karen Brookshaw*

*Date: 27/11/2012*

### Legal Implications:

- 5.3 The Council regulates traffic and designates parking places by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters. When considering whether to designate parking places, the Council must consider both the interests of traffic and the interests of owners and occupiers of adjoining property.

In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that consultation must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of

property. These are qualified rights which mean they may be restricted where this is for a legitimate aim, necessary and proportionate.

The use of any surplus income from civil parking enforcement is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local transport Plan projects.

*Lawyer Consulted: Carl Hearsom*

*Date: 7 December 2012*

Equalities Implications:

- 5.7 An equalities impact assessment has already been carried out on the impact of resident parking schemes. There is also an EIA for the services provided by the parking team and that of the parking enforcement contractor. The proposed improvements in parking management are expected to increase access to convenient parking for all users including increased opportunities for blue badge holders to find spaces. The easing of pressure on road space will also benefit those who walk, cycle and travel by bus.

Sustainability Implications:

- 5.8 Effective parking management contributes to reducing congestion and improving safe access contributing to the promoting sustainable transport usage and tackling climate change through reduction in carbon emissions.

Crime & Disorder Implications:

- 5.9 The review recommendations are not expected to have implications for the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.10 Any risks have been identified and monitored as part of overall project management. Parking is a corporate critical budget and any risks that have been identified are detailed as part of officers comments in the report.

Public Health Implications:

- 5.11 Recommendations arising from the review may help towards reducing motor traffic in the city, and therefore the effect on public health in terms of harmful pollutants (and injuries sustained in collisions) will be beneficial to public health. Nitrogen dioxide, principally emanating from vehicles, is a respiratory irritant which is known to exacerbate asthma. There is a 3.5% increase in mortality for a 100ug/m3 increase in ambient NO2. There is a 5% increase in hospital asthma conditions for the same increase in NO2.
- 5.12 **The majority of locally derived pollution comes from either diesel engines or older petrol vehicles. Generally vehicles are more polluting to the local environment if they are heavier, older or run on diesel. Therefore promoting travel choice has to be part of**

**a much more comprehensive air quality action plan. Parking controls are a positive contribution.**

Corporate / Citywide Implications:

- 5.13 The review will contribute to the following priorities in the 2011-15 Corporate Plan; tackling inequality, creating a more sustainable city, engaging more individuals and groups across the city. A specific commitment was given to “Review the effectiveness and impact of current parking schemes on the city, for residents, businesses and visitors”.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The main alternative to carrying out the review was to do nothing. However the review is a specific council commitment, therefore it is the recommendation of officers that it is carried out. Some radical alternatives such as abolishing controlled parking or having one overall zone for the city were put to Environment & Community Safety Overview & Scrutiny Committee (ECSOSC) in autumn 2011. These were not supported as they would run counter to the councils transport sustainability objectives. ECOSC supported the principle of carrying out a review and this was confirmed by decisions at Environment Cabinet Member Meetings in November 2011 and May 2012
- 6.2 Various policy options and their advantages and disadvantages have been assessed as an inherent part of the review process

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To note the results of the review.
- 7.2 To seek approval of a timetable of consultations on proposed new or extended resident parking schemes and to update the existing timetable agreed by Transport Committee in January 2008 for the reasons outlined in the report which will take into account consideration of duly made representations and objections.
- 7.3 To make recommendations for future parking management policies for the reasons outlined in the report.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A Map of proposed areas for parking reviews
2. Appendix B Proposed timetable for parking reviews
3. Appendix C City wide parking review consultation results
4. Appendix D Local Highway Authorities Comparison Research
5. Appendix E Plan of proposed area wide verge and pavement parking restrictions

**Documents in Members' Rooms**

1. RAC Foundation Parking Report “Spaced Out” 2012

2. London Councils relevance of parking final report Nov 2012

### **Background Documents**

1. October 11 Environment Cabinet Members Meeting city wide parking review report
2. May 12 Environment Cabinet Members Meeting city wide parking review report
3. OSC city wide parking review report Nov 12
4. Parking annual report 2011-12







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F	OCT'10	Areas H and J amended, timetable deleted. Hanover and Portslade consultation areas deleted	P.T.			L	NOV'12	City wide parking review areas added	P.T.		
E	OCT'09	Areas J & O amended, Area A added.	P.T.			K	July'12	Areas C and H extended	P.T.		
D	MAR'09	Current area of consultation amended	P.T.			J	Sept'11	New areas of consultation added and amended.	P.T.		
C	MAR'09	Stanford deleted and Preston Pk areas amended	P.T.			H	Aug'11	New areas of consultation added plus future cabinet areas	P.T.		
B	OCT'08	Stanford and Preston Pk areas amended	P.T.			G	Aug'11	Area A extension added	P.T.		
A	JAN'08	Colours and table added to proposed areas	P.T.								
Rev.	Date	Revision detail	Drawn	Checked	Approved	Rev.	Date	Revision detail	Drawn	Checked	Approved

Client	CITY INFRASTRUCTURE
	PARKING INFRASTRUCTURE
Job title	Appendix A

Drawing Title	Map of proposed areas for parking reviews
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Scale	NTS	Original drg. size	A0	Date	20/11/07
Drawn	P.T.	Checked	-	Approved	-
Drawing status	-	Drawing Number	B&H/CENTRAL/004	Rev	L







## Appendix B - Proposed resident parking scheme timetable

	Year	2013				2014				2015				2016				2017				2018			
	Quarter	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Priority	Area																								
1	Wish Park / Portland Road / Portslade Station.																								
2	Preston Park Triangle / Lewes Road Triangle																								
3	Hove Park area (West Of Dyke Road) and Bakers Bottom.																								



# **Appendix C**

## **City-Wide Parking Review**

### **October 2012**

## **Consultation Report**

CONTENTS

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## Background

In October 2011, the council made a commitment to review parking schemes in the city to ensure a fair balance between the needs of residents, business and visitors. The purpose of the review is to improve the way we manage parking and to look at the future of residents parking scheme and whether to consult on new parking schemes or to extend existing schemes.

The first stage of the review involved officers going to community meetings and talking directly with people. Council representatives have attended over 30 meetings all over the city talking directly to over 800 residents. Transport user groups, councillors, business or organisations and disability groups have also been contacted.

The second stage of the review was a survey to find out how well the public perceives the council to be managing parking and to gather suggestions as to how it can be improved. This report gives the findings of this survey.

## Headline Findings

- 1842 people responded to the survey with 60% responding by mail and 40% on the online version of the survey.
- 46% of respondents thought that residents parking schemes work well / mostly well for residents and their guests, but 64% of respondents had concerns about how parking for visitors, shoppers and businesses are affected by residents parking schemes.
- Of those in residents parking zones, 51% of respondents agreed / strongly agreed that resident parking schemes have improved the management of parking across the city.
- 84% of those in a parking zone did not want their zone removed from the residents parking scheme.
- 42% of people agreed with the current hours of operation, but another 42% of people wanted to reduce the number of hours. Of those who disagreed with the hours of operation, 83% wanted parking enforcement to end earlier.
- 63% of people agreed / strongly agreed that there should be a limit on the number of permits issued per household in each parking scheme. This method of restricting multiple permits was favoured over charging a higher amount for a second permit, which 48% of people agreed with.

- Only 13% of people reported that they could find no parking at all in the city (at any time of day). There were less participants who reported this in resident parking zones (12%) than those outside (14%).
- Regardless of the time of day, respondents within residents parking schemes said that they were more likely to find a parking space, than those outside a parking scheme.
- Overall, 17% of people said they could not find a space at night-time, but only 13% of people inside a residents parking zone reported they could find no space at night.
- From residents who lived in resident parking zones, 93% reported that they felt that parking was enforced around the streets in their zone.
- 50% of responders agreed that more cycle parking is needed.
- 78% of respondents said they would make use of being able to pay by credit or debit card at pay and display machines.

## Methodology

Brighton and Hove City Council Land and Property Gazetteer was used to provide 6000 property addresses split between parking zones and outside parking zones across the city. An information leaflet about the city wide parking review together with a questionnaire and a prepaid envelope for reply was sent to each of these addresses, the consultation ran for X number of weeks in September of 2012.

The questionnaire was also made available online during the same period via the council's consultation portal. Online respondents were asked to give their street name which was linked to the database of parking zone areas and streets.

The city wide parking review was publicised on the council's website and through articles in the local press

The questionnaire was divided into three sections:

1. Parking in general and residents parking schemes
2. Other forms of parking provision and payment
3. Demographics

## Full Results

A total of 1842 people responded to the survey with 60% responding by mail and 40% on the online version of the survey. The table shows a breakdown of the number of respondents who responded by mail or via the internet and those who were from a residents parking zone or outside.

	Mail	Online	Total
RPZ	481	275	756
No RPZ	615	407	1022

In this section, the results for each question are broken down and displayed in tables and graphs.

### **Q1: Please tell us what you think about how well (or not) residents parking schemes work for:**

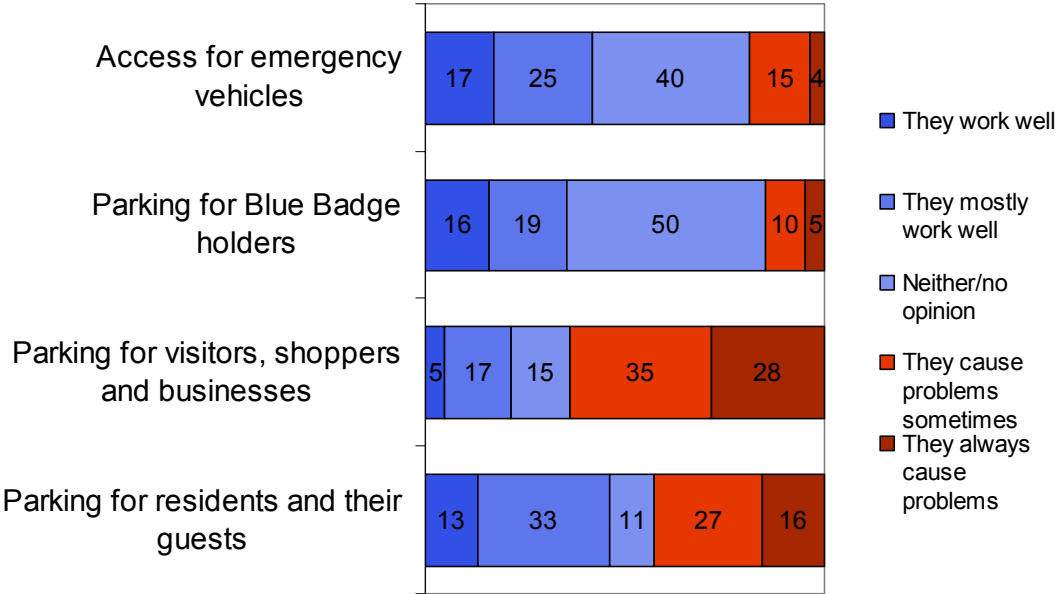
	Work Well <sup>1</sup>		Cause problems	
	Number	%	Number	%
Residents and their guests	829	46	765	43
Visitors, shoppers and businesses	379	22	1113	64
Blue Badge holders	617	35	259	15
Access for emergency vehicles	725	42	325	19

Most concern was for parking for visitors, shopper and business - 64% of people think that residents parking schemes cause problems for visitors, shopper and businesses. This is compared to 43% for residents and guests, 19% for access for emergency vehicles and 15% for blue badge holders.

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<sup>1</sup> The table shows all positive and negative responses combined (e.g. Work Well includes 'They work well' and 'They mostly work well')

The graph below shows attitudes for all respondents broken down, by percentage:

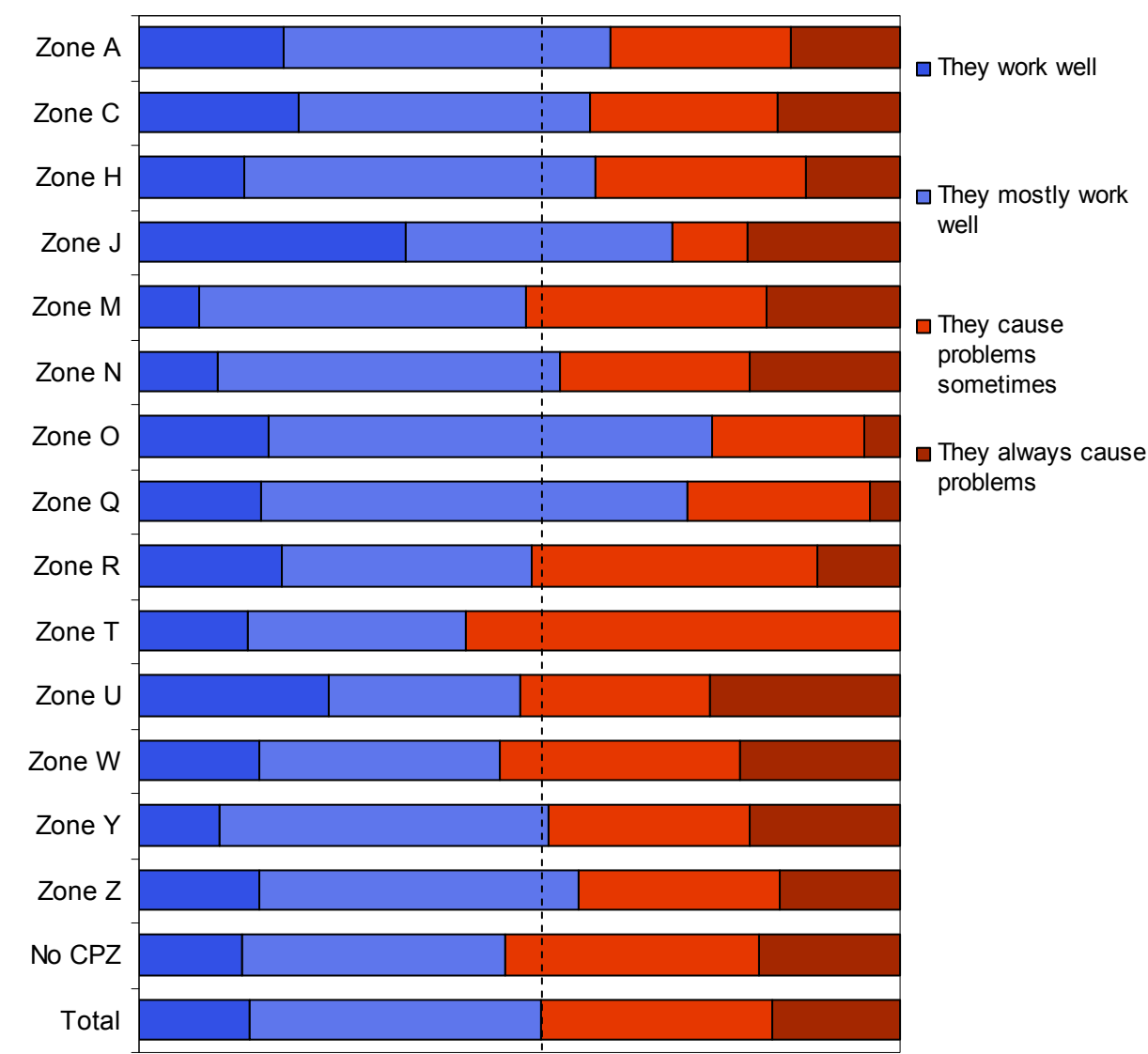




Below is a table showing positive and negative attitudes to residents parking by zone. Zones are highlighted where the residents thought parking zones caused problems more than the overall average. Of zones with more than 40 responses, Zone R was identified as showing most concern, with 48% of respondents reporting there were problems. This was followed by Zone M with 47% reporting problems. On the whole, more people were positive about parking schemes; there were no zones where more people thought they caused problems than worked well. Zone O (73%) and neighbouring Zone Q (67%) came out with most support. Outside of a controlled parking zone, 43% of respondents thought that parking for residents and guests cause problems.

Area	Zone	% Work Well	% Cause Problems	Number of Respondents
<i>Areas with greater than 40 responses</i>				
St James	Zone C	57	39	84
Kempton	Zone H	58	39	67
Brunswick	Zone M	49	47	53
Central Hove	Zone N	54	44	98
Goldsmid	Zone O	73	24	67
Westbourne	Zone R	51	48	65
Westbourne	Zone W	49	42	84
North Central	Zone Y	54	39	61
South Central	Zone Z	42	45	60
No RPZ		40	43	902
<i>Areas with less than 40 responses</i>				
Preston Park	Zone A	57	35	23
London Road	Zone J	64	27	22
Prestonville	Zone Q	67	26	27
Hove Park	Zone T	43	57	7
St Luke's	Zone U	40	40	5
<b>Grand Total</b>		<b>47</b>	<b>42</b>	<b>1645</b>

The graph below shows the overall attitudes by each zone. Negative attitudes are highlighted in red. The dotted line represents the overall proportion of respondents who believe parking for residents and their guests caused problems. For each zone, if the red bar is to the right of the line then respondents (in that zone) responded more positively about parking for residents and their guests. If the red bar crosses the line (to the left of the chart) then more respondents responded negatively.

