

Subject:	Hanover & Elm Grove and Craven Vale resident parking scheme consultation		
Date of Meeting:	14th March 2017		
Report of:	Executive Director of Economy, Environment & Culture		
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Ward(s) affected:	Hanover & Elm Grove, Queens Park & East Brighton		

GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of this report is to consider the outcome of the recent public consultation undertaken for a proposed parking scheme in the Hanover & Elm Grove area and Craven Vale area. The consultations asked residents, business and services whether they would like to be considered for a resident parking scheme and if so the hours and days of operation. Permission to proceed with the initial consultation was agreed at the Environment, Transport & Sustainability Committee meeting on 19th January 2016.

2. RECOMMENDATIONS:

- 2.1 That the Committee approves:

- (a) That a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the area South of Elm Grove (including the southern section of Elm Grove) and for those streets in the North West section (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (b) That a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the Craven Vale area (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (c) That a new resident parking scheme (Monday to Sunday 11am-12 Noon & 6pm-7pm) be considered within the remainder of the roads (Appendix G) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (d) That an order should be placed for any required pay and display equipment to ensure implementation of the new proposed parking scheme (if agreed at a further committee meeting) is undertaken as programmed.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 As part of the Parking Scheme Timetable report presented to the Environment, Transport & Sustainability Committee Meeting in October 2015 it was agreed to consult residents in the Hanover & Elm Grove and Craven Vale area) to determine whether they would like to be consulted on a full detailed design for a resident parking scheme. Permission to proceed with the initial consultation outlining the consultation area and hour and day options was agreed at the Environment, Transport & Sustainability Committee meeting on 19th January 2016.
- 3.2 In April / May 2016 a letter was sent to all property addresses in the Hanover & Elm Grove / Craven Vale area.
- 3.3 At the Environment, Transport & Sustainability Committee on 28th June 2016 a report was presented addressing responses to an initial consultation in the Hanover & Elm Grove and Craven Vale area. The consultation asked residents, businesses and services whether they would like to be consulted on a full detailed design for a resident parking scheme and the hours and days of operation.
- 3.4 The Committee agreed that detailed design proposals for a resident parking scheme as a 9am-8pm or light touch (two periods during the day) and either Monday to Sunday or Monday to Friday be consulted upon in the whole area apart from the Craven Vale area.
- 3.5 Within the Craven Vale area it was agreed that a detailed design proposal for a resident parking scheme as a 9am-8pm (Monday to Sunday or Monday to Friday) parking scheme or an extension to Area U (light touch scheme) be consulted upon.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward. There is also the option to take forward different types and areas of parking schemes.
- 4.2 However, it is the recommendation of officers that these proposals are taken forward for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

Hanover & Elm Grove Area Results

- 5.1 59.9% of respondents were in favour of a Residents' Parking Scheme in the area based on a high response rate of 36.9%. Appendix C shows a road by road yes / no result from the responses in the whole area.
- 5.2 52.3% of respondents preferred a full scheme 9am-8pm. Appendix D shows a road by road result from the responses about a full or light touch scheme option in the whole area. As the plan shows there is a clear divide from respondents wanting a full scheme (9am-8pm) and a light touch scheme (two periods during the day). Where respondents

have indicated they don't want a scheme the majority have further outlined that they would prefer the option which provides less restrictions.

- 5.3 56.5% of respondents preferred a Monday to Friday scheme. Appendix E shows a road by road result from the responses to the question about a five day or seven day scheme in the whole area.
- 5.4 Full results are outlined in Appendix A.
- 5.5 An open text box within the questionnaire enabled respondents to add comments. These comments were grouped together and themed as follows:

