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|--------------------------|---|--|--------------------------|
| <b>Subject:</b>          | <b>Parking Scheme Update Report</b>   |  |                          |
| <b>Date of Meeting:</b>  | <b>25<sup>th</sup> June 2019</b>  |  |                          |
| <b>Report of:</b>        | <b>Executive Director, Economy, Environment &amp; Culture</b>               |  |                          |
| <b>Contact Officer:</b>  | <b>Name:</b>  | <b>Catherine Dignan</b>                      | <b>Tel: 01273 292235</b> |
|                          | <b>Email:</b>   | <b>catherine.dignan@brighton-hove.gov.uk</b> |                          |
| <b>Ward(s) affected:</b> | <b>Moulsecoomb &amp; Bevendean, Hollingdean &amp; Stanmer and Hove Park</b> |  |                          |

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

- 1.1 The purpose of this report is to update Committee on the progress of recent resident parking scheme consultations.
- 1.2 This report outlines the initial findings on the Coombe Road area parking consultation and to seek agreement to proceed to the next stage of consultation with the detailed design. This consultation is externally funded as it is connected to the Preston Barracks / Lewes Road development. The report also seeks approval to proceed with the Hove Park and Lynchet Close Traffic Regulation Orders.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage of the detailed design for the Coombe Road Area Parking consultation. This will consist of a consultation to the whole area on a light touch parking scheme on Monday to Friday.
- 2.2 Agrees that the following Traffic Regulation Orders are approved and the Hove Park (Zone P) proceeds to the implementation stage.
  - BRIGHTON AND HOVE VARIOUS CONTROLLED PARKING ZONES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO.\*201\* (TRO-7a-2019)
  - BRIGHTON AND HOVE OUTER AREAS (WAITING, LOADING AND PARKING) AND CYCLE LANES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO.\*201\* (TRO-7b-2019)
- 2.3 Agrees that the following Traffic Regulation Order is approved and the Lynchet Close proposal proceeds to the implementation stage.

- BRIGHTON AND HOVE OUTER AREAS (WAITING, LOADING AND PARKING) AND CYCLE LANES CONSOLIDATION ORDER 2018 AMENDMENT ORDER NO.\*201\* (TRO-3-2019)

### **3. CONTEXT/ BACKGROUND INFORMATION**

#### **Coombe Road Area Parking Consultation**

- 3.1 Following a deputation to the Environment, Transport & Sustainability (ETS) Committee on 26 June 2018, it was agreed at ETS Committee on 27<sup>th</sup> November 2018 as part of a parking schemes update report to take forward a parking scheme consultation. It was agreed that we would write to all residents and businesses in the Coombe Road area to find out if there is general support for a resident parking scheme and if so, what days and hours of operation might be preferred.
- 3.2 Brighton & Hove City Council Land and Property Gazeteer was used to provide 2478 property addresses in the proposed scheme boundary for the Coombe Road Area. A questionnaire, frequently asked questions sheet 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 should they wish to. 645 (86.1%) responses received were by mail and 104 (13.9%) online. The consultation ran from 7th January to 15th February 2019.
- 3.3 The headline figures indicate that 53.7% of respondents support the idea of a residents parking scheme detailed design consultation while 46.3% of respondents do not support the idea.
- 3.4 57.2% of respondents prefer a light-touch parking scheme compared to 42.8% who prefer a full scheme. In terms of the days of operation 59.6% of respondents support a Monday to Friday scheme while 40.4% of respondents support a Monday to Sunday scheme
- 3.5 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a road by road results plan is outlined in detail in Appendix A including the main comments.
- 3.6 Therefore, it is recommended that we proceed with a detailed design consultation on a light touch resident parking scheme with the days of operation Monday to Friday. After discussions with NSL (our enforcement contractors) we would propose the hours of operation of 10am-11am and 5pm-6pm and will ask residents if these times are suitable or if they prefer alternative times.
- 3.6 The Moulsecoomb & Bevendean and Hollingdean and Stanmer Councillors have outlined they are happy to support the recommendations based on the resident's wishes. (To include a plan of the area appendix B)

#### **Hove Park (Zone P)**

- 3.7 Following Environment, Transport & Sustainability Committee approval a consultation letter was sent out to all households in the Hove Park ward in June / July 2017. The consultation was also advertised on the council's website, via