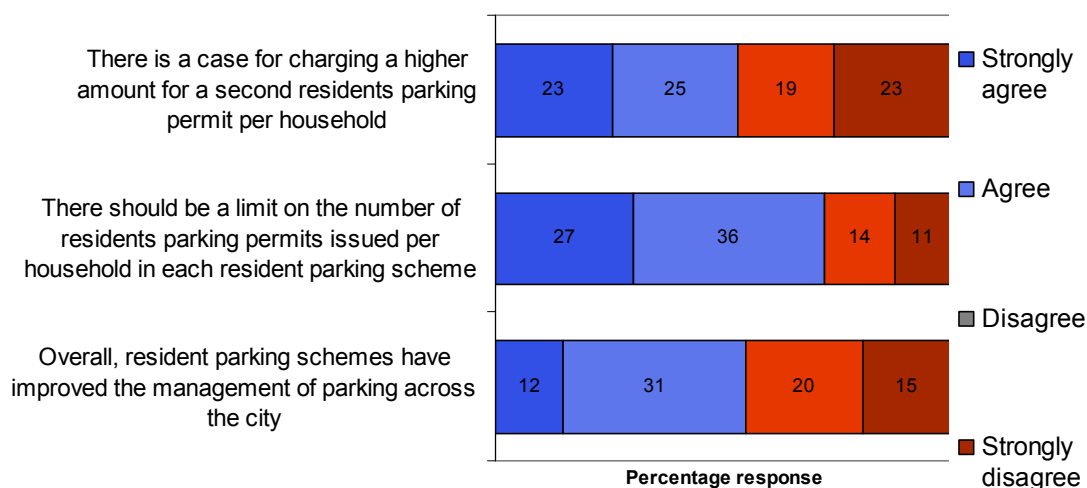


**Q2: Please say how much you agree or disagree with the following statements:**

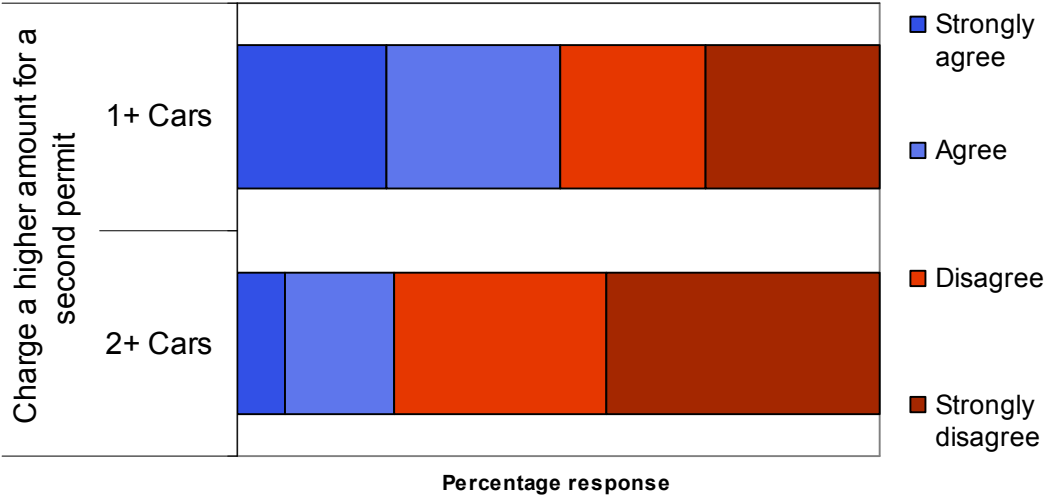
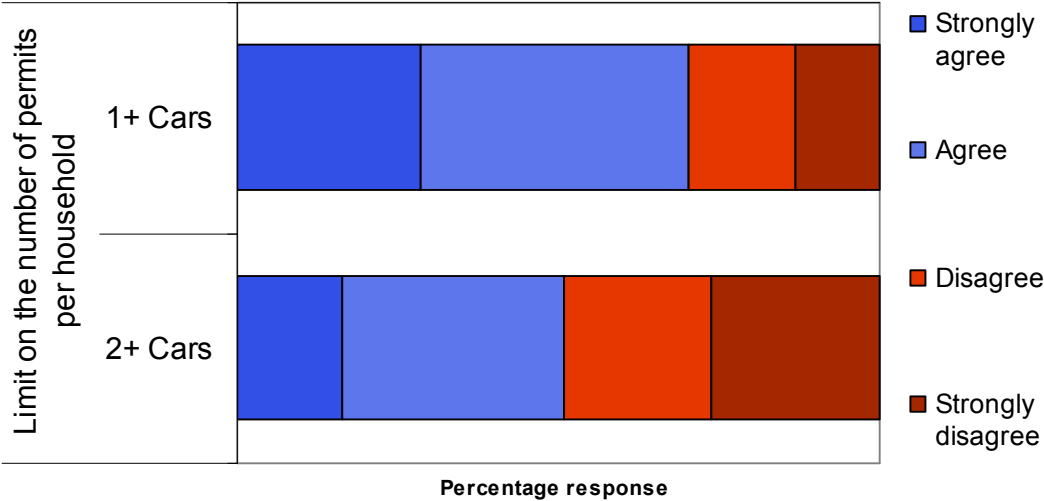
The number and percentage of agreement to statements is shown in the table below. The highest agreement was that 63% agreed that there should be a limit of the number of permits issued per household. The highest disagreement was 42% who disagreed that residents should be charged higher for additional permits.

	Agree		Disagree	
	Number	%	Number	%
Overall, resident parking schemes have improved the management of parking across the city	766	43	626	35
There should be a limit on the number of permits issued per household in each resident parking scheme	1137	63	442	25
There is a case for charging a higher amount for a second residents parking permit per household	867	48	764	42

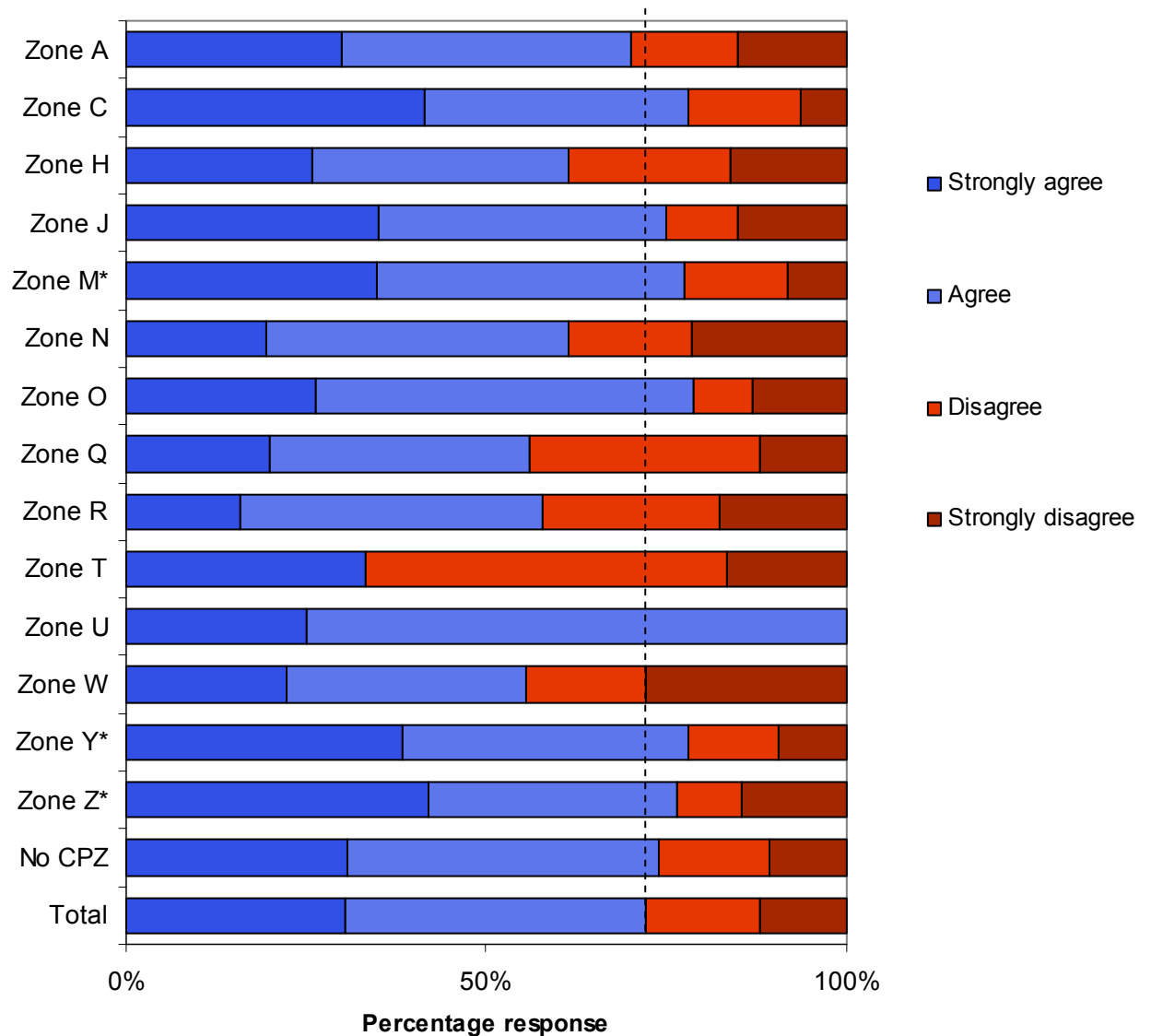
The graph below represents a break-down of the attitudes to each statement, with the shade of the graph representing the attitude:



The graph below represents the break down of attitudes to each statement, when considered by the number of households per car. Those with two or more cars were much more negative about charging a higher amount (69%) than just placing a limit on the number of permits (43%).



The graph below illustrates opinions on whether there should be a limit on the number of permits per household, in each zone. Those who disagree / strongly disagree are coloured in red. The overall level of agreement is marked with a dotted line. Red bars which lie to the right of the dotted line agree more with limiting the number of permits (Zones C, J, M, O, U, Y, Z) and bars which cross the line disagree with limiting permits (Zones A, H, N, Q, R, T, W). Zones M, Y and Z currently have waiting lists for residents' permits.



\* Zones that currently have waiting lists.

**Q3a: If your street is in a resident parking scheme do you think it should be removed from the resident parking scheme?**

The table below shows the amount of people who said yes or no to whether their zone should be removed from the resident parking scheme. The most common answer overall was 'No' with 84% of respondents answering this way. Of zones with more than 40 respondents, zones M,O,Y and Z felt even more positive about keeping the residents parking zone, with zones H,N, and R feeling less positive, but even zone R, the zone with lowest support had 75% of positive responses.

Area	Zone	Yes		No		Number of Respondents
		Number	%	Number	%	
Areas with greater than 40 respondents						
St James	Zone C	11	16	56	84	67
Kempton	Zone H	15	24	48	76	63
Brunswick	Zone M	5	10	46	90	51
Central Hove	Zone N	16	17	78	83	94
Goldsmid	Zone O	5	8	59	92	64
Westbourne	Zone R	16	25	48	75	64
North Central	Zone Y	8	10	69	90	77
South Central	Zone Z	6	13	41	87	47
Areas with less than 40 respondents						
Preston Park	Zone A	6	29	15	71	21
London Road	Zone J	4	18	18	82	22
Prestonville	Zone Q	3	12	22	88	25
Hove Park	Zone T	1	14	6	86	7
St Luke's	Zone U	0	0	5	100	5
Westbourne	Zone W	7	37	12	63	19
Grand Total		82	16	445	84	527

**Q3b: If your street is not in a resident parking scheme do you think it should be added to a resident parking scheme?**

Streets which had more than three positive responses to this question are listed below, alongside the number of respondents who replied by mail or online.

<b>Street name</b>	<b>Number of addresses in street</b>	<b>Total number of responses</b>	<b>Number in favour</b>
Ewart Street	108	13	12
Tivoli Crescent North	45	8	7
Bute Street	56	8	6
Havelock Road	241	8	6
Marine Avenue	58	6	6
Quebec Street	47	6	6
Bolsover Road	79	6	5
Glendor Road	29	5	5
Beaconsfield Villas	316	5	4
Preston Drove	227	5	4
Toronto Terrace	82	7	4
Waldegrave Road	179	7	4
Bute street	56	4	3
Cornwall Gardens	70	3	3
Cumberland Road	76	4	3
Finsbury Road	99	3	3
Grove Street	60	3	3
Hendon Street	63	5	3
Islingword Place	68	3	3
Islingword Road	221	5	3
Lincoln Street	89	5	3
Portland Avenue	60	3	3
Scotland Street	56	4	3

A boost to the answers to Q3b has been given by those actively seeking out the consultation via the council's Consultation Portal. The table below shows streets where there have been more than 5 requests via the consultation portal to be included in a residents parking zone (those who answered Yes to Q3b). The answers have been split into areas where we already know there are parking pressures eg areas currently under consultation and the Hanover area.

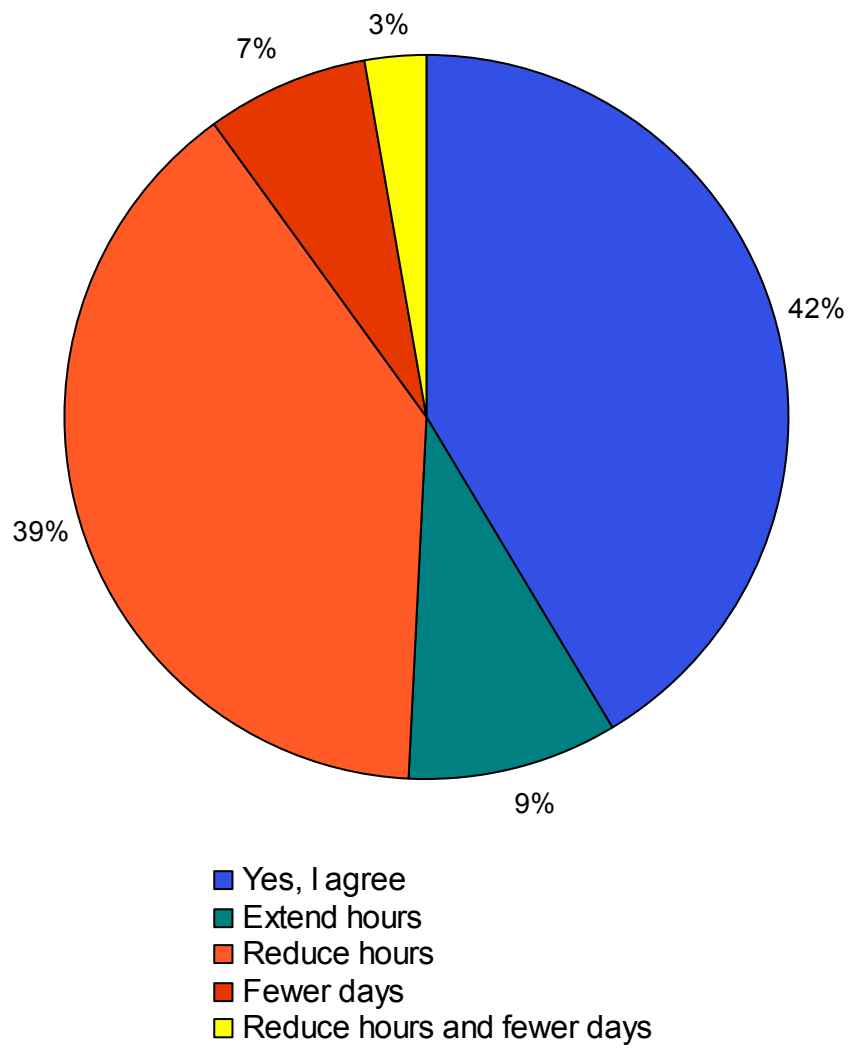
<b>Area</b>	<b>Street Names</b>	<b>Number of times "Yes" to Q3b</b>	<b>How did you hear about the consultation?</b>
Bakers Bottom	Bute Street	11	<ul style="list-style-type: none"> <li>• Community newsletter</li> <li>• Friends/ neighbours/ relatives</li> </ul>
	Hendon Street	5	<ul style="list-style-type: none"> <li>• Friends/neighbours relatives</li> </ul>
London Road Station North (consulted – awaiting decision)	Springfield Road	9	<ul style="list-style-type: none"> <li>• Community newsletter</li> </ul>
	Rugby Road	8	<ul style="list-style-type: none"> <li>• Community Newsletter</li> </ul>
Round Hill (consulted – awaiting decision)	Princes Road	5	<ul style="list-style-type: none"> <li>• Friends/neighbours relatives</li> </ul>
Hanover	Ewart Street	11	<ul style="list-style-type: none"> <li>• Friends/neighbours relatives</li> <li>• Poster in the Hanover area</li> </ul>
	Albion Hill	10	<ul style="list-style-type: none"> <li>• Posters in the area</li> </ul>
	Montreal Road	8	<ul style="list-style-type: none"> <li>• Poster in the area</li> <li>• Friends/ neighbours/ relatives</li> </ul>
	Quebec Street	7	<ul style="list-style-type: none"> <li>• Community newsletter</li> </ul>
	Scotland Street	5	<ul style="list-style-type: none"> <li>• Residents flyers</li> <li>• Community newsletter</li> </ul>
Wish Park	Marine Avenue	8	<ul style="list-style-type: none"> <li>• Community Facebook page</li> </ul>
	Glendor Road	5	<ul style="list-style-type: none"> <li>• Friends/neighbours relatives</li> </ul>
Preston Park Station	Tivoli Crescent North	7	<ul style="list-style-type: none"> <li>• Friends/ neighbours/ relatives</li> </ul>
Bolsover Road	Bolsover Road	7	<ul style="list-style-type: none"> <li>• Residents association</li> <li>• neighbours</li> </ul>
Not consulted	Havelock Road	5	<ul style="list-style-type: none"> <li>• Communications with council</li> </ul>
	Waldegrave Road	5	<ul style="list-style-type: none"> <li>• Friends/neighbours relatives</li> </ul>



**Q4: Most residents' schemes in the city operate 9am-8pm every day. Do you agree with these hours and days of operation?**

The table and graph below show the response for this question from people in residents parking zones. 42% agreed with the current hours and days of operation. In addition, 42% of people wanted to reduce the hours of operation (including 3% who wanted to reduce both hours and days).