Comments made	Number of times mentioned
Not enough residents parking spaces in this scheme/ will need more than one permit	207
In favour because of current parking difficulties/ general positive comments	190
No need for a scheme/ Unnecessary	188
Don't want to pay for parking	187
Don't want parking to be restricted to one side of the street only	113
This is a money making exercise	94
General negative comments	85
Concerns about the proposed hours of operation	67
Concerned about the cost of visitor parking	66
Have concerns about displacement	62
Will stop long term/ overnight parking eg caravans and left vehicles	62

- 5.6 In terms of the issues raised about resident parking space availability officers have been reviewing the situation in response to concerns which are outlined as follows;

- **Parking on One Side of the road & emergency vehicle access**

During the 2010 Hanover & Elm Grove parking consultation, the Fire Service submitted a full and detailed written response stating objection to any proposals resulting in a carriageway width below 3.1 metres. During this consultation, it was again necessary to restrict parking to one side within a number of roads to ensure access for Emergency Vehicles was not compromised. It has also been necessary to consider some of the narrower roads to be made 'one way' with staggered parking restricted to one side of the road, however, it has been possible to identify roads that can accommodate parking both sides – subject to being restricted to 'one way' traffic.

- **Roads subject to Investigation for additional parking provision**

Cobden Road(North side 45 degree echelon parking investigation)

Further investigation with the assistance of The Road Safety Team found the carriageway width allowed 45 degree echelon parking on the north side and a parallel design on the south side, however the traffic flow would need to be restricted to 'one way' in order to formalise this arrangement. Whilst there are concerns with regard to the width of the footway in some areas, residents have parked to this arrangement and expressed a preference for this to remain and existing build outs within Cobden Road create a feel for an echelon arrangement. By retaining this arrangement, parking provision increases by approximately fifteen spaces.

Milton Road (North side 45 degree echelon investigation)

Vehicles have historically parked parallel to the kerb and concerns over the possible obstruction to the footway from vehicles overhanging the footway have been raised. There would be a negligible gain of approximately four spaces so officers are not recommending this proposal.

Howard Road (North side 45 degree echelon investigation)

Vehicles have historically parked parallel to the kerb and concerns over the possible obstruction to the footway from vehicles overhanging the footway have been raised. There would be a negligible gain of approximately two spaces due to vehicle crossovers so officers are not recommending this proposal.

Hampden Road (North side 45 degree investigation)

Vehicles have historically parked parallel to the kerb and concerns over the possible obstruction to the footway from vehicles overhanging the footway have been raised. There are also historical physical measures at both junctions which serve a contraflow cycle arrangement which may dissuade cyclists from using in future should the carriageway be narrowed to such a point. Therefore, officers are not recommending to implement this proposal.

- 5.7 Officers will also look at reducing the amount of shared permit / paid parking bays in the full scheme proposal as part of the proposed Traffic Regulation Order. This is following comments made by a number of residents who have outlined they would like more permit only parking particularly in roads where parking is limited to one side of the road.
- 5.8 As part of the parking scheme proposals, if taken forward, officers are actively looking at recommending an electric vehicle bay in the Cobden Road area as this did come up a number of times during the consultation.
- 5.9 If the whole area is agreed to proceed then officers will also consider parking restrictions outside the parking scheme such as yellow lines and limited waiting bays in Tenentry Down Road and yellow lines in Bear Road. This would be included in the Traffic Regulation orders being advertised which will allow for further comments.

Craven Vale Area Results

- 5.10 65.8% of respondents were in favour of a Residents' Parking Scheme in the area based on a 28% response rate. Appendix F shows the result road by road.

5.11 59.2% of respondents preferred a full scheme 9am-8pm while 53.8% of respondents wanted a Monday to Sunday scheme.

5.12 The full results are outlined in Appendix B.

6. CONCLUSION

Hanover & Elm Grove proposals

6.1 Taking into account these results and comments it is recommended to propose a new resident parking scheme (Monday to Sunday 9am-8pm) into the area south of Elm Grove and for the streets in the North West Section of the consultation area which would be a single new parking scheme area (Appendix G)

6.2 It is appreciated some roads were against the proposals or a different type of scheme but to ensure a parking scheme is geographically viable it is proposed to go ahead with the whole boundary area as overall the respondents were in favour of a scheme.