- social media and by a press-release to local media. The results outlined that 43% of respondents were in favour of a Residents' Parking Scheme in the area based on a 51% response rate.
- 3.8 79% of respondents wanted a light touch scheme while 20% preferred a full scheme. 77% of respondents supported a Monday to Friday scheme while 23% supported a seven day scheme.
  - 3.9 It was clear from the results that a smaller area was in favour of a parking scheme. Within this area the results outlined that 62% of respondents were in favour of a Residents' Parking Scheme in the area. 76% of respondents wanted a light touch scheme while 70% of respondents supported a Monday to Friday scheme.
  - 3.10 Following ETS approval on 10<sup>th</sup> October 2017 an information leaflet, detailed map, questionnaire and prepaid envelope for reply were sent to each address. Respondents were also invited to complete the survey online via the council's Consultation Portal should they wish to. 91.0% responses received were by mail and 7.8% on line. An additional 1.2% of respondents gave their views directly via email. The consultation was advertised on the council's website, via social media and by a press-release to local media. The consultation ran from 29 April 2018 to 28 May 2018.
  - 3.11 68.4% of respondents were in favour of a Residents' Parking Scheme in the area based on a 56.7% response rate.
  - 3.12 69.9% of respondents were happy with the hours of the scheme (Monday to Friday 9 -10am & 1pm - 2pm) while 30.1% of respondents wanted different hours.
  - 3.13 It was agreed at the ETS committee meeting on 27<sup>th</sup> November 2018 to advertise a Traffic Regulation Order to allow implementation of Hove Park (Zone P) parking scheme.
  - 3.14 The Hove Park Ward Councillors at the time outlined they were happy to support the recommendations based on the residents wishes.
  - 3.15 The draft Traffic Regulation Orders (TRO's) were advertised on 8th February 2019 with the closing date for comments and objections on the 1st March 2019. The Ward Councillors for the area were consulted, as were the statutory consultees such as the Emergency Services.
  - 3.16 The notice was published in the Brighton & Hove Independent newspaper on 8th February 2019 and notices were put up within the roads of the proposed parking scheme on the same day. Due to a clerical error the order was advertised again in The Brighton & Hove Independent on the 22nd February 2019 to the 15th March 2019.
  - 3.17 Detailed plans and Traffic Regulation Orders were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall. A plan showing the boundary of the parking scheme proposal is shown in Appendix C.

- 3.18 The documents were available to view and to respond to directly to on the Council website.
- 3.19 We received 182 items of correspondence to the proposals from residents and people who visit the area and this included support and objections. From residents who live within the proposed Zone there were 8 items of correspondence in support of the proposals due to the parking problems, while 31 items of correspondence were objections to the proposals. 9 of the e-mails of objection were to specifics of the scheme as opposed to the scheme in general. 22 were objecting to the scheme.
- 3.20 We received 21 items of correspondence from residents who lived just outside of the proposed area. We also received 122 objections from people who park in the area, work nearby, use park facilities, use area to 'park and stride' children to school.
- 3.21 The comments/objections are listed in Appendix D alongside an outline of the officer comments.
- 3.22 Following the Traffic Regulation Order consultation, and after responding to the objections, it is proposed to proceed with the implementation of parking Zone P which will begin operation on 2<sup>nd</sup> September 2019.

### **Lynchet Close**

- 3.23 A temporary Traffic Regulation Order came into force in September 2017 to enable construction of a new housing development off Lynchet Close (now known as Salehurst Close). The development is now complete and residents have moved in. Officers in Transport were requested by Estates Regeneration Team to look into making the temporary order a permanent order, to be funded by that team.
- 3.24 Following a site visit and taking into account the parking issues in the area, the Parking Infrastructure team agreed to process a Traffic Regulation Order but with removal of a stretch of double yellow line on north side. The proposal would allow visibility to the new Close but still allow for some parking.
- 3.25 The draft Traffic Regulation Orders (TRO's) were advertised on 18<sup>th</sup> January 2019 with the closing date for comments and objections on the 8<sup>th</sup> February 2019. The Ward Councillors for the area were consulted, as were the statutory consultees such as the Emergency Services.
- 3.26 The notice was published in the Brighton & Hove Independent newspaper on 18th January 2019 and notices were put up in Lynchet Close on the same day.
- 3.27 Detailed plans and Traffic Regulation Orders were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall. A plan showing the proposal is shown in Appendix E.
- 3.28 The documents were available to view and to respond to directly on the Council website.