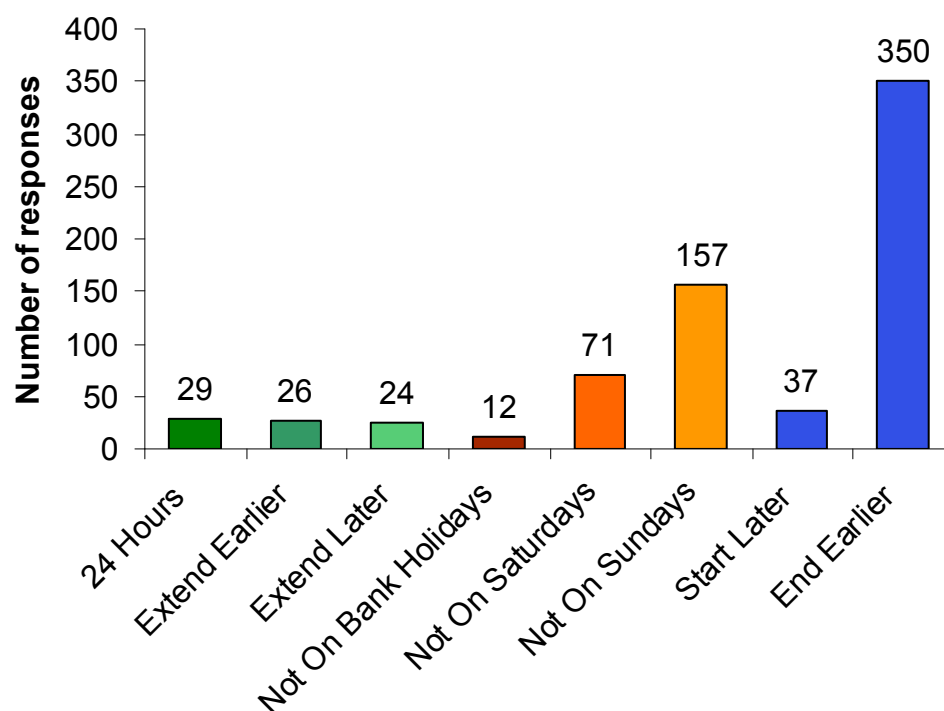
	Number	%
Yes, I agree	298	41
Extend hours as follows	67	9
Reduce hours as follows	283	39
Fewer days as follows	51	7
Reduce hours and fewer days	21	3



People were given space to give more detail about how they'd change their hours. Of those who wanted to change hours, the overall proportion of different responses is detailed below in the table. By far the most popular proposal was to reduce hours, with 83% of respondents putting in an earlier time for their ideal hours of operation to end<sup>2</sup>.

		Number	%
Extend Hours	24 Hours	29	7
	Extend Earlier	26	6
	Extend Later	24	6
Fewer Days	Not On Bank Holidays	12	3
	Not On Saturdays	71	17
	Not On Sundays	157	37
Reduce Hours	Start Later	37	9
	End Earlier	350	83

The graph below shows the number of responses of each type.



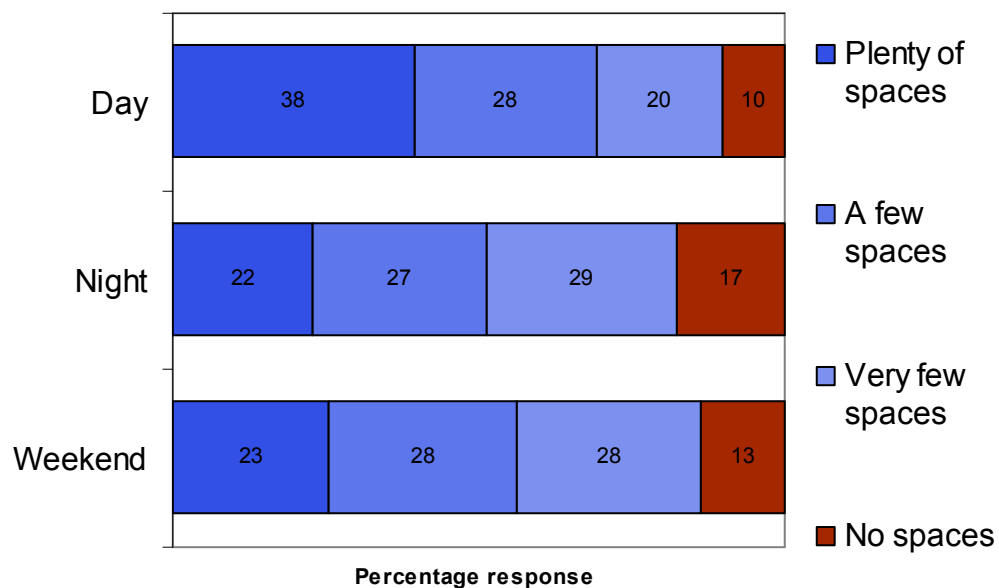
<sup>2</sup> This number includes those who voted to extend hours, but their end time was before 8pm (the current end time).

**Q5: In the streets around your home, what is the level of availability of parking space for residents/visitors?**

The table below details the responses to the above question. Day time parking with the least problematic with only 10% reporting they could not find any space. This was followed by weekend parking (13%) and night-time parking (17%). Night-time parking also had the smaller number of respondents who could find at least a few spaces (49%).

	Plenty of spaces		A few spaces		Very few spaces		No spaces		No opinion	
	Number	%	Number	%	Number	%	Number	%	Number	%
<b>Day</b>	685	38	509	28	358	20	174	10	42	2
<b>Night</b>	390	22	484	27	530	29	300	17	38	2
<b>Weekend</b>	423	23	505	28	501	28	226	13	43	2

The graph below gives a breakdown of the types of response for each time frame:



### Q6: Is parking enforced in the streets around your home?

Of people who were in a residents parking zone, 93% of people reported that parking was enforced. Per zone, numbers were low for answering 'no' to this question, but zone C had the highest number of 'no' responses (11), making up 13% of the total for that zone. This is detailed in the table below:

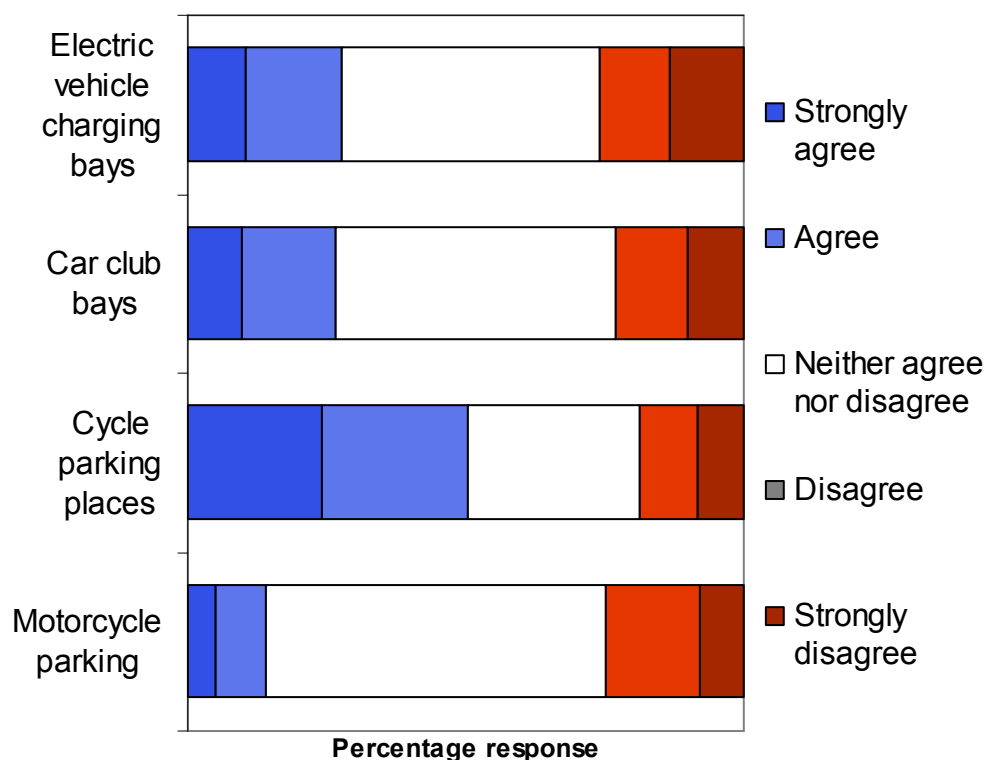
Area	Zone	Yes	No	% Yes
Preston Park	Zone A	22	0	100
St James	Zone C	72	11	87
Kempton	Zone H	62	4	94
London Road	Zone J	22	0	100
Brunswick	Zone M	49	2	96
Central Hove	Zone N	96	3	97
Goldsmid	Zone O	63	4	94
Prestonville	Zone Q	25	1	96
Westbourne	Zone R	65	1	98
Hove Park	Zone T	5	0	100
St Luke's	Zone U	5	0	100
Westbourne	Zone W	19	0	100
North Central	Zone Y	72	9	89
South Central	Zone Z	50	8	86
<b>All in RPZ</b>		<b>676</b>	<b>53</b>	<b>93</b>
<b>No RPZ</b>		<b>192</b>	<b>694</b>	<b>22</b>

### Q7, Q8, Q9, Q10: Need for more parking facilities:

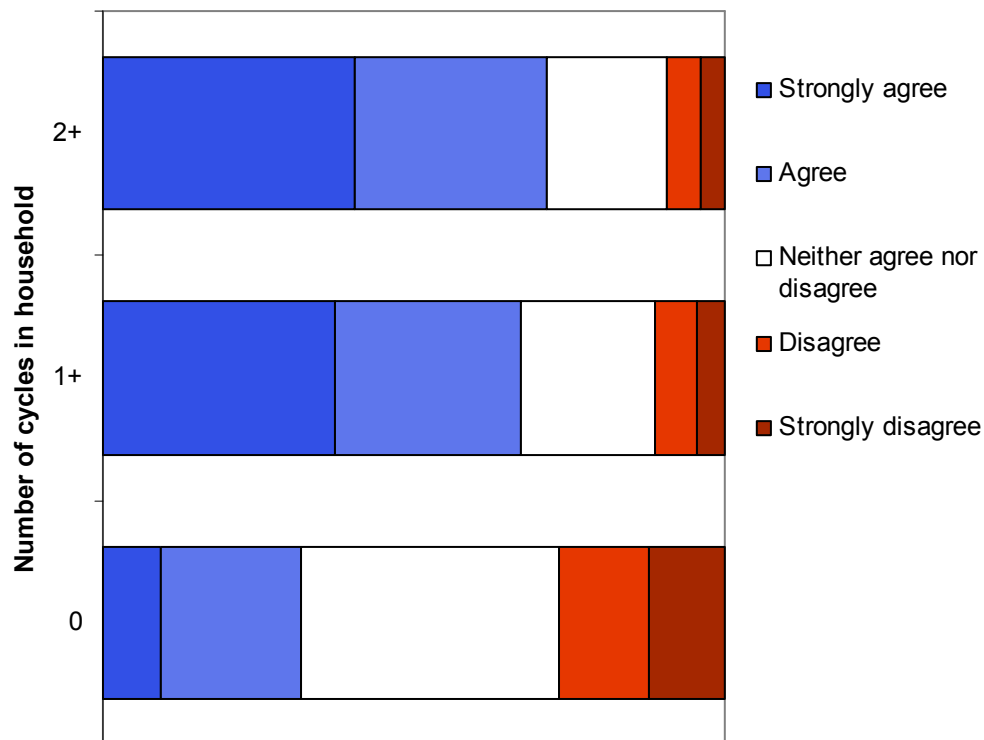
The table below details the number of participants who agree or disagree as to whether there is a need for more parking facilities of each type in Brighton. The responses for strongly agree and agree are combined as well as the responses for disagree and strongly disagree.

Type	Agree		Disagree	
	Number	%	Number	%
Electric vehicle charging bays	504	28	469	26
Car club bays	479	26	415	23
Cycle parking places	912	50	340	19
Motorcycle parking	255	14	445	25

The graph below gives a break down for the above question. 50% of respondents agree or strongly agree that more cycle parking is needed. Since a large proportion of people neither agreed nor disagreed with the need for these facilities, this proportion is represented in white.

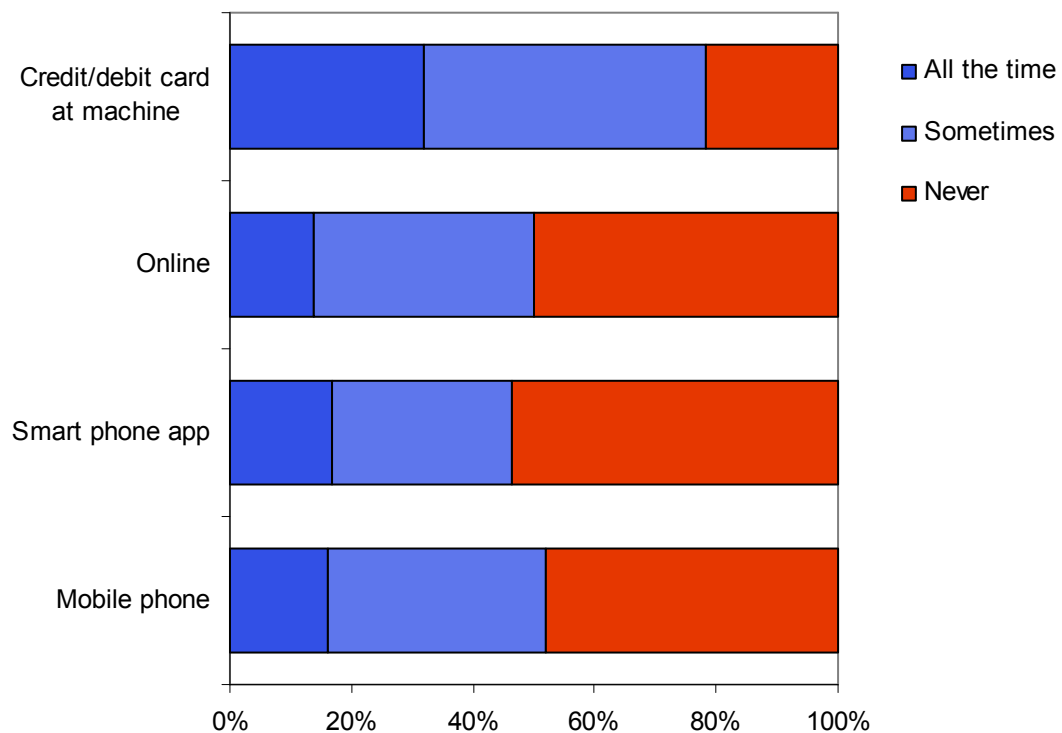


The graph below details the agreement for a need for more cycle parking split by the number of cycles owned per household. For households with one or more bicycles, 67% of respondents agreed or strongly agreed that more parking was needed. This figure increased to 71% for those with 2 or more bicycles. Even for non cyclists agreement for more cycle parking was higher (32%) than disagreement (27%)



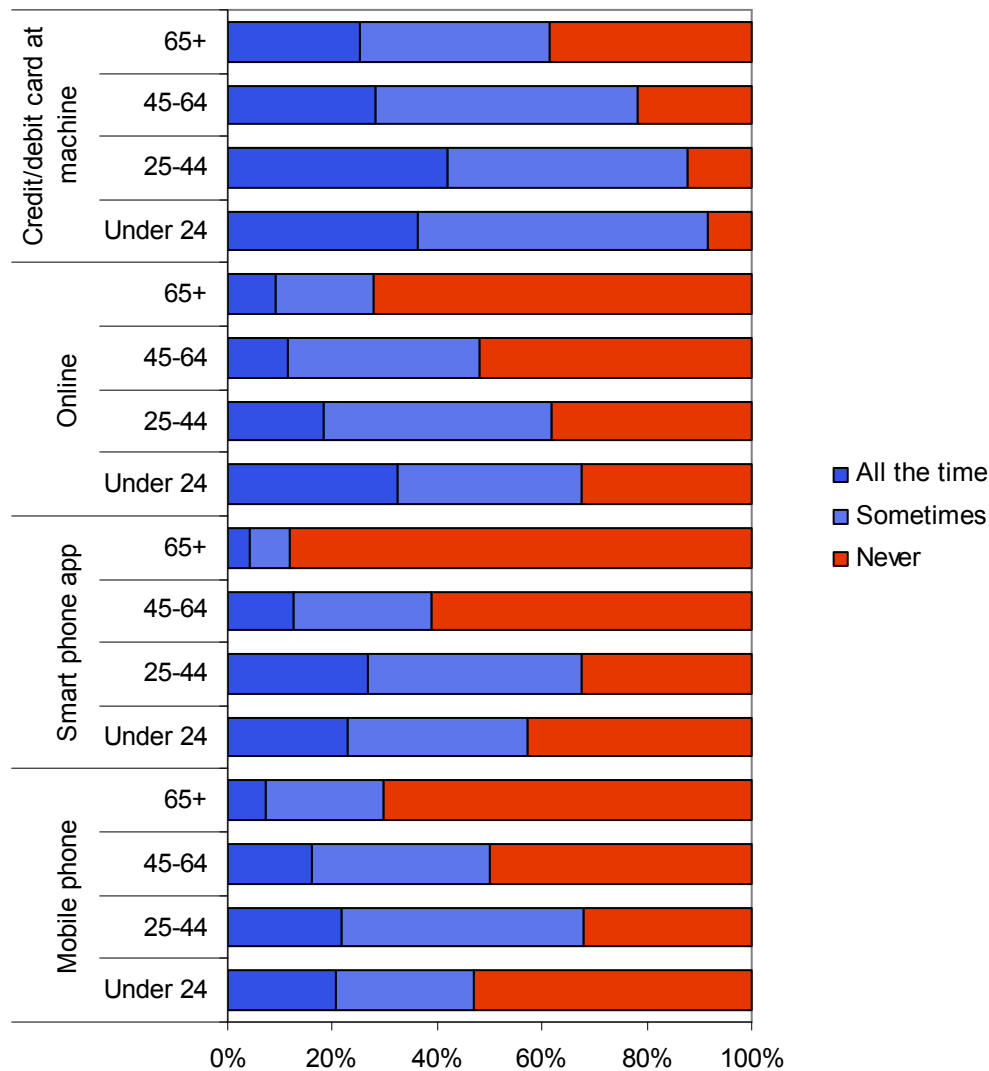
**Q11: The council is considering introducing additional payment options for parking e.g. pay by mobile phone, smart phone, online and credit card at the machine. Which of the following additional payment methods would you use?**

The most popular alternative payment method was credit/debit card with 78% saying they would use this at least sometimes. This was followed by mobile phone, which 45% of people said they would use at least sometimes.