6.3 In terms of the remainder of the area after taking into account the results and comments it is proposed to recommend a new light touch scheme for two periods during the day (Monday to Sunday). It is proposed that the hours of these parking schemes would be 11am-12 Noon and 6pm-7pm. Residents, services and businesses would have the opportunity to comment on these hours as part of the advertised Traffic Regulation Order.

6.4 It is recognised that some roads voted against the proposals or a different type of parking scheme but to ensure a parking scheme has a geographically viable boundary and due to concerns regarding vehicle displacement it is proposed to proceed with the whole area. Officers are recommending a Monday to Sunday scheme as there are concerns that if this was a Monday to Friday scheme it could lead to significant displacement at weekends as other schemes nearby including the proposal South of Elm Grove and for the streets in the North West Section are seven days.

6.5 Council officers are also mindful of previous experience from a number of other parking schemes where areas not considered for a resident parking scheme have then come forward with serious concerns about vehicle displacement and the need for a parking scheme consultation. There is also the consideration that 59.9% of respondents across the whole area were in favour of a Residents' Parking Scheme.

Craven Vale proposals

6.6 It has been recommended to take into account these results and propose a new resident parking scheme (Monday to Sunday 9am-8pm) into the Craven Vale area (Appendix G).

6.7 Officers have discussed the Craven Vale results with the East Brighton Ward Councillors in this area who have voiced their support for this way forward.

Overall

- 6.8 It is recommended by officers that all these proposals are advertised as a Traffic Regulation Order allowing further comments to be made from residents both within and outside the new proposed scheme. All comments will be reported back to a further Environment, Transport & Sustainability Committee meeting.
- 6.9 As part of the consultation process, 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 also 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.
- 6.10 Any yellow lines or other parking restrictions that are considered appropriate outside of the proposed parking schemes will also be investigated and advertised alongside the parking scheme traffic order.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the report recommendations will be allocated to the capital programme and funded from unsupported borrowing with repayments made over a period of seven years. The detailed financial implications of the proposed scheme will be included in a future committee report once the final design of the scheme has been ascertained.

Finance Officer Consulted :Gemma Jackson

Date: 23/02/2017

Legal Implications:

- 7.2 Under the Traffic Management Act 2004, the Council as the local highway authority is under a duty to manage the road network with a view to achieving as far as reasonably practicable the expeditious movement of traffic. In performing this duty the Council may take any action it considers will contribute to securing the more efficient use of its road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on its road network.

The Council has the power under the Road Traffic Regulation Act 1984 to designate by order parking places on a road for use by such persons or vehicles authorised for the purpose by a permit from the Council.

The recommendations detailed in this report will help to demonstrate that the Council is complying with its statutory duty

Lawyer Consulted: Stephanie Stammers

Date:23.02.17

Equalities Implications:

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

Sustainability Implications:

- 7.4 Any new motorcycle bays and the on-street pedal cycle bays will encourage more sustainable methods of transport.

Any Other Significant Implications:

- 7.5 Any legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

SUPPORTING DOCUMENTATION

Appendices:

- Appendix A – Hanover and Elm Grove (H&EG) consultation report
- Appendix B – Craven Vale consultation report
- Appendix C – Plan showing Road by road result – Yes / No (H&EG)
- Appendix D – Plan showing Road by road result – Light / Full scheme (H&EG)
- Appendix E – Plan showing Road by road result – Five / Seven day (H&EG)
- Appendix F – Plan showing Craven Vale – road by road
- Appendix G – Plan showing recommended proposals.

Background Documents

1. Item 82 – Environment, Transport & Sustainability Committee Meeting Report – 15th March 2016
2. Item 13 - Environment, Transport & Sustainability Committee Meeting Report – 28th June 2016

