

<b>Subject:</b>	<b>Parking Scheme Update Report</b>		
<b>Date of Meeting:</b>	<b>8<sup>th</sup> October 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>
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<b>Ward(s) affected:</b>	<b>Hanover and Elm Grove &amp; Queens Park</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to update Committee on the progress of recent resident parking scheme consultations.
- 1.2 This report outlines the findings of the recent consultation with residents in an area known as the top triangle (Arnold Street, Baxter Street, Carlyle Street, Cromwell Street, Lynton Street and part of Queens Park Road) and Freshfield Street and Queens Park Rise. The report also seeks agreement to proceed to the Traffic Regulation Orders with the exception of Queens Park Road.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee having taken account of all duly made representations and comments, agrees to proceed to the next stage to advertise the Traffic Regulation Orders for;
- i) The top triangle area (not including Queens Park Road)
  - ii) Freshfield Street and Queens Park Rise

**3. CONTEXT/ BACKGROUND INFORMATION**

**Top Triangle - (Arnold Street, Baxter Street, Carlyle Street, Cromwell Street, Lynton Street and part of Queens Park Road)**

- 3.1 Residents in Hanover and Elm Grove were invited to give their views on the Zone S and Zone V Parking Schemes. The schemes, which were introduced in October 2017 following public consultation, were being reviewed by the council to ensure a fair balance is being achieved between the needs of residents, businesses and visitors.
- 3.2 The review was an opportunity for residents in the schemes boundaries to have their say on any changes they feel are required to improve how the parking controls operate and specifically, whether the parking schemes are working in

terms of the hours/days, if the type of bays provided are suitable and how the different types of permits are working.

- 3.3 The consultation closed on the 4th January and the results were presented to the Environment, Transport and Sustainability Committee on 19th March 2019.
- 3.4 It was agreed to re-consult with residents in the following roads; Arnold Street, Baxter Street, Carlyle Street, Cromwell Street, Lynton Street and part of Queens Park Road (between Elm Grove and Carlyle Street), to see whether they want to remain in Zone S (Monday to Friday 11am to 12 noon and 6pm to 7pm - Light-touch scheme) or to join Zone V (Monday to Sunday 9am to 8pm- full scheme).
- 3.5 The consultation closed on 12th August 2019.
- 3.6 Brighton & Hove City Council Land and Property Gazetteer was used to provide 389 property addresses. 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 should they wish to. 158 (90%) responses received were by mail and 17 (10%) on line. The consultation ran from 28 June to 12 August 2019.
- 3.7 The headline figures indicate that 51.1% of respondents support the idea of joining Zone V while 48.9% of respondents would like to remain the same.
- 3.8 It was clear from the results that Queens Park Road were not in favour of joining Zone V and wish to remain in Zone S, therefore, due to a natural boundary continuing we are proposing that they remain in Zone S. The remaining roads are 54% in favour of joining Zone V.
- 3.9 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a road by road results is outlined in detail in Appendix A including the main comments.
- 3.9 Therefore, it is recommended that we proceed to the Traffic Regulation Order stage with the exception of Queens Park Road.

### **Freshfield Street/Queens Park Rise**

- 3.10 Following the change from Zone U to Zone C it was agreed at ETS Committee on 19<sup>th</sup> March 2019 to consult with residents in Freshfield Street/Queens Park Rise to see if they wished to change from Zone S (light touch) to Zone C (full scheme).
- 3.11 The consultation closed on 14<sup>th</sup> July 2019.
- 3.12 Brighton & Hove City Council Land and Property Gazetteer was used to provide 106 property addresses. 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 should they wish to. 81.4% responses received were by mail and 18.6% on line. The consultation ran from 12 June to 14 July 2019.

- 3.13 The headline figures indicate that 52.5% of respondents support the idea of joining Zone C while 47.5% of respondents would like to remain the same.
- 3.14 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a road by road results is outlined in detail in Appendix A including the main comments.
- 3.15 Due to the roads being surrounded by an adjacent zone both roads need to be changed or both roads need to remain in their current zone
- 3.16 Therefore, it is recommended that we proceed to the Traffic Regulation Order stage.

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

- 4.1 The main alternative options are doing nothing which would mean that the both areas would remain in a light touch parking scheme.
- 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 Any costs associated with the report recommendations will be included in 2020/21 revenue budgets within the Parking department. The detailed financial implications of the proposed schemes will be included in future committee reports once the final designs of the schemes have been determined.
- 7.2 The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.3 Revenue income generated from on-street parking schemes is first defrayed against relevant costs with any surplus used for qualifying related expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.
- 7.4 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges are reviewed annually as part of the budget and service planning process.

*Finance Officer Consulted: Jess Laing*

*Date: 12/09/2019*

### Legal Implications:

- 7.5 The legislation relating to traffic regulation orders does not place the Council under a statutory duty to consult the public but once the Council has decided to do so (even if the consultation is voluntary) it must carry out the consultation in a fair way. The consultation must take place when the relevant proposals are still at a formative stage, adequate information must be given to consultees to enable them properly to respond to the consultation exercise and they must be allowed enough time within which to respond to the consultation exercise. The Council, as decision maker, must give conscientious consideration to consultees' responses and objections.
- 7.6 This report details the consultations undertaken for the recent proposed resident parking schemes. After considering the results of the consultations, the Council can now proceed to advertise the Traffic Regulation Orders.

*Lawyer Consulted: Stephanie Stammers*

*Date: 11/09/2019*

### Equalities Implications:

- 7.7 Consultation took place with the local populations who will be affected by the changes to the existing parking schemes. The comments and wishes of the respondents were taken into account when considering what changes would best meet the needs of those local populations. The proposed measures will be of benefit to many road users

### Sustainability Implications:

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

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Top Triangle – Full Analysis
2. Freshfield Street/Queens Park Rise – Full Analysis

### **Background Documents**

1. Agenda Item 78 Report to ETS Committee 19<sup>th</sup> March 2019