The following graph offers a breakdown of the popularity for different payment types by broad age groups. Support for mobile and smart phone methods was high amongst younger age groups (Under 44), with 67% of people saying they would use such a method at least some of the time. Respondents above the age of 45 are less likely to make use of mobile or smart phone methods with only 40% of people saying they would use this method.



**Q13: How many cars/vans/motorcycles/electric cars/cycles in your household? (Please specify numbers of each)**

The table below shows a breakdown of the amount and percentage of households with various forms of transport (e.g. one or more cars, two or more cars, three or more cars). The average number of vehicles of each type per household is also displayed. 94% of households had at least one car, with 25% having two or more. 72% of households also had a bicycle with 48% having two or more.

*Residents with one or more of vehicle type:*

<b>1+</b>	<b>Number</b>	<b>%</b>
<b>Cars</b>	1577	94
<b>Vans</b>	111	14
<b>Motorcycles</b>	104	13
<b>Electric cars</b>	2	0
<b>Cycles</b>	832	72

*Residents with two or more of vehicle type:*

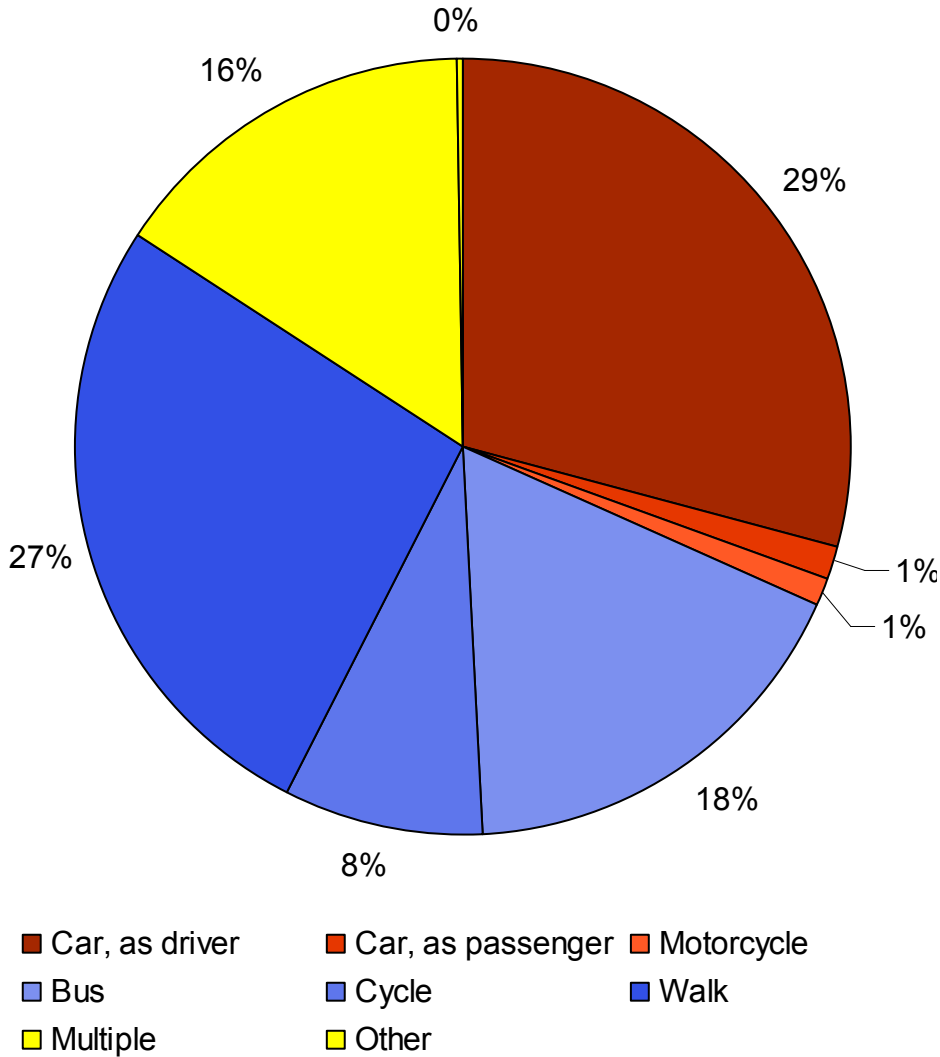
<b>2+</b>	<b>Number</b>	<b>%</b>
<b>Cars</b>	426	25
<b>Vans</b>	3	0
<b>Motorcycles</b>	13	2
<b>Electric cars</b>	1	0
<b>Cycles</b>	556	48

**Q14: What is your usual mode of travel around the city?  
(Please tick one)**

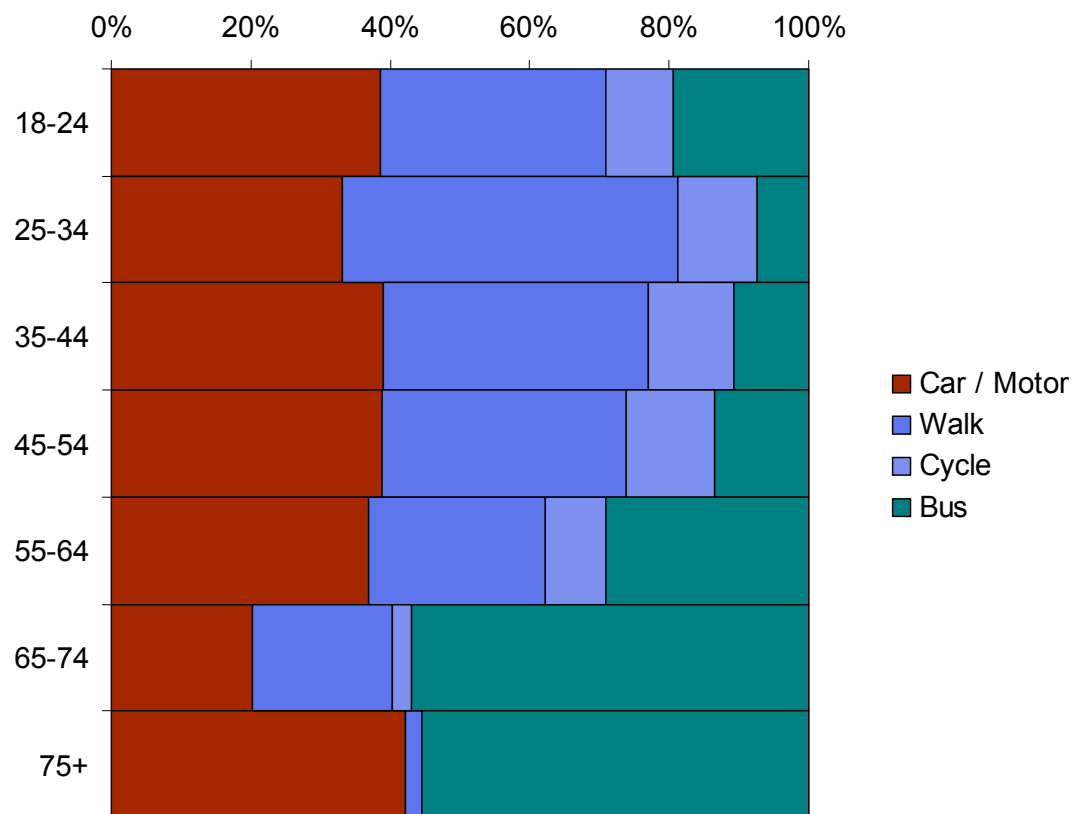
The table below gives the number and percentage for each mode of travel around the city. 52% of respondents usually use sustainable transport (bus / cycle / walk) 30% usually drive by car or motorcycle (as driver or passenger).

<b>Type</b>	<b>Number</b>	<b>%</b>
Car, as driver	532	28
Car, as passenger	25	1
Motorcycle	22	1
Bus	323	17
Cycle	149	8
Walk	490	26
Multiple	284	15
Other	5	0
No Reply	12	1

The graph below illustrates the breakdown of which transport types were preferred. More sustainable transport choices are in blue, car/motorcycles are in red/orange, and other/multiple in yellow.



Below is a chart detailing preferred transport type by age. The peak age range for cycling/walking is 25-34. More people in the 35-44 age range prefer to cycle or walk than 18-24 year olds.



### Q15: Does your property have off street parking?

A total of 35% of respondents had access to off street parking.

Q15	Number	%
Yes	647	35.1
No	1164	63.2
No reply	31	1.7

The table below shows the answer to this question split by those inside or outside of a controlled parking zone. Those outside of a controlled parking zone were much more likely to have off street parking (45%) than those inside (23%).

Q15	Number	%
RPZ	169	23
No RPZ	452	45

### Q16: Please tick if any of the following apply to you:

The table below details the number of respondents who own/manage or work at a business within or outside a resident parking scheme area.

Q16	Number	%
You own or manage a business in a resident parking scheme	140	8
You work within a resident parking scheme	384	21
You own or manage a business outside a resident parking scheme	102	6
You work outside a resident parking scheme	442	24

Inside RPZ		Outside RPZ	
Number	%	Number	%
478	26	523	28

## Q17: Comments

Respondents were invited to write comments about on-street parking in the city. A full list of these comments is given in Appendix A. The top ten comments made are shown in the table below. The table below gives the number of times each comment type was raised by each respondent (with a maximum of 1 time per respondent).

Comment	Count
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	385
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	231
Need to deal with displacement better/ displacement is causing problems for us	132
More enforcement is needed	128
Bus fares are too expensive/ improve the alternatives to driving	102
There are not enough parking spaces	79
Parking in Brighton is a cash cow	67
Should be more short term or free parking for picking up goods/ prescriptions etc	65
Need a Park & Ride	56
Resident's permits are expensive	28

231 respondents commented on how the parking charges discourages visitors, is bad for local economy and encourages shopping elsewhere. A selection of these sorts of comments are listed below:

- “Parking schemes do not improve traffic or decrease car use unless of course you keep raising the charges and it will increase as everyone pops off to Eastbourne, Worthing and Crawley. “
- “This is not good for business or for local residents, who like to 'buy locally' as the council scheme tells them to do.”
- “Where I once would have used the local independents and pulled up outside for ten minutes, that is no longer an option.”
- “Too expensive!! Traders are suffering as people can go Worthing or Crawley where parking is much cheaper.”
- “Many, many visitors have this year said they will not return to Brighton in future because of the charges. Eastbourne and Worthing offer free or very cheap seafront parking.”

Below are tables of the top 5 listed by each type of preferred transport (Q13).

#### Car

<b>Comment</b>	<b>Car</b>
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	154
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	88
Need to deal with displacement better/ displacement is causing problems for us	41
Should be more short term or free parking for picking up goods/ prescriptions etc	33
More enforcement is needed	32

#### Walk

<b>Comment</b>	<b>Walk</b>
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	77
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	52
Need to deal with displacement better/ displacement is causing problems for us	50
More enforcement is needed	33
Bus fares are too expensive/ improve the alternatives to driving	23

#### Cycle

<b>Comment</b>	<b>Cycle</b>
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	22
Bus fares are too expensive/ improve the alternatives to driving	19
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	16
Need to deal with displacement better/ displacement is causing problems for us	13
More enforcement is needed	11

#### Bus

<b>Comment</b>	<b>Bus</b>
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	50
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	34
More enforcement is needed	19
Bus fares are too expensive/ improve the alternatives to driving	17
There are not enough parking spaces	15

## Demographics

<b>Gender</b>	<b>Number</b>	<b>%</b>
Male	799	43.4
Female	749	40.7
No Reply	294	15.9
Total	1842	100

<b>Gender ID Same as birth</b>	<b>Number</b>	<b>%</b>
Yes	1125	61.1
No	5	0.3
No Reply	712	38.6
Total	1842	100

<b>Disability</b>	<b>Number</b>	<b>%</b>
Yes	168	9
No	1306	71
No Reply	368	20
Total	1842	100

<b>Disability Type</b>	<b>Number</b>	<b>%</b>
Physical impairment	94	5
Long-standing illness	73	4
Sensory impairment	11	1
Mental health condition	14	1
Learning disability	2	0



<b>Ethnicity</b>	<b>Number</b>	<b>%</b>
White English/ Welsh/ Scottish/ Northern Irish/ British	1367	74.2
White Irish	20	1.1
White Gypsy	1	0.1
White Traveller	2	0.1
White Polish	3	0.2
White Portuguese	1	0.1
Any other white background	83	4.5
Asian or Asian British: Indian	5	0.3
Asian or Asian British: Chinese	2	0.1
Asian or Asian British: other Asian background	6	0.3
Black or Black British: African	2	0.1
Black or Black British: Caribbean	1	0.1
Mixed: Asian & White	8	0.4
Mixed: Asian & Black Caribbean	2	0.1
Mixed: White & Black African	1	0.1
Mixed: White & Black Caribbean	4	0.2
Mixed: Any other mixed background	7	0.4
Other ethnic group: Arab	1	0.1
Other Ethnic group	4	0.2
No Reply / Prefer not to say	322	17.5
Total	1842	100

<b>Age</b>	<b>Number</b>	<b>%</b>
Under 18	1	0.1
18-24	35	1.9
25-34	214	11.6
35-44	373	20.2
45-54	363	19.7
55-64	260	14.1
65-74	134	7.3
75+	55	3
No Reply / Prefer not to say	407	22.1
Total	1842	100

## Appendix A

Comment	Count
Parking is expensive in the city/ in certain places/ around stations/ seafront/ town centres	385
Parking in Brighton & Hove discourages visitors/ bad for local economy/ we shop elsewhere	231
Need to deal with displacement better/ displacement is causing problems for us	132
More enforcement is needed	128
Bus fares are too expensive/ improve the alternatives to driving	102
There are not enough parking spaces	79
Parking in Brighton is a cash cow	67
Should be more short term or free parking for picking up goods/ prescriptions etc	65
Need a Park & Ride	56
Resident's permits are expensive	28
Over-zealous enforcement/ traffic wardens are on commission	26
I want some free visitor permits/ visitor permits are too expensive.	24
Large businesses should provide parking or pay for transport for workers	24
I don't have enough visitor permits/ am waiting for a permit/ have to park miles away/ you should be a temporary pass whilst waiting for a permit	23
There is too much blue badge abuse	21
large vehicles, business vehicles etc should not park in residential areas/ RPZs	20
Don't want residents parking/ don't want to pay to park outside my house	19
Car owners with multiple vehicles cause problems/ should be charged more	18
Want a light touch scheme	17
Too much concentration on cycle facilities/ cycle parking	16
Resident permit holders should get discounted parking elsewhere in the city	12
Restrictions notices are ambiguous	11
I want parking spaces to be individually marked out	10
New buildings should provide off-street parking	9
Parking in Preston Park is causing displacement	9
Only need RPZs in the city centre	9
I object to parking around the city's parks	8
Residents should be allowed to park in any zone	7
Not enough parking around the hospital/ use the Marina Car Park for hospital workers	6
I want the P&D machines to give change	5
Visitor's permits should be easier to obtain	5
B&H should allow more chevron parking	4
Residents need to be able to use the seafront parking as not enough local	4

parking at night	
There are too many unnecessary double yellow lines	4
I am a blue badge holder but can't park near my house	3
Carer parking gives an inadequate amount of time	3
If car parks were cheaper then the streets would be clearer for residents	3
Blue badge holders should not have a residents permit too	2
Some RPZ areas are high crime areas, we won't park there and so the rest of the scheme area gets congested	2
A23 roundabout on way out of town is unofficial park & ride	1





## Local Highway Authority: Parking Best Practice Research

### Citywide Parking Review

October 2012

Brighton & Hove City Council



## Issue and revision record

Revision	Date	Originator	Checker	Approver	Description
A	01/10/12	M Ring	R Hearle		1 <sup>st</sup> Draft Issue

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# 1. Introduction

## 1.1 Background

Mott MacDonald has been requested to assist Brighton & Hove City Council (BHCC) with progressing the Citywide Parking Review (CPR).

The CPR is a thorough and detailed review of the City's current parking management policies and will be informed by consultation with residents, businesses and other stakeholders.

The end product of the CPR will be a suite of policy recommendations together with a proposed timetable for ongoing parking reviews.

One aspect of the CPR is a process of developing an understanding of best practice through an online survey sent to a number of UK based Local Highway Authorities asking what parking management operations they use, problems they or their residents/business owners encounter and what practices/policies they have adopted to mitigate these problems.

They were also asked to leave contact details should they be willing to accept follow-up telephone calls from Mott MacDonald to further discuss the answers given, should they be pertinent to the CPR, for the possible development of best practice examples that might be considered for adoption in Brighton and Hove.

The questions asked in the survey and the answer options were as follows:

1. Please confirm the name of your Local Authority.
2. Does your council operate any of the following?
  - a. Controlled Parking Zones (CPZ)
  - b. Residents' Parking Zones (RPS)
  - c. On-Street pay and display
  - d. Permit only schemes (resident, business etc)
  - e. Park and Ride
  - f. Sustainable on-street parking provision
  - g. Use of innovative parking management technology
  - h. 'Smart' parking enforcement
  - i. Other (to be specified)
3. Does your council experience problems associated with the following issues?
  - a. On-street parking controls
  - b. Parking controls in urban areas
  - c. On-street parking charges
  - d. Footway or verge parking
  - e. Commuter or long term visitor parking



- f. Displaced parking demand
  - g. Van and/or HGV parking
  - h. None
  - i. Other (to be specified)
- 4. Does the council have a strategy in place to mitigate the problems experienced in question 3?
- 5. Which, if any, of the following groups experience parking demand issues which they regularly report to the council?
  - a. Residents
  - b. Businesses
  - c. Retail/trade outlets
  - d. Visitors
  - e. Not applicable
- 6. Does the council have adopted parking principles/policy, perhaps as part of a parking strategy (not parking standards as part of the LDF/LP)?
- 7. Does your council periodically review this document?
  - a. If yes please specify
- 8. If you wish to make any additional comments, please leave them here.
- 9. Would your council be willing to take part in a short telephone discussion about specific parking issues?
- 10. Please enter your contact details
  - a. Name
  - b. Role
  - c. Telephone
  - d. Email address

What follows in Section Two of this report is a summary of the survey results and any further discussions held with local authorities.

