

Appendix G – Hanover light touch parking scheme – Summary of correspondence / Officer Responses.

There were one hundred and fifty-four (154) items of correspondence received on the proposals relating to TRO-15-2017 (Zone S).

- *There was one (1) petition from residents within a group of roads known locally as the 'Top Triangle' (Carlyle, Arnold, Lynton, Baxter and Cromwell Streets) petitioning for inclusion into the 'full scheme' proposals containing one hundred and eighteen (118) signatures.*
- *One hundred and thirty-one (131) were objections submitted from individuals many containing various comments regarding the scheme proposals and are listed in Appendix*
- *Three (3) were objections submitted by businesses containing various comments regarding the scheme proposals and are listed in Appendix*
- *Three (3) were objections submitted from local interest groups containing various comments regarding the scheme proposals and are listed in Appendix*
- *Fourteen (14) were from individuals in support of the scheme proposals containing various comments and are listed in Appendix*
- *One (1) was from a business in support of the scheme proposals and is listed in Appendix*
- *One (1) was from Brighton & Hove Bus & Coach company in support of the scheme proposals and is listed in Appendix*

The one hundred and fifty-four (154) representations contained a number of different reasons to object/support the resident parking scheme proposals (some outlined more than one reason for their objection/support).

Seventy-two (72) comments objecting to the 'light' scheme proposals and / or requesting a full scheme: -

The type of schemes were determined and agreed at the last Environment, Transport & Sustainability Committee on 14th March 2017 following the previous consultation results. The recently advertised Traffic Regulation Order should focus on comments and concerns regarding the detailed design of bays, yellow lines and traffic management.

Officers are mindful that the parking scheme process has been through an extensive consultation period with three stages of consultation. The first two stages allowed residents to outline their preferred option and in both cases residents in this area overwhelmingly preferred a light touch scheme. The second stage of consultation would also have been in the knowledge that the section south of Elm Grove preferred a full scheme.

It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28th November 2017.

Fifty-eight (58) comments regarding the loss of parking: -

There are also significant concerns from residents within certain roads regarding the loss of parking. In areas such as Clayton Road, Firlie Road and Glynde Road the existing carriageway widths cannot support a parking design within these roads to accommodate parking particularly as it would involve passing vehicles mounting the pavement. Officers could not condone parking partly on the pavement as it would prevent pedestrians passing through safely particularly those with wheelchairs and pushchairs and lead to ongoing maintenance issues. Council officers attended a meeting arranged by representatives of the residents association and undertook a 'walk about' of the area. Although no

parking provision was identified within these specific roads as a result of this meeting, council officers agreed to changes to the parking provision on a section of Freshfield Road from pay and display to dedicated residents parking. A number of additional parking places were also identified within this section of Freshfield Road. Council officers are of the opinion these two points will assist in alleviating the loss of parking within these specific roads.

Twenty-nine (29) comments objecting as no parking problem being perceived in the area and not wanting any scheme at all: -

LAT Group survey results as well as individual comments from residents within this area were received requesting the council consider consulting on and potentially implementing parking control measures. It was for this reason it was agreed to include this area within the resident parking scheme priority timetable. Approval to proceed with the consultation on a detailed design was made at Environment, Transport & Sustainability committee 28 June 2016.

Twenty-one (21) comments concerned about vehicle displacement

It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28th November 2017.

Sixteen (16) comments objecting to the zone being divided: -

The results of the consultation indicated there was a need for officers to consider proposing two separate schemes within the area based on how residents / businesses and services users responded. The boundary of the two schemes was devised based on this information to reflect the different needs and requirements of residents / businesses and service providers in the area.

Twelve (12) comments objecting to having to pay to park: -

When introducing new residents parking schemes, the Council must demonstrate such schemes will be self-financing, therefore, it is necessary for charges to be applied to on-street parking provision through permits and pay & display / paybyphone. Each scheme must pay back the original implementation costs alongside ongoing costs (enforcement, lining and signing maintenance, administration etc). Surplus revenue received from the proposed parking schemes over time is allocated back into transport and environmental improvements throughout the city.

Twelve (12) comments highlighting concerns with permit allocation: -

As with previous schemes, qualifying households may initially apply for one permit – qualifying means not being within a 'private' road or having access to off street parking. This applies fairness to the application process and enables for it to be monitored to avoid oversubscription. Additional household applications may be considered in the event uptake of permits is low and there is capacity to issue additional permits.

Twelve (12) comments highlighting current difficulties with parking in the area: -

General comments had been made in relation to the current situation on a number of negative parking issues which currently occur for which council officers are confident can be addressed should the proposals for a scheme be taken forward.

Twelve (12) comments on the detailed design:-

Council officers have received numerous comments relating to the detailed design element of specific proposals during this TRO Notice consultation period. Officers will continue to investigate and

respond to each request based on the findings. Any changes would be subject to a future Traffic Regulation Amendment Order.