- 3.29 We received 6 objections to the proposals from residents and people who visit the area. The objections ranged from the amount of double yellow lines being too excessive to the amount not being enough.
- 3.30 The objections are listed in Appendix F alongside an outline of the officer comments.
- 3.31 Following the Traffic Regulation Order consultation, the proposals are a compromise between the differing objections and therefore this is felt the best course of action; keeping visibility for the junctions and pedestrians whilst still allowing for some parking. It is proposed to proceed with the changes in July 2019 if approved.

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

- 4.1 The main alternative options are doing nothing which would mean that the various parking scheme consultations / proposals would not be taken forward or consulting on a different option.
- 4.2 It is, however, the recommendation of officers that the recommendations are proceeded with for the reasons outlined within the report.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 As set out in the body of the report.

#### **6. CONCLUSION**

- 6.1 As set out in the body of the report.

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

##### Financial Implications:

- 7.1 The costs associated with the report recommendations for further consultation in the Coombe Road area will be funded from section 106 developer contributions. 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 determined.
- 7.2 The costs associated with the implementation of the Lynchet Close area parking scheme are estimated to be approx. £0.001m and have been funded from Estates Regeneration capital budgets. Ongoing revenue implications are estimated to be minimal with any additional income expected to offset associated costs.
- 7.3 The capital costs of the Hove Park (Zone P) resident parking scheme will be funded from borrowing, with repayments made over a seven year period funded from the revenue income generated. It is estimated that the capital costs of the recommendations in this report will be £0.090m.

- 7.4 Additional enforcement costs are estimated to be £0.040m per annum for the Hove Park (Zone P) resident parking scheme. There are also other additional ongoing revenue costs for bank charges, staff time, repairs and maintenance. These costs are not included in current revenue budgets but will be funded from the income generated by the new scheme.
- 7.5 The additional annual income from the Hove Park (Zone P) resident parking scheme is estimated to be £0.150m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.6 Revenue income generated from on-street parking schemes is first defrayed against relevant costs with any surplus used for qualifying transport and highways related expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.
- 7.7 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

*Finance Officer Consulted: Gemma Jackson*

*Date: 30/05/19*

Legal Implications:

- 7.8 Under the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996 before making a traffic regulation order, a traffic authority must consult with statutory consultees, such as the emergency services. The Council is not under a statutory duty to consult the public but once the Council has decided to consult (even if it is voluntary) it must carry out the consultation in a fair way. The consultation must take place when the relevant proposal is still at a formative stage, adequate information must be provided to consultees to enable them properly to respond to the consultation exercise, consultees must be afforded adequate time within which to respond to the consultation exercise and the decision-maker must give conscientious consideration to consultees' responses and objections. Before making a TRO the traffic authority must consider all objections made and not withdrawn. Under the council's scheme of delegation to committees, the Environment, Transport & Sustainability Committee considers and makes decisions on proposed TROs where objections have been received and not withdrawn or otherwise resolved. The Committee can decide to make the TRO unchanged, make it with modifications or not to proceed with it.

*Lawyer Consulted: Stephanie Stammers*

*Date: 30 May 2019*

Equalities Implications:

- 7.9 The proposed measures will be of benefit to many road users as they will secure a more efficient use of the road network. People who suffer from a disability and hold a Blue Badge will be permitted to park in permit holder bays for unlimited time.

### Sustainability Implications:

- 7.10 Motorcycle parking bays can be considered on application.
- 7.11 Managing parking will increase turnover and parking opportunities for all.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

- Appendix A – Coombe Road Area – Full Analysis
- Appendix B – Coombe Road Area – Proposal plan
- Appendix C – Hove park area proposal plan
- Appendix D – Hove Park – Comments to Traffic Regulation order
- Appendix E – Lynchet Close area proposal plan
- Appendix F - Lynchet Close– Comments to Traffic Regulation order

### **Background Documents**

1. Agenda Item 43 Report to ETS Committee 27th November 2018
2. Agenda Item 29 Report to ETS Committee 10th October 2017
3. Agenda Item 44 Report to ETS Committee 27th November 2018