## 2. Online Survey Results and Discussion

The following section provides a summary of the results of the online parking survey and provides a summary of discussions held with authorities who provided further contact details.

### 2.1 Online Survey Results

Please see Table 2.1 for a summary of the results from each LHA who responded to the online parking survey questionnaire.

A total of 143 LHA were contacted with 35 taking the time to respond, which a total of 18 agreeing to be contacted to discuss their answers further.

As the purpose of this exercise was to gather best practice advice from local authorities across England this report only considers the responses from authorities who were willing to be contacted to discuss their response to the survey in further detail.

The majority of LHA stated in Q2 that they operate either a CPZ or RPS and on-street pay and display. Not many stated that they operate 'smart' enforcement or sustainable on-street parking provision.

Many LHA reported that footway or verge parking, commuter or visitor parking and displaced parking demand cause issues in their area. Few authorities stated that on-street parking charges and parking controls in outer urban areas were causing issues in their area. Residents, businesses and retail outlets were the groups the council suggest experience parking demand issues and regularly report them to the council.

Eight of the 18 authorities stated they have a strategy in place to mitigate any parking issues experienced. 15 authorities stated they have a parking strategy in place, of which 14 periodically review. A number of the responses stated that the parking strategy is reviewed annually.

Analysis of these responses suggested there could be a benefit to contacting a number of these authorities further as the operations, problems and groups experiencing these problems are similar to those experienced by residents and businesses of Brighton & Hove.

Section 2.2 of this report summarises the outcome of the discussions between Mott MacDonald and a number of authorities identified for additional more detailed discussions following completion of the online survey.

Table 2.1: Results of online parking survey questionnaire

Q1. Please confirm the name of your Local Authority:	Q2. Does your council operate any of the following? Please tick all that apply										Q3. Does your council experience problems associated with the following issues? Please tick all that apply										Q5. Which, if any, of the following groups experience parking demand issues which they regularly report to the council? Please tick all that apply					Q6. Does the council have adopted parking principles/policy, perhaps as part of a parking strategy (not parking standards as part of the LDF/LP)?	Q7. Does your council periodically review this document?	If 'yes' please specify	Q8. If you wish to make any additional comments, please leave them here:	Q9. Would your council be willing to take part in a short telephone discussion about specific parking issues?	Q10. Please enter your contact details:						
	Controlled Parking Zones	Residents' Parking Schemes	On-Street Pay & Display	Permit Only Schemes (resident, business etc)	Park and Ride	Sustainable on-street parking provision	Use of innovative parking management technology	'Smart' parking enforcement	None	Other	If 'other' please specify	On-street parking controls	Parking controls in outer urban areas	On-street parking charges	Footway or verge parking	Commuter or long term visitor parking	Displaced parking demand	Van and/or HGV parking	None	Other	If 'other' please specify	Q4. Does the council have a Strategy in place to mitigate the problems experienced in Question 3?	Residents	Businesses	Retail/trade outlets						Visitors	Not applicable	Name	Role	Telephone	Email	
CONTACTABLE																																					
Blackburn with Darwen Borough Council	Y	Y	Y	Y	Y							Y	Y	Y	Y	Y	Y	Y				Yes	Y	Y	Y	Y		Yes	Yes	No answer	No answer	Yes	Lisa-marie Hunt	Deputy Parking Services Manager	01254 273495	lisa-marie.hunt@capita.co.uk	
Wandsworth Council	Y	Y	Y	Y		Y	Y					Y		Y	Y	Y	Y	Y				No	Y	Y	Y	Y		Yes	Yes	Our parking enforcement protocol is reviewed when changes occur.	No answer	Yes	Tim Shishodia	Parking policy officer	020 8871 8050	parking@wandsworth.gov.uk	
Blackpool Council	Y	Y	Y	Y			Y	Y	Y			Y		Y	Y		Y					No	Y	Y	Y	Y		No	N/A	N/A	No answer	Yes	Pam Goodwin	Parking Office Manager	01253 476427	pam.goodwin@blackpool.gov.uk	
Islington Council	Y	Y	Y	Y		Y	Y					Y		Y	Y	Y	Y	Y				Yes	Y	Y	Y	Y		Yes	Yes	Every four years	No answer	Yes	Joe Turner	Principal Technical Officer	07584 370 705	joe.turner@islington.gov.uk	
Cambridgeshire	Y	Y	Y	Y	Y	Y						Y	Y	Y	Y	Y	Y	Y				Yes	Y		Y		Yes	Yes	No answer	No answer	Yes	Graham Lowe	Parking Services Manager	01223728548	graham.lowe@cambridgeshire.gov.uk		
Walsall MBC	Y	Y	Y	Y		Y						Y	Y	Y	Y	Y	Y					No answer	Y	Y			Yes	No	N/A	No answer	Yes	Glynis Jevons	Parking Services Manager	01922 652493	jevonsg@walsall.gov.uk		
Rugby Borough Council	Y	Y	Y	Y								Y						Y				No	Y		Y		No	N/A	N/A	Rugby Borough Council carry out CPE in Rugby as well as in the neighbouring towns of Nuneaton and Bedworth (Nuneaton and Bedworth Borough council) on behalf of Warwickshire County Council	Yes	Jim Owen	Parking Services Manager	01788 533652	jim.owen@rugby.gov.uk		
Swindon Borough Council	Y	Y	Y	Y	Y		Y					Y		Y			Y					Yes	Y		Y		No	N/A	N/A	No answer	Yes	Jonathan Brown	Parking Representations Officer	01793 463767	jbrown@swindon.gov.uk		
Havant Borough Council and East Hants District Council Shared Service	Y	Y		Y			Y	Y						Y	Y	Y	Y	Y				No	Y	Y			Yes	Yes	No answer	No answer	Yes	Michelle Green	Parking and Traffic Management Team Leader	023 92 446437	michelle.green@havant.gov.uk		
Middlesbrough Council	Y	Y	Y	Y		Y						Y	Y		Y	Y						Yes	Y				Yes	Yes	The Middlesbrough Parking Strategy is reviewed annually.	In Middlesbrough our priority is the regeneration of the town centre and hence parking policies that support regeneration currently take precedence over demand	Yes	Steve Webster	Parking & Traffic Engineering Manager	01642 728134	steve_webster@middlesbrough.gov.uk		
Norwich city council	Y		Y	Y	Y	Y								Y		Y						No	Y				Yes	Yes	No answer	No answer	Yes	Kieran Yates	Transport Planner	01603 212471	kieran.yates@hotmail.com		
COVENTRY CITY COUNCIL	Y			Y								Y	Y		Y		Y	Y				No	Y	Y	Y	Y	Yes	Yes	No answer	No answer	Yes	PAUL BOWMAN	PARKING SERVICES MANAGER	024 76834243	paul.bowman@coventry.gov.uk		
London Borough of Merton	Y		Y			Y								Y	Y		Y	Y				Yes				Not applicable	Yes	Yes	No answer	No answer	Yes	Jim Rogers	Business and Customer Services Manager	02085453904	jim.rogers@merton.gov.uk		
East Hertfordshire District Council	Y	Y				Y						Y			Y							Yes	Y	Y	Y		Yes	Yes	No answer	No answer	Yes	Andrew Pulham	Parking Manager	01279 502030	andrew.pulham@eastherts.gov.uk		
Oxfordshire County Council	Y	Y	Y	Y	Y	Y		Y							Y	Y	Y	Y				No	Y				Yes	Yes	No answer	No answer	Yes	Helen Crozier	Civil Enforcement Manager	01865 815649	parking@oxfordshire.gov.uk		
Leeds City Council	Y	Y	Y	Y	Y	Y	Y	Y							Y	Y	Y					Yes			Y		Yes	Yes	Transport section undertake parking reviews	No answer	Yes	Mark Jefford	Parking Services Manager	0113-3952200	mark.jefford@leeds.gov.uk		
Sheffield City Council	Y	Y	Y	Y		Y								Y								No	Y			Y	Yes	Yes	No answer	No answer	Yes	Kevan Butt	Parking Services Manager	0114 273 5886	kevan.butt@sheffield.gov.uk		
Derby City Council	Y	Y	Y	Y	Y		Y					Y	Y	Y	Y	Y	Y					No answer	Y	Y	Y		Yes	Yes	Annually	I would be interested to learn the results of this survey if possible.	Yes	Mikk Campbell	Parking Services Manager	01332 64 1812	mikk.campbell@derby.gov.uk		
NON-CONTACTABLE																																					
Lichfield District Council						Y								Y	Y							Yes	Y	Y	Y		No	N/A	N/A	No answer	No	N/A	N/A	N/A	N/A		
Tonbridge and Malling		Y	Y			Y								Y			Y					Yes	Y				Yes	Yes	No answer	No answer	No	N/A	N/A	N/A	N/A		
Rotherham MBC	Y	Y	Y	Y		Y	Y					Y	Y	Y	Y	Y	Y					Yes				Not applicable	Yes	Yes	Ongoing process	No answer	No	N/A	N/A	N/A	N/A		
Basingstoke and Deane Borough Council	Y	Y		Y	Y	Y						No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	Y	No	N/A	No answer	No	N/A	N/A	N/A	N/A		
No answer	Y	Y	Y	Y								No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer	No answer		
No answer	Y	Y	Y		Y							Y		Y	Y	Y						Yes	Y				Yes	Yes	No answer	No answer	No	N/A	N/A	N/A	N/A		
London Borough of Tower Hamlets	Y	Y	Y	Y		Y	Y	Y				Y	Y									Yes	Y	Y	Y		Yes	Yes	5 yearly	No answer	No	N/A	N/A	N/A	N/A		
Horsham District Council	Y	Y	Y	Y		Y						Y		Y	Y	Y	Y					Yes	Y	Y	Y		No	N/A	N/A	No answer	No	N/A	N/A	N/A	N/A		
Plymouth City Council	Y	Y	Y	Y	Y		Y	Y				Y	Y	Y	Y	Y		Y				Yes	Y	Y			Yes	Yes	Annually	No answer	No	N/A	N/A	N/A	N/A		
London Borough Of Barnet	Y	Y	Y	Y		Y						Y	Y	Y	Y	Y	Y	Y				Yes	Y	Y	Y	Y	Yes	No	N/A	No answer	No	N/A	N/A	N/A	N/A		
London Borough of Hackney	Y	Y			Y	Y												Y				Yes	Y				Yes	Yes	No answer	No answer	No	N/A	N/A	N/A	N/A		
Stockport Council	Y	Y	Y	Y								Y	Y	Y	Y	Y	Y	Y				Yes	Y	Y	Y	Y	Yes	No	N/A	No answer	No	N/A	N/A	N/A	N/A		
Royal Greenwich	Y	Y	Y		Y							Y		Y	Y	Y						No	Y	Y	Y	Y	No	N/A	N/A	No answer	No	N/A	N/A	N/A	N/A		
Lewisham	Y		Y			Y	Y					Y		Y	Y	Y		Y				Yes	Y	Y			Yes	Yes	No answer	No answer	No	N/A	N/A	N/A	N/A		
Epsom & Ewell Borough Council		Y													Y	Y						Yes	Y	Y			Yes	Yes	No answer	No answer	No	N/A	N/A	N/A	N/A		
St Helens Council		Y	Y	Y															None			N/A				Not applicable	Yes	Yes	No answer	No answer	No	N/A	N/A	N/A	N/A		
Bournemouth	Y	Y	Y	Y		Y						Y			Y	Y						No	Y	Y		Y	No	N/A	N/A	Bournemouth are in the process of a Transformation Review and as part of this review Parking Strategies and smarter enforcement are being considered	No	N/A	N/A	N/A	N/A		

## 2.2 Best Practice Discussions

LHA were chosen for further discussion based on a number of issues including the answers given to certain questions that were considered pertinent to Brighton and Hove, along with the type and location of the LHA.

What follows below is a summary of the telephone discussions held with the short-listed LHA that (a) agreed to further discussions, and (b) were available to discuss their answers in more detail.

### 2.2.1 Middlesbrough Council

Footway and verge parking is a problem for Middlesbrough Council, which is mainly experienced in residential areas due to oversubscription. The issue is monitored by highway maintenance and where appropriate, this is supported by grass-crete or stopped by using physical measures.

They are currently drafting a report for Members on options for addressing this issue of pavement parking and preparing a draft policy for the council to adopt.

### 2.2.2 Blackpool Council

Again, the main issue for Blackpool of interest to the CPR was footway/verge parking. Any parking undertaking of the highway and adjacent to yellow line restrictions are enforced for highway safety reasons and for *sending out the correct message*. Where yellow lines are not present, liaison with the police are undertaken to consider whether obstruction is relevant on an individual case basis.

The use of Permit Parking Only Beyond This Point (TSRGD Diag. No. 663.3) signs have been used in a number of areas. Problems have been experienced at the Traffic Penalty Tribunal (TPT) with the effectiveness of these signs for larger areas and therefore, the use of non-prescribed road markings have been used to reinforce the zone entry signs. These have been commented on favourably by the TPT (refer to figure 2.2).

They are currently exploring powers to be granted through an accreditation scheme for CEOs to enforce footway parking away from yellow lines as a community friendly approach to parking enforcement. This is seen as a way forward to reduce costs currently incurred by

subsidising the PCSOs in Blackpool that undertake some parking enforcement duties.

Credit card payment is accepted for all on and off-street parking that is considered to be a valuable service to visitors to simplify the payment for parking process and is considered convenient. It is acknowledged that there is a cost to upgrade the P&D system to accept these payment types.

Table 2.2: Reinforcing the use of Permit Parking Only Beyond This Point (TSRGD Diag. No. 663.3) signs in Blackpool, with road markings across the zone entrance boundary. This is a non-prescribed road marking and currently requires DfT approval.



Source: Mott MacDonald

### 2.2.3 London Borough of Islington

The LBI use GPRS to monitor CEO movements (70 on street at any time) for the enforcement of 1,400 streets (divided into areas and beats) and this data is cross referenced with PCN outputs. There is an expectation of what a beat should yield with regard to PCNs and if the level drops then better performing CEOs are moved in to the area to test the area. Continual monitoring ensures enforcement is effective and efficient.



They also use LogiXML dashboard reporting to interrogate datasets and explore all data available from beats, CEOs and PCNs etc. It was stated that the borough would be happy to discuss these features in more detail and provide a demonstration should BHCC think this is worthwhile.

The borough currently has over 1,000 P&D machines in operation mostly for short stay (less than 4 hours). So far 140 have been removed and replaced by pay by phone technology; the sites are chosen for removal by identifying the P&D machines that yield the least return. Those machines removed are stored and used for spare parts. The system is proving successful and brings longer term financial benefits.

The pay by phone system is also used for residents' e-permits removing the need to display permits in the vehicle reducing administration costs significantly. Enforcement is effective through the use of ANPR systems in the hand held computers and using mobile CCTV.

The e-permit system is being rolled out to include visitors' permits by the end of 2012 to further reduce on going costs.

Further opportunities are being considered to the way parking services are provided and managed as the business model moves away from a high dependency on PCN issue rates. Options include unused visitors permits being available to other users.

#### **2.2.4 Swindon Borough Council**

Although enforcement of parking on the footway/verge is undertaken where yellow lines are present, away from yellow lines Members are reluctant to enforce this type of parking due to the issues that are likely to result from this as it is often in residential areas.

In areas of persistent parking on footways and verges amendments to parking controls are explored and often result in consultation exercises and if appropriate, remedial measures are introduced to either protect the footway areas or hard surfaces introduced to support formalisation of the parking.

They have also introduced pay by phone technology for the majority of the off-street car parks where cash only P&D machines were available. This has been very popular with visitors and the local public alike.

### **2.2.5 Norwich City Council**

Footway and verge is a problem for the city council outside permit zones. This problem is addressed for safety reasons but difficulties arise when attempts are made to address in some areas. Enforcement is undertaken against drop kerbs and adjacent to yellow lines.

Car clubs are being promoted to reduce demand and also exploring community lead 'place streets' initiative. They are also consider and are promoting the concept of being within a CPZ/RPS as a club and with that comes other benefits such as subsidies for sustainable travel options in the city.

Permits for larger vehicles are charged at a premium rate in controlled parking areas and there is a cap on the number of permits a registered address can obtain.

### **2.2.6 Derby City Council**

The issue of footway parking has been addressed in certain locations by formalising with 'grasscrete' and/or managing using mini posts to eliminate off-carriageway parking. However, in more sensitive locations softer measures are applied in an attempt to discourage footway and verge parking where it is considered inappropriate.

Electric vehicles are used by mobile enforcement officers.

GPRS is also used for managing CEO beats that records locations and times. This aids in the deployment of CEOs and provides useful information on the efficiency of patrols to ensure that areas that are required to be enforced are appropriately attended.

### **2.2.7 Havant Borough Council and East Hants District Council**

The council has not adopted a blanket ban on footway parking partly due to the displacement issues that would occur, at once. However, they do acknowledge this as a significant problem for them and therefore, introduce and enforce yellow lines where there are highway safety concerns.

The council have also, where possible, used experimental schemes to better understand the affects of a scheme's restrictive elements and to establish whether the scheme should be made permanent, amended or removed and some other course of action pursued.

Pay by phone technology has been adopted and this has proved successful. This also works well for 'corporate accounts' whereby businesses – a good example being estate agents undertaking lots of trips – can open a corporate account with the car parking smart phone service provider and get discounted service rates.

Hand held computers used by the CEOs are in real GPRS to aid faster on-line PCN case management including photographs of offence. There are plans to link with map base TRO schedules. The system is also utilising QR codes on the PCN to improve payment opportunities and access to PCN information.

QR codes are also being used on TRO advertisements as part of the ongoing improvements to communication and accessibility with the community.

No CCTV enforcement is currently used but body-cams are used by CEOs mainly for H&S reasons but also to be used in certain circumstances for PCN case evidence.

#### **2.2.8 Sheffield City Council**

Mobile phone payment systems have been adopted and are proving to be a valuable asset to the parking services provided. Currently the scheme operates on 200 P&D machines for 1,400 parking spaces and accounts for up to 250 transactions per day. Although there is marginal benefit to the council at present, the broader offer to the user has been well received. They stated that an amendment is required to the TRO to allow payment by mobile phones.