Eleven (11) comments objecting to double yellow lines: -

Double yellow line restrictions will apply across all legal vehicle access points. Whilst this means that neither residents nor their visitors may continue to park across a garage or drive access (unless they are seen to be loading / unloading), it will ensure these remain clear of vehicle obstruction and enforceable by Civil Enforcement Officers. A number of comments have been received in respect of redundant dropped kerbs in the area where potential parking could be provided. In the event of a scheme being introduced, Council officers will review cases on an individual basis and where it is clear the access is no longer required for the purpose of access parking can be extended if deemed appropriate..

Eleven (11) miscellaneous/other comments: -

These comments were not related to specific points of the scheme but more of a general personal nature ie 'need car for work' etc.

Ten (10) comments objecting to no pavement parking: -

The current practice of pavement / verge parking within the area cannot be condoned and is not featured within the proposals of the scheme. Council officers acknowledge that footways are greatly compromised in areas where this practice occurs – making access difficult for pedestrians with pushchairs, pedestrians with impaired vision and pedestrians in need of using a wheelchair. There is also a financial impact to consider as overtime many footways will require maintenance due to the impact of vehicles.

Council officers with the assistance of colleagues in Road Safety conducted a site visit within Elm Grove and determined that a number of parking spaces can be provided on the carriageway where verge parking is most prevalent north side/western end). Concerns had been raised in respect of access for buses, however, no objections to the proposals were made on behalf Brighton & Hove Bus & Coach Company.

Seven (7) comments associated with pedal cycles – additional parking provision & contraflow pedal cycle arrangements within proposed one way arrangements: -

Ensuring there is sufficient pedal cycle parking provision in Brighton & Hove forms a key contribution to any increase in pedal cycle usage through the provision of quality pedal cycle parking within residential area and areas such as parades of shops and schools. There are currently seven new Pedal Cycle Parking Places (PCPPs) proposed within the whole of the consultation area – the locations of which were proposed by colleagues from Transport Planning following site surveys and resident requests. Comments in relation to additional future provision at numerous locations within the area were submitted and passed to the relevant department for future consideration.

Officers are committed to investigating the possibilities of introducing contraflow pedal cycle provision within the roads where 'one way' direction of travel for motor vehicles is proposed and if appropriate this would be considered within an amendment Traffic Regulation Order.

Five (5) comments concerned with increased parking problems as a result of the scheme:-

It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28th November 2017.

Four (4) comments requesting additional visitor parking provision:-

Residents may apply for up to fifty visitor permits per year. The introduction of pay and display / paybyphone into a light touch scheme would need to be all day for a limited time restriction which would, therefore, need to be exclusive and would reduce resident permit parking. Shared pay and display / paybyphone to cover just the two unrestricted hours would encourage and enable all day commuter parking unless the tariffs were set high (which would discourage other users). Dedicated short term exclusive pay and display in light touch areas is generally underutilised (due the unrestricted hours available) and felt not the best use of available space.

Four (4) objections regarding the impact to businesses:-

During the consultation process there has been ongoing communication between council officers and representatives from businesses within the area including a meeting. As with all parking schemes introduced within Brighton & Hove, the objective is to find the right balance of residents, businesses and service providers as well as daily parking for a local area. Council officers have worked towards the introduction of a pilot driven visitor permit scheme for local businesses within the area enabling visitors to park during the restricted times.

Three (3) comments stating the consultation process was flawed / inadequate: -

The area has been subject to an extensive consultation process and is clearly outlined in this report and the background papers. All households / businesses / Services in the directly affected areas that would be eligible for relevant permits have been consulted.

Two (2) comments requesting Electric Vehicle charge points:-

Council officers have started to investigate potential sites within the area using address based information captured from the consultation process as well as previous requests from residents/interest groups in the area.

Two (2) comments on the possible impact on Zone U:-

Residents within Zone U were recently consulted on becoming a full scheme or to remain with existing 'light touch' arrangements. From the results of the consultation in Area U it is clear there is a divide between the western roads who would prefer to remain a light touch scheme and the eastern roads who would prefer to become a full scheme. Therefore, it is proposed that a further report be presented to this Committee following the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward for this area.

One (1) comment requesting additional car club spaces: -

The proposal is for the introduction of four additional club sites within the overall consultation area of Hanover & Elm Grove – this is in addition to the existing. Council officers liaise directly with the car club company to determine the areas where interests/requests into such provision have been made.

One (1) comment concerned with speeding:-

The area is subject to a speed restriction of twenty miles per hour with a number of roads already having a form of physical measures (speed humps) constructed. Within roads where proposals restrict the parking to one side of the road, the parking arrangement will be staggered on alternate side of the carriageway to create a traffic calming measure. This design is currently in use within a number of roads within the vicinity in Resident parking schemes (Windmill Street & Stanley Street.