The CEO enforcement beat patterns are reviewed every six months to analyse outputs and performance of CEOs but importantly, also to continually monitor the PCN rates in areas of the city so as to be smarter with CEO resource distribution to focus on key problem areas.

The council has not adopted a blanket ban on footway parking partly due to the displacement issues that would occur. However, this is a significant problem due to the nature of older housing developments, narrow city centre streets and car ownership levels increasing. Members are reviewing the issue of footway parking now as this is seen as real concern and one that should be sensitively addressed.



### **2.2.9 Leeds City Council**

Displaced parking following the introduction of parking schemes is experienced; the 'doughnut' effect as parking control schemes have extended outwards. This has partially been addressed by introducing limited waiting during the daytime.

In some areas, residential footway parking is accommodated to absorb the significant demand.

Smartphone pay by phone technology has been adopted that utilises start/stop payment systems whereby the user 'checks in' to a parking area and 'checks out' when the parking space is vacated. The charge for parking is then calculated according to the duration of stay available in that location/area. This links to the mobile hand held computers used by the CEOs.

## 3. Concluding Comments

### 3.1 Introduction

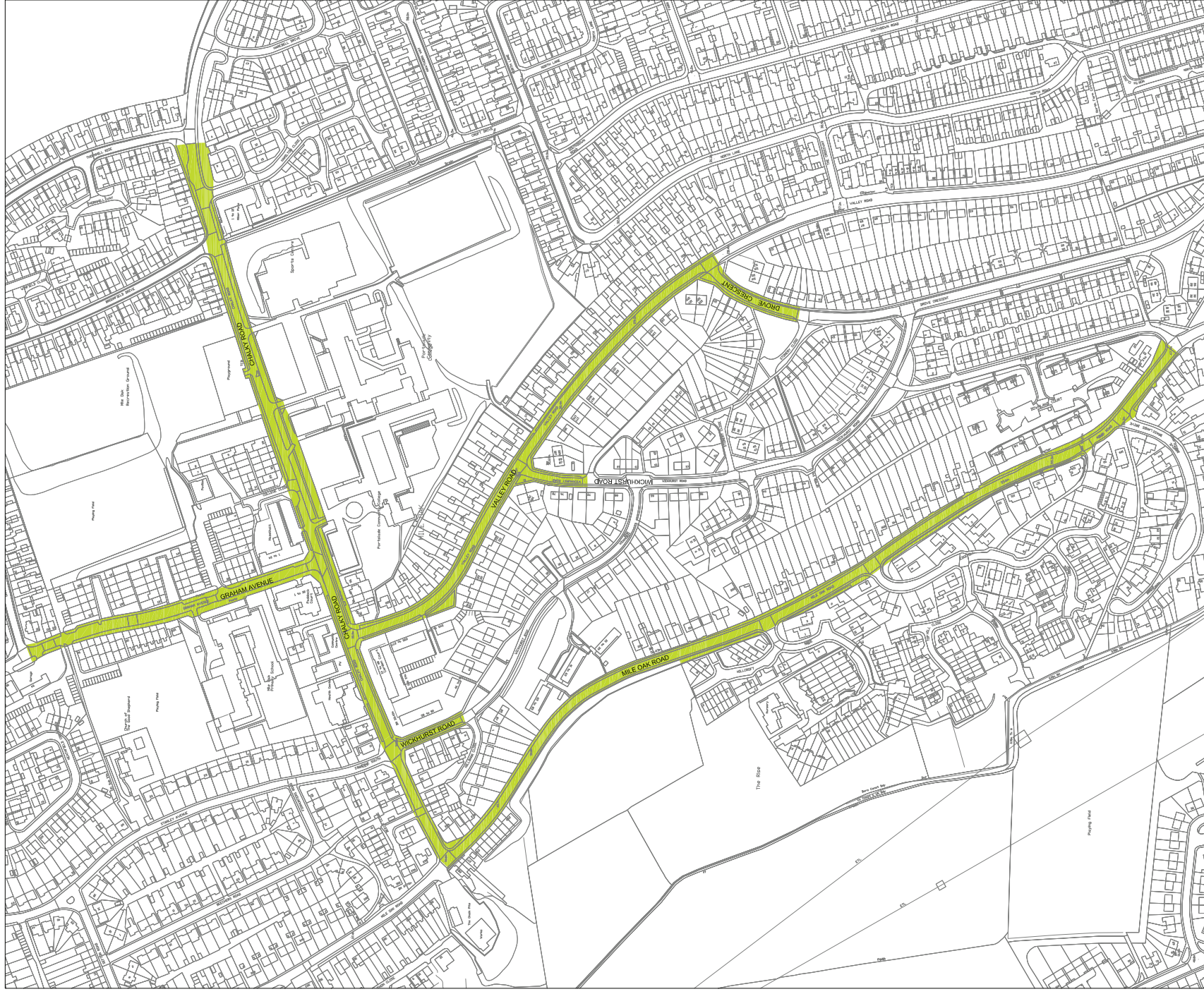
A number of similar experiences with regard to parking management issues experienced by local highway authorities were noted from the discussions and from these, different methods of response was realised. This can result from a number of issues accept payment for parking using pay by phone technology.

### 3.2 Conclusions

The following conclusions are drawn from the discussions held with those local highway authorities shown above.

- The council should consider the adoption of mobile phone payment systems for both on and off-street car parking. This should first be explored to ensure the most appropriate system is adopted and then if appropriate, adopted and expanded over a defined period.
- As part of the new enforcement contract currently being re-tendered, consider the adoption of technology to facilitate smarter enforcement practices and effective distribution of resources.
- The use of CCTV as a means of effectively enforcing in certain areas.
- Consider the adoption of permit only parking areas and the adoption of reinforcing lining to reinforce the measures introduced.
- Develop a methodology for appraising footway and verge parking demand and to prepare a policy/procedure for addressing the issue.






# MILE OAK



**SURRENDEN AREA**

Project :	HIGHWAY VERGE AND FOOTWAY PARKING ENFORCEMENT PROPOSALS	TRANSPORT	Scale : N.T.S.	 Brighton & Hove City Council
		PARKING STRATEGY	Date : DEC'12	
			Drawn : P.T.	
Title :	APPENDIX E	Drawing Number : B&H/VERGE/003		





<b>Subject:</b>		<b>Parking Fees &amp; Charges Update</b>	
<b>Date of Meeting:</b>		<b>15<sup>th</sup> January 2013</b>	
<b>Report of:</b>		<b>Strategic Director Place</b>	
<b>Contact Officer:</b>	<b>Name:</b>	<b>Austen Hunter</b>	<b>Tel: 29-2245</b>
	<b>Email:</b>	<b>austen.hunter@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>		<b>All</b>	

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

- 1.1 Parking Tariffs are reviewed annually in line with other Corporate Fees and Charges; this report outlines a general citywide on-street parking tariff freeze and significant rate reductions in the London Road and Seafront (Madeira Drive, King's Road and Marine Parade) areas.
- 1.2 This report also analyses the impact of the economy, weather and other factors on parking levels and budget forecasts over the current financial year.
- 1.3 The policy context for these tariff changes is set out in the Local Transport Plan (LTP3) and referred to in the Parking Tariffs Review report presented to the Environment, Transport & Sustainability Cabinet Members Meeting on 29<sup>th</sup> November 2011. Parking tariffs are one of the levers for influencing travel patterns and fulfilling the council's ambition to create a safer, cleaner and more sustainable city.

**2 RECOMMENDATIONS**

- 2.1 That the Transport Committee agrees the proposed parking tariffs for 2013/2014 set out in the report as the basis for the advertisement of the necessary traffic orders.

**3 RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS**

- 3.1 The Budget Process Report 2010/11 agreed at Cabinet in July 2009, specified that Fees and Charges are assumed to increase by a standard inflation rate each year, which is 2% for 2013/14.
- 3.2 During the second quarter of 2011, a parking tariffs forecast for 2012/13 was developed based upon actual data from 2010/11. The forecast assumed reductions in transaction levels of between 10% and 50%, dependent upon the magnitude of the tariff increase. For example, in the High Tariff Zone reductions in the number of transactions of 50% were forecast and in the Low Tariff Zone reductions of 10% were forecast.

- 3.3 Changes to parking tariffs were proposed at the Environment, Transport & Sustainability Cabinet Members Meeting on 29th November 2011.
- 3.4 A formal consultation period was carried out between December 2011 and January 2012 as part of the Traffic Regulation Order process.
- 3.5 Amendments to the original proposals were agreed at the Environment, Transport & Sustainability Cabinet Members Meeting on 17th February 2012.
- 3.6 The changes to parking tariffs were implemented in April 2012.
- 3.7 Appendix A compares forecast impacts against actual impacts in the different areas across the city, including car parks. Overall, this shows a reduction in transactions of 3% more than forecast. This reduction accounts for a projected budget pressure in 2012/2013 of £200,000.
- 3.8 One of the aims of the tariffs review was to simplify the structure. In many areas the time bands did not include a one hour band. Customer feedback showed that a one hour band would be welcomed and this was introduced. Over the seven months since the tariff change, 945,000 transactions have been completed at the one hour band. During the same period transactions at the two hour band have reduced by 8.3%. This shift accounts for a projected budget pressure in 2012/2013 of £650,000.

## **Weather**

- 3.9 The weather has a major impact upon visitor numbers and parking volumes in all seaside towns and cities along the south coast. The Met Office has reported the 2012 summer as the wettest in 100 years.
- 3.10 Appendix B shows the correlation between weather and parking usage. For example, in April, there was over 30 times more rainfall than 2011 and a 30% drop in temperature. During the same month, there was an 18% drop in parking volumes across all zones and a 30% drop on the seafront, in Madeira Drive. In August, there was half as much rain as the year before and slightly higher average temperature. During the same month, parking volumes only varied by 2%.

## **Economic climate**

- 3.11 Over the past four years the UK economy has suffered recession with reducing household expenditure in 2008, 2009 and 2011. This is likely to have affected consumer confidence<sup>1</sup>.
- 3.12 Fuel sales fell in the second quarter of 2012 by more than at any other time since 2008 (10.6%) and it was the first time since then that fuel stations have sold less petrol between April and June than in January to March<sup>2</sup>.
- 3.13 Online shopping is growing at a rate of 14% - 17%<sup>34</sup>. The negative impact upon high street shopping is well documented<sup>5 6 7 8</sup>.

<sup>1</sup> Price Waterhouse Coopers' UK Economic Outlook Report 2012

<sup>2</sup> <http://www.theaa.com/newsroom/news-2012/petrol-sales-down-in-second-quarter.html>

<sup>3</sup> [http://www.deloitte.com/view/en\\_GB/uk/industries/consumer-business/78e15e47d2b3b310VgnVCM3000003456f70aRCRD.htm](http://www.deloitte.com/view/en_GB/uk/industries/consumer-business/78e15e47d2b3b310VgnVCM3000003456f70aRCRD.htm)

## Alternative transport

- 3.14 Brighton & Hove Bus Company, which accounts for over 90% of bus passenger journeys within the city, has reported a 5% increase in bus patronage, year-on-year.
- 3.15 Independent research undertaken by SusTrans for the Department for Transport has shown an increase in cycling levels of 27% across the City arising from the Cycle Demonstration Town project.
- 3.16 Walking and cycling levels are generally increasing in line with delivery of new infrastructure projects and public realm improvements across the city.
- 3.17 Increased occupancy in border areas outside of the controlled parking zones has been observed, where motorists are leaving their vehicles on-street, further from the city centre.

## Experience in other south coast seaside towns

- 3.18 Footfall in nearby town centres of Eastbourne and Hastings is reported to have dropped by 3% and 8% respectively, despite no change to parking tariffs.

## 4 PROPOSED TARIFF AMENDMENTS

- 4.1 Details of all the proposed tariff changes can be found in Appendix C. The principal changes are as follows.

### On-street Pay & Display

- 4.2 It is proposed that on-street Pay & Display tariffs are frozen in 2013/14. When taking into account inflation, a freeze represents in real terms a reduction.

### Madeira Drive, King's Road & Marine Parade (west of Burlington Street)

- 4.3 Parking transactions on Madeira Drive have reduced by 22% in the High Tariff area. In response to feedback received on parking in this area of the city, and working in consultation with local traders and hoteliers, it is proposed to reduce some of the summer tariffs on Madeira Drive (west of the Madeira Lift):

	2012/13	2013/14
1 hour	£3.50	£3.00
2 hours	£6.00	£5.00
8 hours	£15.00	deleted

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<sup>4</sup> <http://www.guardian.co.uk/money/2012/jan/19/online-retail-sales-hit-50bn>

<sup>5</sup> <http://www.ft.com/cms/s/0/f070a74c-dbf8-11e1-86f8-00144feab49a.html#axzz2DEX7AWXv>

<sup>6</sup> <http://www.guardian.co.uk/business/2012/mar/20/high-street-shops-close-deloitte>

<sup>7</sup> [http://www.deloitte.com/view/en\\_GB/uk/industries/consumer-business/5be79f38ada99310VgnVCM3000001c56f00aRCRD.htm](http://www.deloitte.com/view/en_GB/uk/industries/consumer-business/5be79f38ada99310VgnVCM3000001c56f00aRCRD.htm)

<sup>8</sup> <http://www.guardian.co.uk/money/2012/sep/15/virtual-high-streets-local-shops>

11 hours	£20.00	£15.00
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To offset the impact of the reduced tariff, it is proposed to extend the summer period from 1<sup>st</sup> April – 30<sup>th</sup> September to 1<sup>st</sup> March – 30<sup>th</sup> October. Small increases for the winter period on Madeira Drive (west of the Madeira Lift), and east of the Madeira Lift all year round, are also proposed (see Appendix C).

### **New Steine – reduce from High to Medium**

- 4.4 The New Steine forms part of the seafront Traffic Regulation Order included in a High Tariff area with Marine Parade (west of Burlington Street) and King's Road despite geographically being closer to area C. It is proposed to move New Steine from High Tariff to Medium Tariff to reflect its location:

	2012/13	2013/14
1 hour	£3.50	£2.00
2 hours	£6.00	£4.00
4 hours	£10.00	£6.00
8 hours	£15.00	deleted
11 hours	£20.00	£10.00

### **London Road area – reduce from High to Medium**

- 4.5 In the eight months since April 2012, London Road Car Park has operated at levels 20% higher than forecast. During the same period on-street volumes are approximately 10% lower than forecast at the High level. There are many reasons for changes to parking and trading volumes, as outlined in Section 3 of this report. In response to feedback and in light of the slightly lower than expected volumes, a proposal to reduce on-street tariffs in the London Road area to the Medium tariff level was advertised separately on 18<sup>th</sup> December 2012.

	2012/13	2013/14
1 hour	£3.50	£2.00
2 hours	£6.00	£4.00
4 hours	£10.00	£6.00

### **Resident permits**

- 4.6 To meet inflationary pressures, it is proposed to increase resident permits in full schemes by £5 per annum. In light touch schemes an increase of £10 per annum is proposed.

### **Visitor Permits**

- 4.7 To meet inflationary pressures, it is proposed to increase visitor permits by 10p to £2.60 per permit.



## **Business Permits / Trader Permits**

- 4.8 To encourage the use of low emission vehicles, reduced rate business and trader permits are proposed at £150 and £300 respectively. The price of existing business and trader permits is to be frozen.

## **Regency Square & Trafalgar Street car parks**

- 4.9 Tariffs at Regency Square and Trafalgar Street car parks were not increased for 2012/13. In 2012, both car parks underwent major repair and improvement works at a cost of £4,215,000. The works have delivered essential structural repairs and transformed the parking environments, making them more secure, easier to access and the overall experience much more pleasant for visitors to the city. The business case for these works including tariff increases of up to 40% was detailed and approved in the report to Cabinet on 22<sup>nd</sup> September 2011.
- 4.10 As part of the refurbishment works, it is also proposed to rename Regency Square Car Park, 'Brighton Centre Car Park'.

## **5 COMMUNITY ENGAGEMENT AND CONSULTATION**

- 5.1 Formal consultation was carried out as part of the Traffic Regulation Order process in 2011/2012 (see 3.3).
- 5.2 A series of meetings have been held with tourism groups and trade associations in the city with data provided on request.
- 5.3 If agreed, the current proposed amendments will be formally consulted upon as part of the Traffic Regulation Order process.

## **6 FINANCIAL & OTHER IMPLICATIONS**

### Financial Implications:

- 6.1 The impact of the revenue from the tariffs referred to in the report will be included as part of the budget setting process for 2013-14. The proposed amendments are likely to lead to a shortfall in income of £246,000 against that which would have been expected should an across the board inflationary increase been made. Any parking surplus remaining after the offset of direct expenditure will be used to contribute towards concessionary bus fares, various bus routes in the city and to help fund the work of the capital programme.

Finance Officer Consulted: Karen Brookshaw

Date: 31/12/2012

### Legal Implications:

- 6.2 The Council regulates traffic, designates parking places and sets parking charges by means of orders made under the Road Traffic Regulation Act 1984. Procedural

regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters. When considering whether to designate parking places, the Council must consider both the interests of traffic and the interests of owners and occupiers of adjoining property.

In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that consultation must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.

The use of any surplus income from civil parking enforcement is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local transport Plan projects.

The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights which means they may be restricted where this is for a legitimate aim, necessary and proportionate.

Lawyer Consulted: Carl Hearsum

Date: 2 January 2013

#### Equalities Implications:

- 6.3 A more consistent approach to parking management provides greater access to spaces. Re-investing income in sustainable transport benefits those without access to a car.

#### Sustainability Implications:

- 6.4 The changes to charges will be taken into account in the decisions people take when travelling into the city. Reductions in the levels of car traffic improves the city's environment and people's health, and helps to deliver a more reliable and attractive public transport system.
- 6.5 To encourage the take up of low emissions vehicles in Brighton and Hove the council offers a 50% discount on the cost of residents permits to low emissions vehicles in tax band a or b. Electric vehicle permits are issued for free and this also allows the vehicle to charge up for free.

- 6.6 The parking surplus has been used to provide free bus passes for the elderly and disabled to help reduce congestion and carbon emissions. A number of bus routes are subsidised through the parking surplus to provide alternatives to travelling to the city centre by car.

Crime & Disorder Implications:

- 6.7 A more efficient parking operation helps to reduce the likelihood of illegal parking.

Risk and Opportunity Management Implications:

- 6.8 The risk of encouraging more vehicle use has been considered and the proposed parking tariffs aim to balance the traffic management objectives and the need to reduce congestion and pollution with providing safe access. The financial risk of reducing parking volumes has been considered and reflected in the forecast models.

Public Health Implications:

- 6.9 Measures or changes that will contribute towards reducing the impact of cars in the city, and therefore the effect on public health in terms of harmful pollutants (and injuries sustained in collisions) will be beneficial to public health. Nitrogen dioxide, principally emanating from vehicles, is a respiratory irritant which is known to exacerbate asthma. There is a 3.5% increase in mortality for a 100ug/m3 increase in ambient NO2. There is a 5% increase in hospital asthma conditions for the same increase in NO2.
- 6.10 The majority of locally derived pollution comes from either diesel engines or older petrol vehicles. Generally vehicles are more polluting to the local environment if they are heavier, older or run on diesel. Therefore promoting travel choice has to be part of a much more comprehensive air quality action plan. Parking controls are a positive contribution.**

Corporate / Citywide Implications:

- 6.11 Changes in parking tariffs as part of the overall management of parking contribute towards a number of citywide objectives, especially those set out in the Local Transport Plan. These include reductions in congestion and therefore an improved business and visitor environment, better access to local housing, and improvements to people's quality of life.

## **7 EVALUATION OF ANY ALTERNATIVE OPTION(S)**

- 7.1 Returning tariffs to the same levels as 2011 was considered and rejected. The reason for this is because this option would not support the Transport Strategy objectives stated at 1.3. This would also have necessitated increasing those prices which were reduced in 2012.
- 7.2 Freezing all tariffs was considered and rejected. The reason for this was because this option would not allow the council to meet inflationary increases or to pay back

the investment in those car parks that have received significant investment, as mentioned at 4.7 and 4.9.

### **Re-introduction of the 30 minute tariff**

- 7.3 As part of the simplification of the fees and tariffs for the 2012/13 financial year, the 15 and 30 minute tariffs were deleted in favour of a new 1 hour tariff band. It has been suggested that the 30 minute tariff should be reintroduced for very short stays. The reintroduction of the 30 minute tariff would only lead to a budget pressure; if transaction levels remained constant and there was a 25% shift from the 1 hour tariff, for example, this would lead to a budget pressure of £282k. It is not recommended that the 30 minute tariff be reintroduced.

### **Free Parking at Norton Road car park at Weekends**

- 7.4 Free weekend parking at Norton Road would not facilitate regular and frequent demand for short and medium term parking to provide access to shops, restaurants and other facilities in the area leading to a decline in local businesses. Based on average daily income would put the pressure caused by implementing free weekend parking at £59.6k.

### **Allowing Waivers to be used in Resident only bays**

- 7.5 In areas with resident permit waiting lists, currently zones M, Y and Z, this would add a further strain on an already limited number of exclusive resident bays. In outer lying areas, the cost of all day pay and display parking (£5) is 50% cheaper than the cost of a waiver (£10) so this is a more cost effective solution. It is not recommended that drivers purchasing waivers be permitted to park in resident only bays.

## **8 REASONS FOR REPORT RECOMMENDATIONS**

- 8.1 The proposed approach to parking tariffs will support Transport Strategy objectives and support the local economy. By freezing or reducing Pay & Display tariffs the effect will be to deliver a real terms reduction in the cost of parking.
- 8.2 The proposed amendments to parking permit will help to meet the costs of inflation.
- 8.3 The proposed amendments will encourage the use of low emissions vehicles.
- 8.4 The proposed amendments will pay for the cost of essential structural repairs and improvements to Regency Square and Trafalgar Street car parks.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

- A Forecast vs Actual impacts upon parking levels

- B Year-on-year rainfall, temperature and parking hours
- C Proposed tariff changes

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

- 1. None

### **Background Documents**

- 1. Transport Strategy – Parking Tariffs Review, November 2011
- 2. Local Transport Plan 3
- 3. UK Economic Outlook Report 2012, Price Waterhouse Coopers'
- 4. The Changing Face of Retail, Deloitte, September 2012

## Appendix A – Forecast vs Actual impacts upon parking levels

Area	Transactions	
	Forecast	Actual
A	-10%	-21.97%**
C	-10%	9.01%
H	-10%	-12.38%
J	-10%	213.97%*
M	-10%	0.23%
N	-10%	-18.30%
O	-10%	-14.13%
Q	-10%	-17.23%
R	-10%	-17.53%
T	-10%	-15.73%
Y	-50%	-52.77%
Z	-50%	-25.43%
Seafront – High	-50%	-54.36%
Seafront – Med.	-50%	-59.00%
Seafront – Low	-10%	-6.63%
Surface car parks	-14.7%	-12.19%
London Road Car Park	-15%	3.79%
The Lanes Car Park	-15%	-5.99%
Regency Square Car Park	0%	-23.74%***
Trafalgar Street Car Park	0%	-46.56%***
<b>Total</b>	<b>-13.48%</b>	<b>-16.47%</b>

\* Area J was extended during the period, which accounts for the spike in transactions

\*\* The lower than expected levels in Area A are due to a spreadsheet error

\*\*\* Major works at Regency Square and Trafalgar Street car parks account for the significantly lower transaction levels

## Appendix B – Year-on-year rainfall, temperature and parking hours

### Rainfall (mm)

	April	May	June	July	August	September	October
2011	40	88	75	27	63	34	22
2012	122	62	170	112	32	40	88

### Average Max. Temperature (Celsius)

	April	May	June	July	August	September	October
2011	18	14	18	19	20	19	17
2012	12	16	17	19	21	18	14

### Paid parking hours (all zones)

	April	May	June	July	August	September	October
2011	815,288	842,056	815,202	846,191	854,831	813,807	813,855
2012	672,282	790,223	790,811	790,897	851,903	713,482	762,545

### % changes

	April	May	June	July	August	September	October
Rainfall	308%	70%	228%	423%	51%	116%	398%
Temperature	-33%	16%	-6%	0%	5%	-5%	-14%
Parking hours	-18%	-6%	-3%	-7%	0%	-12%	-6%

## Appendix C – Proposed tariff changes

PARKING FEES & INCOME		Tariffs	
		12-13	13-14
<b>Car parks</b>			
<b>The Lanes</b>			
1 hour	1.00	1.00	
2 hours	5.00	5.00	
4 hours	12.00	13.00	
9 hours	20.00	20.00	
24 hours / Lost ticket	23.00	23.00	
Weekend - 1 hour	4.00	4.00	
Weekend - 2 hours	8.00	8.00	
Weekend - 4 hours	15.00	15.00	
Weekend - 9 hours	20.00	20.00	
Weekend - 24 hours / Lost ticket	25.00	25.00	
Evenings 18.00 – 24.00	4.50	4.50	
Overnight 16.00 – 11.00	10.00	10.00	
Lost ticket admin fee	5.00	5.00	
Annual season ticket	2,500.00	2,500.00	
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Z only)	1,500.00	1,500.00	
<b>The Lanes</b>			
<b>London Road</b>			
1 hour	1.00	1.00	
2 hours	3.00	3.00	
4 hours	5.00	5.00	
9 hours	8.00	8.00	
24 hours / Lost ticket	15.00	15.00	
Weekend - 1 hour	2.00	2.00	
Weekend - 2 hours	4.00	4.00	
Weekend - 4 hours	6.00	6.00	
Weekend - 9 hours	8.00	8.00	
Weekend - 24 hours / Lost ticket	17.50	17.50	
Evenings 1800 - 2400	4.50	4.50	
Overnight 16.00 – 11.00	8.00	8.00	
Lost ticket admin fee	5.00	5.00	
Annual season ticket	1,000.00	1,000.00	
Annual season ticket - reduced rate	750.00	750.00	
Weekly	50.00	50.00	
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	400.00	400.00	
<b>London Road</b>			



**Brighton Centre (formerly Regency Square)**

1 hour	1.00	1.00
2 hours	new	5.00
3 hours	5.00	delete
4 hours	7.00	12.00
6 hours	9.50	delete
9 hours	new	17.00
24 hours / Lost ticket	12.50	20.00
Weekend - 1 hour	2.50	3.00
Weekend - 2 hours	new	7.00
Weekend - 3 hours	5.00	delete
Weekend - 4 hours	7.00	14.00
Weekend - 6 hours	9.50	delete
Weekend - 9 hours	new	18.00
Weekend - 24 hours / Lost ticket	12.50	22.00
Evenings 1800 - 2400	4.50	4.50
Overnight 16.00 – 11.00	10.00	10.00
Lost ticket admin fee	5.00	5.00
Quarterly season ticket	500.00	650.00
Annual season ticket	1,500.00	2,000.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone M)	600.00	750.00

**Regency Square****Trafalgar Street**

1 hour	1.00	1.00
2 hours	2.50	3.50
4 hours	4.00	6.00
6 hours	6.00	8.00
9 hours	7.50	10.00
24 hours / Lost ticket	12.50	15.00
Weekend - 1 hour	new	2.00
Weekend - 2 hours	2.50	4.00
Weekend - 4 hours	4.00	6.00
Weekend - 6 hours	6.00	9.00
Weekend - 9 hours	7.50	11.00
Weekend - 24 hours / Lost ticket	12.50	17.50
Evenings 1800 - 2400	4.50	4.50
Overnight 16.00 – 11.00	10.00	10.00
Lost ticket admin fee	5.00	5.00
Quarterly season ticket	750.00	1,000.00
Annual season ticket	1,500.00	2,000.00
Residents permit waiting list 16.00-11.00 Mon-Fri (Zone Y)	600.00	800.00

**Trafalgar Street**

**Carlton Hill**

2 hours	4.00	4.00
4 hours	8.00	8.00
9 hours	10.00	10.00
24 hours	17.50	17.50
Quarterly season ticket	750.00	750.00

**Carlton Hill****High Street**

2 hours	4.00	4.00
4 hours	8.00	8.00
9 hours	10.00	10.00
24 hours	17.50	17.50
Quarterly season ticket	750.00	750.00
Annual season ticket	2,000.00	2,000.00

**High Street****Oxford Court**

2 hours	4.00	4.00
4 hours	8.00	8.00
9 hours	10.00	10.00
24 hours	17.50	17.50
Quarterly season ticket	750.00	750.00

**Oxford Court****Norton Road**

1 hour	1.00	1.00
2 hours	1.50	2.00
4 hours	2.50	3.00
5 hours	3.50	4.00
9 hours	4.50	4.50
12 hours	5.00	5.00
Annual Season Ticket	750.00	750.00

**Norton Road****King Alfred**

1 hour	1.50	1.50
2 hours	2.00	2.00
3 hours	2.50	2.50
4 hours	3.00	3.00

**King Alfred****Rottingdean West Street**

1 hour	1.00	1.00
2 hours	1.50	1.50
3 hours	2.50	2.50

**Rottingdean West Street**

**Rottingdean Marine Cliffs**

1 hour	1.00	1.00
2 hours	1.50	1.50
11 hours	2.50	2.50
Quarterly season ticket	50.00	50.00

**Rottingdean Marine Cliffs****Haddington Street**

1 hour	1.00	1.50
2 hours	1.50	2.00
3 hours	2.50	2.50

**Haddington Street****Black Rock**

1 hour	1.00	1.00
2 hours	2.00	2.00
3 hours	3.00	3.00
4 hours	4.00	4.00
9 hours	5.00	5.00

**Black Rock****Madeira Drive Coach Park**

8 hours	15.00	15.00
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**Madeira Drive Coach Park**

**On-street (Pay & Display)****HIGH ZONE****Zone Y - Central Brighton North**

1 hour	3.50	3.50
2 hours	6.00	6.00
4 hours	10.00	10.00

**Zone Y (Central Brighton North)****Zone Z - Central Brighton South**

1 hour	3.50	3.50
2 hours	6.00	6.00
4 hours	10.00	10.00

**Zone Z (Central Brighton South)****Seafront Inner - Madeira Drive (1 Mar - 31 Oct) [West of Madeira Lift]**

1 hour	3.50	3.00
2 hours	6.00	5.00
4 hours	10.00	10.00
8 hours	15.00	delete
11 hours	20.00	15.00

**Seafront Inner - (Madeira Drive (1 Mar - 31 Oct) [West of Madeira Lift])****Seafront Inner - Marine Parade [West of Burlington Street]**

1 hour	3.50	3.00
2 hours	6.00	5.00
4 hours	10.00	10.00
8 hours	15.00	delete
11 hours	20.00	15.00

**Seafront Inner (Marine Parade [West of Burlington Street])****Seafront Inner - King's Road**

1 hour	3.50	3.00
2 hours	6.00	5.00
4 hours	10.00	10.00
8 hours	15.00	delete
11 hours	20.00	15.00

**Seafront Inner (King's Road)**

**MEDIUM ZONE****Seafront Inner - Kingsway [East of Fourth Avenue]**

1 hour	2.00	2.00
2 hours	4.00	4.00
4 hours	6.00	6.00
11 hours	10.00	10.00

**Seafront Inner (Kingsway [East of Fourth Avenue])****Zone Y - Central Brighton North [Cheapside & The Level]**

1 hour	3.50	2.00
2 hours	6.00	4.00
4 hours	10.00	6.00

**Zone Y (Central Brighton North [Cheapside & The Level])****Seafront Inner - New Steine**

1 hour	3.50	2.00
2 hours	6.00	4.00
4 hours	10.00	6.00
8 hours	15.00	delete
11 hours	20.00	10.00

**Seafront Inner (New Steine)****LOW ZONE****Seafront Outer - Kingsway [West of Hove Street]**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Seafront Outer (Kingsway [West of Hove Street])****Seafront Outer - Madeira Drive [East of Madeira Lift]**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	4.00
11 hours	5.00	7.00

**Seafront Outer (Madeira Drive [East of Madeira Lift])****Seafront Inner - Madeira Drive (1 Nov - 28/29 Feb) [West of Madeira Lift]**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	4.00
11 hours	5.00	7.00

**Seafront Inner (Madeira Drive (1 Nov - 28/29 Feb) [West of Madeira Lift])****Rottingdean High Street**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00

**Rottingdean High Street**

**Zone A - Preston Park Station**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone A (Preston Park Station)****Zone C - Queen's Park**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone C (Queen's Park)****Zone H - Kemp Town**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone H (Kemp Town)****Zone J - London Road Station**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone J (London Road Station)****Zone M - Brunswick**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone M (Brunswick)****Zone N - Central Hove**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone N (Central Hove)****Zone O - Goldsmid**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone O (Goldsmid)**

**Zone Q - Prestonville**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone Q (Prestonville)**

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**Zone R - Westbourne**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone R (Westbourne)**

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**Zone T - Hove Station Area**

1 hour	1.00	1.00
2 hours	2.00	2.00
4 hours	3.00	3.00
11 hours	5.00	5.00

**Zone T (Hove Station Area)**

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## Permits

### Residents permits

1 year (full scheme)	115.00	120.00
3 months (full scheme)	40.00	40.00
1 year (light touch)	80.00	90.00
6 months (light touch)	50.00	55.00
1 year (full scheme) - low emission	57.50	60.00
3 months (full scheme) - low emission	20.00	20.00
1 year (light touch) - low emission	40.00	45.00
6 months (light touch) - low emission	25.00	27.50
Resident zone change (admin fee)	10.00	10.00
Refunded permit (admin fee)	10.00	10.00
Resident change of vehicle (admin fee)	10.00	10.00
Replacement resident permit (admin fee)	10.00	10.00
Blue Badge resident permit	10.00	10.00
Blue Badge resident permit (light touch)	10.00	10.00

### Residents Permits

### Visitors Permits

Full scheme - per permit	2.50	2.60
Light touch – per permit	1.50	1.60

### Visitors Permits

### Hotel Permits

Area C (24 hours)	7.50	7.50
Area N (1 day)	3.00	3.00

### Hotel Permits

### Traders Permits

One year	600.00	600.00
3 months	160.00	160.00
One year - low emission	600.00	300.00
3 months - low emission	160.00	80.00
Refunded permit (admin fee)	10.00	10.00
Change of vehicle permit (admin fee)	10.00	10.00
Replacement traders permit (admin fee)	10.00	10.00

### Traders Permits

### Business Permits

One year	300.00	300.00
3 months	85.00	85.00
One year - low emission	300.00	150.00
3 months - low emission	85.00	42.50
Business zone change (admin fee)	10.00	10.00
Refunded permit (admin fee)	10.00	10.00
Change of vehicle permit (admin fee)	10.00	10.00
Replacement business permit (admin fee)	10.00	10.00

### Business Permits



**School Permits**

One year	115.00	120.00
3 months	40.00	40.00

**School Permits**

<b>Doctors Permits (per bay)</b>	<b>80.00</b>	<b>85.00</b>
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<b>Carers Permits (not Professional)</b>	<b>0.00</b>	<b>0.00</b>
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**Suspensions**

Suspensions (1st 8 weeks)	40.00	40.00
Suspensions (Over 8 weeks)	20.00	20.00

**Suspensions (per bay, per day)**

<b>Blue Badge (3 years)</b>	<b>10.00</b>	<b>10.00</b>
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<b>Car Club (1 year)</b>	<b>20.00</b>	<b>20.00</b>
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<b>Waivers (1 day)</b>	<b>10.00</b>	<b>10.00</b>
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<b>Professional Carers (1 year)</b>	<b>25.00</b>	<b>25.00</b>
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<b>Dispensations (1 year)</b>	<b>30.00</b>	<b>30.00</b>
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<b>Subject:</b>	<b>Highways Fees &amp; Charges 2013/14</b>		
<b>Date of Meeting:</b>	<b>15 January 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Christina Liassides</b>	<b>Tel: 29-2036</b>
	<b>Email:</b>	<b>Christina.liassides@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 This report sets out the proposed fees and charges for 2013/14 for the Highway Operations section of Transport.

**2. RECOMMENDATIONS:**

- 2.1 That Transport Committee agrees the proposed fees and charges for 2013/14 as set out in Appendix 1.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 The Budget Process Report 2010/11 agreed at Cabinet in July 2009, specified that Fees and Charges are assumed to increase by a standard inflation rate each year, which is 2% for 2013/14.
- 3.2 It is not always possible when amending a fee to increase it by exactly 2% each year. For ease of payment, the charge is rounded up or down to the nearest round figure.
- 3.3 Most fees and charges are raised by inflation or raised or kept to the nearest round figure.
- 3.4 However on certain items a larger increase is proposed. This brings Brighton & Hove in line with most other local authorities. The additional charges will go towards improving the enforcement of the public highway, helping to remove dangerous obstructions and improving public safety.
- 3.5 Scaffolds - Last year's increase helped towards reducing the gap between the city and other local authorities. The proposed fees will reduce this gap further and help improve the enforcement of unlicensed scaffolds including court action where necessary.
- 3.6 Skips - The introduction of a large skip fee was designed in response to the greater demand for larger skips. The skip licensing process was based on the number of licenses issued during 2010-11. Due to external increases in the cost of hiring a small skip the number of 7-day licences issued between April 2012

and September 2012 has dramatically dropped. These proposed increases will help adjust the charges to reflect the administration and enforcement shift from small short-term skips to larger long-term ones

- 3.7 Hoarding - For areas smaller than 10 square meters the proposal is to keep the fee in line with the standard scaffolding fee.
- 3.8 Materials - The proposals will help reduce the cost of administration and enforcement to the council. Since 2010 we have seen an increase in the amount of complaints about materials placed on the public highway. These changes will help improve enforcement.
- 3.9 There is a new charge for Traffic Orders outside of controlled parking schemes. Following budget savings in 2012-13, it is no longer possible for the council to provide changes to or additional restrictions in non-controlled areas unless the costs are reimbursed. The charge covers officer time, the cost of advertising the Traffic Order and the cost of signing and lining.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 No specific consultation was undertaken in relation to this report although research has been undertaken into other local authorities' charges.

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

##### Financial Implications:

- 5.1 The fees and charges have been reviewed in line with the corporate fees and charges policy. The proposed fees and charges are included within the 2013-14 budget proposals, for consideration by Budget Council on 28<sup>th</sup> February 2013.

*Finance Officer Consulted: Name Karen Brookshaw Date: 06/12/12*

##### Legal Implications:

- 5.2 The council needs to establish for each of the charges imposed both the power to levy charges of that type and, where applicable, the power to set the charge at a particular level. In some cases the amount of the charges is set by Government. In other cases where a figure is not prescribed, the amount that can be charged is restricted to costs recovery. In all cases the council must act reasonably and ensure that any statutory formalities which govern the particular charge are complied with.

*Lawyer Consulted: Carl Hearsum Date: 07/12/12*

##### Equalities Implications:

- 5.3 An objective of the changes has been to move towards a more consistent and fair citywide approach including effective enforcement, administration and on-site monitoring.

Sustainability Implications:

- 5.4 There are no direct sustainability implications arising from this report.

Crime & Disorder Implications:

- 5.5 There are no direct crime and disorder implications arising from this report.

Risk and Opportunity Management Implications:

- 5.6 There are no direct risk or opportunity management implications arising from this report.

Public Health Implications:

- 5.7 There are no direct public health implications arising from this report.

Corporate / Citywide Implications:

- 5.8 The Council's financial position impacts on levels of Council tax and service levels and therefore has citywide implications.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Not applicable

**7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To ensure that fees & charges are raised in line with inflation or to cover necessary costs.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Proposed Highway Operations Fees & Charges 2013-14

**Documents in Members' Rooms**

1. None

**Background Documents**

1. None



## TRANSPORT

2012-13

2013 - 2014

	Actual charge	Inflation of 2% Actual Calc'n	Inflation of 2% Rounded COL B	Percentage Change 2012/2013 to 2013/2014 (COL A to COL B) %
	£	£	£	
<b>HIGHWAYS</b>				
Vehicle Crossing Inspection - First inspection	12.00	12.24	12	0.0
Vehicle Crossing Inspection - Proceeding to works	80.00	81.60	82	2.5
Private Road Opening Licences (new)	315.00	321.30	321	1.9
Private Road Opening Licences (Existing)	205.00	209.10	209	2.0
S50 Road Opening Charge – Existing Plant/Road	310.00	316.20	316	1.9
S50 Road Opening Charge – new Plant/Road	410.00	418.20	418	2.0
Works on the Highway (installation of ramps etc)	105.00	107.10	107	1.9
Temporary Traffic Lights (application and approval of changes to traffic light junctions)	105.00	107.10	107	1.9
Oversailing (Permission to move materials/build temporary structures over the public highway)	105.00	107.10	107	1.9
Officer time ( When needed on site checking traffic management or traffic signals)	42.00	42.84	43	2.4
<b>Additional Search Enquiries</b>				
Solicitors and other agency queries per question	35.00	35.70	36	2.9
<b>Traffic Regulation Orders - Planned (Temp or Permanent)</b>				
Administration & advertising costs	1,600.00	1,632.00	1,632	2.0
<b>Traffic Regulation Orders - Notices (Temp - Emergency)</b>				
Administration fee & officer time	300.00	306.00	306	2.0

**SCAFFOLD LICENCE**

Initial 6 weeks	50.00	51.00	<b>55</b>	<b>10.0</b>
Renewal subsequent 8 weeks	50.00	51.00	<b>55</b>	<b>10.0</b>
Initial 6 weeks for 12m. length along the Public Highway	163.00	166.26	<b>170</b>	<b>4.3</b>
Renewal subsequent 8 weeks for 12m. length along Public Highway	163.00	166.26	<b>170</b>	<b>4.3</b>

**SKIP LICENCE**

Returnable Deposit	54.00	55.08	<b>55</b>	<b>1.9</b>
Deposit Processing Fees	15.30	15.61	<b>16</b>	<b>4.6</b>
1 day licence Standard Skip	5.00	5.10	<b>5.5</b>	<b>10.0</b>
7 day licence Standard skip	20.00	20.40	<b>22</b>	<b>10.0</b>
28 day licence Standard Skip	40.00	40.80	<b>44</b>	<b>10.0</b>
1 day licence Large Skip	20.0	20.40	<b>22</b>	<b>10.0</b>
7 day licence Large Skip	40.0	40.80	<b>44</b>	<b>10.0</b>
28 day licence Large Skip	80.0	81.60	<b>88</b>	<b>10.0</b>

**HOARDING**

Area of hoarding less than 10 square metres of ground plan Initial 8 weeks	50.00	51.00	<b>55</b>	<b>10.0</b>
Renewal subsequent 12 weeks per square metre	50.00	51.00	<b>55</b>	<b>10.0</b>
Area of hoarding 10 square meters or more of ground plan 12 weeks per square metre	18.40	18.77	<b>19</b>	<b>3.3</b>

**MATERIALS**

Per week	20.00	20.40	<b>22</b>	<b>10.0</b>
Secure Hazardous Waste, Lockable Storage Containers, Temporary offices, Welfare facilities and Asbestos removal decontamination units. Per square metre	18.40	18.77	<b>19</b>	<b>3.3</b>

**OBJECTS ON THE HIGHWAY****(TABLES AND CHAIRS, SHOP DISPLAY ETC)**

Initial application less than 5 square metres	150.00	153.00	<b>153</b>	<b>2.0</b>
Initial application 5 square metres or greater	305.00	311.10	<b>311</b>	<b>2.0</b>
Annual renewal fee per square metre	20.00	20.40	<b>20</b>	<b>0.0</b>



**A-BOARD LICENCE**

new application first year	85.00	86.70	<b>87</b>	<b>2.4</b>
Annual renewal fee	60.00	61.20	<b>61</b>	<b>1.7</b>

**OTHER FEES**

Highway Licence detail changes	25	25.50	<b>26</b>	<b>4.0</b>
One off promotions per square metre	21	21.42	<b>21</b>	<b>0.0</b>

**SIGNS**

Brown Tourist signs	164.00	167.28	<b>167</b>	<b>1.8</b>
Neighbourhood watch signs	33.70	34.37	<b>34</b>	<b>0.9</b>

**LINING**

Access Protection White Lines	10 per metre	10.20	<b>10</b>	<b>0.0</b>
Replacing lining after crossover work	10 per metre	10.20	<b>10</b>	<b>0.0</b>

**TRO FOR NEW PARKING RESTRICTIONS O/S PARKING SCHEMES**

Administration, advertising costs, officer site visits, signing and lining c	<b>New</b>	2,000.00		
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**DISABLED BAYS**

Application fee	10.0	10.20	<b>10</b>	<b>0.0</b>
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<b>Subject:</b>	<b>Mobile phone parking payment solution</b>		
<b>Date of Meeting:</b>	<b>15 January 2013</b>		
<b>Report of:</b>	<b>Strategic Director Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Paul Nicholls</b>	<b>Tel: 29-3287</b>
	<b>Email:</b>	<b>paul.nicholls@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>All</b>		

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

- 1.1 On street casual parking is currently serviced by cash payment at 1,119 Pay and Display machines with only 61 of these machines able to accept card payments as well as cash.
- 1.2 Alternative methods of payment, using a mobile phone to start a parking session, by means of a phone call, text or smart phone application, are now popular and well established in many parts of the country including most London Boroughs, Manchester and Birmingham. Smaller scale facilities have also been operational at many hospital car parks and stations, including at Brighton station car park. This report seeks permission to introduce payment by these new methods through use of a Framework Agreement with four London based Authorities, most of whom are already using the service.

**2. RECOMMENDATIONS:**

- 2.1 That the Transport Committee grants delegated authority to the Strategic Director, Place to enter into contracting arrangements defined in the 'Mobile Telephone Parking Payment Solution with Cash Option' Framework Agreement with the London Borough of Lambeth as Lead Authority, adopting the user pays model to supplement the existing Pay and Display system throughout the city.
- 2.2 That the Transport Committee authorises changes to on street furniture and signage, the advertising of Traffic Orders, including amending the relevant Traffic Orders to enable parking by mobile phone and the cash method of payment as defined in the Mobile Telephone Framework Agreement.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 Pay by mobile phone systems have been in operation for several years and work by the driver registering their vehicle and card payment details with the service provider. Once registered these can be managed securely online by means of a

password and login should the vehicle be bought or sold or the card details change

- 3.2 Upon arriving at a pay by mobile phone parking location, the registered driver transmits the unique location code displayed on street furniture or pay and display machines together with the length of time they wish to stay. This can be by means of text, through a call centre or a smart phone application. The Service Provider recognises the mobile number sending the request, and following security verification to confirm user identity, sets up a parking session for the location and duration specified
- 3.3 Enforcement is carried out by the Civil Enforcement Officer logging onto the Service Provider's system on their handheld device and entering a location code and receiving a list of vehicle registrations that have paid there. The on street parking contract is the subject of a separate tendering exercise and the ability to interface with a pay by phone service provider has been included in the specification. The outcome of the on street parking tender will be the subject of a separate report to Transport Committee.
- 3.4 The benefits to the customer include not needing to carry change to park using traditional Pay and Display. The cost to the customer will be between 15p and 20p per transaction for the provision of this service, the amount to be agreed when the preferred bidder is known. A number of additional facilities can also be purchased by the driver for a small fee, such as reminder texts sent ten minutes before their parking session is about to expire. Drivers can also extend their parking session whilst shopping or in a meeting without the need to return to the Pay and Display machine.
- 3.5 A four year Framework Agreement has been established with the London Borough of Lambeth as Lead Authority together with the City of Westminster, Transport for London, City of London Corporation and Brighton and Hove City Council named as potential Framework Users.
- 3.6 The OJEU Notice was published on 20 November 2011 with a Pre Qualification Questionnaire submission date of 1 February 2012 Responses were received and evaluated with 6 out of 9 bidders shortlisted. The shortlisted bidders were then invited to tender and only two formal bids were received by the due date. Bids were evaluated by officers from Lambeth, Westminster and Brighton and Hove. On 2 January 2013 Lambeth's Procurement Board are due to confirm the preferred bidder.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 The Citywide Parking Review asked whether people would use their mobile phone to pay for parking and overall 45% of people said they would use this system at least sometimes. Amongst the under 44 year age group this figure increased to 67% of those surveyed who would use their mobile phone or a smart phone application at least sometimes to pay for their parking. Overall 78% of residents said they wanted to use credit and debit cards for parking.

- 4.2 The pay by mobile phone service providers have carried out extensive customer surveys on the various payment methods they provide with good customer satisfaction rates. They have committed to obtaining ongoing customer feedback to improve the customer experience of using this method of payment. This includes mapping features to guide the customer back to their parking space, or locate the nearest cash payment location. Features under development would allow customers to opt in to receiving special offers and discounts (subject to council approval) from local businesses.

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

- 5.1 Revenue: The cost of advertising the TRO and amending the street signage will be met out of Transport revenue budgets. Customers will have the option to either use traditional pay and display machines, or the pay by mobile phone service. The pay by mobile phone service will be cost neutral to the council, as the transaction costs will be met by the customer. In the future, there is the potential for reducing some of the costs associated with on street parking, such as cash collection and maintenance of pay and display machines, depending upon the take up of this new system.

Finance Officer Consulted: Karen Brookshaw

Date: 11/12/12

Legal implications

- 5.2 The methods by which payment for parking can be made are set out in traffic orders made under the Road Traffic Regulation Act 1984. These orders will require amendment to enable payment by mobile phone. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to the amendment orders must be considered by the Transport Committee before they can be made.

The Lambeth Contract is a Framework agreement that the Council will be permitted to use, being one authorities referred to in the OJEU Notice. Given that the costs of the service are met entirely by the end user, it is difficult to quantify the overall value of the Contract for the purposes of CSO's, however the process followed by Lambeth has been in accordance with the EU procurement rules.

The Council is also currently in the process of procuring a new parking enforcement services contract (due to be let by April 2013) and both contracts have been designed in such a way as to work with the other.

Lawyers Consulted: Elizabeth Culbert

Date: 10/12/12

Equalities Implications:

- 5.3 Blue Badge holders will continue to benefit from concessions which allow them to park for free throughout Brighton and Hove in any Pay and Display or Shared use parking bay. As such they would not need to use this service provided that their badge is correctly displayed. For other disabled groups the pay by mobile framework agreement includes the ability to pay for parking by cash at retail

locations in Brighton and Hove. Almost all of these are fully accessible to disabled drivers, whether or not they are blue badge holders. For hard of hearing and deaf groups, there is the option to register online or via text and carry out each subsequent transaction by text. The service provider is also required to ensure that suitable customer service channels are available for this group

- 5.4 For service users whose first language is not English, the registration process can include an option to be transferred to a translator who will be able to help set up their registration for the service and explain how the service can be subsequently used by text, website (which can also be translated), smart phone applications etc. Some customers could find the use of this technology daunting but traditional P&D parking will remain available.
- 5.5 A full Equalities Impact Assessment (EIA) has been carried out for this new service and included for regular review within the Parking Services EIA

#### Sustainability Implications:

- 5.6 Adoption of the pay by mobile system should in time reduce the number of cash collection rounds carried out by van which will in turn reduce carbon emissions. The system should also reduce the maintenance costs and extend the life of our stock of Pay and Display machines reducing the need to buy replacement parts, visit and repair faulty equipment or replenish tickets as they are used less frequently which is also good for the environment.

#### Crime & Disorder Implications:

- 5.7 The Service Providers are required to store and manage payment card information to Payment Card Industry Data Security Standards. Under the current system, every year there are a small number of unsuccessful attempts to extract money from Pay and Display machines. Whilst no money has been taken the machines have been damaged. By reducing the amount of cash held in Pay and Display machines the risk of damage and theft will be reduced.

#### Risk and Opportunity Management Implications:

- 5.8 Take up of the new scheme could be low but by adopting the proposals citywide the advantages of registering for the service for the customer are increased. A marketing campaign is included as part of the project launch proposals to increase awareness of the new payment option.
- 5.9 Reliability of the service could be poor either due to gaps in phone network coverage in the city or due to problems with the service providers systems. High service and reliability standards are included within the contract, should the customer be unable to initiate their parking session, the pay and display system can be used.
- 5.10 The inclusion of a cash payment option within the contract could provide the opportunity to relocate a number of Pay and Display machines situated close to the cash payment outlets in Brighton and Hove. These machines could then either be re-used to replace machines with high maintenance costs reaching the

end of their working life or they could be relocated to reduce the capital cost of introducing any new resident parking schemes agreed by Transport Committee following consultation.

- 5.11 The adoption of these new technologies to pay for parking would place the city in a better position to support projects for new technologies like Smarter Cities and provide better information on parking occupancy rates. The proposals follow Brighton and Hove's successful bid for superfast broadband which could in turn encourage future innovation in the development of new features associated with this technology.

Public Health Implications:

- 5.12 Any reduction in carbon emissions arising from a reduced need to service the city's 1,119 Pay and Display machines would be to the benefit of public health.

Corporate / Citywide Implications:

- 5.13 The proposals should contribute towards the council's Corporate Plan objective of creating a more sustainable city by reducing vehicle coin collections from P&D machines and thereby carbon emissions and improve customer choice in response to feedback from surveys.

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 Introducing the service on a pilot basis in a small area of the city was considered. The experience of other cities has shown that this approach tends to result in a much lower up take of cashless parking when compared to cities that have made the service available on a city wide scale. Pay by mobile parking is also well established with over 4 million subscribers and many visitors already registered for the service.
- 6.2 Consideration was given to the city council tendering the service out itself rather than as part of a framework agreement. The proposed adoption of the framework means that we can draw upon the experience of other framework users already using pay by mobile companies as well as benefit from economies of scale in getting the best possible deal for our customers. All procurement costs associated with setting up the Framework have been met by the London Borough of Lambeth as the Lead Authority.

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 To improve customer choice over the method of payment for casual on street parking and provide a range of new service options for the customer.

## **SUPPORTING DOCUMENTATION**

**Appendices:**

1. None

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

1. None

#### **Background Documents**

1. None