

Subject:	Parking Scheme & Priority Timetable Update		
Date of Meeting:	16 November 2021		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Catherine Dignan	Tel: 01273 292235
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Ward(s) affected:	All Wards		

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

- 1.1 The purpose of this report is to notify the Committee of the outcome of the recent review of Zone J (The London Road Station area).
- 1.2 The report also asks Committee for approval on a recent Brighton & Hove (Zone M) Experimental Traffic Regulation Order 2020 in the Brunswick & Adelaide area.
- 1.3 The report also asks Committee for approval of the updated Parking Scheme Priority Timetable.

2. RECOMMENDATIONS:

- 2.1 That the Committee having taken account of all duly made representations and comments, agrees that there will be no change to Zone J (London Road Station area).
- 2.2 That the Committee having taken account of all duly made representations and comments, agrees that the restrictions that were included in the Brighton & Hove Zone M (Brunswick & Adelaide area) Experimental Traffic Regulation Order 2020 are made permanent, with the exception of Permit holders only in the north of Brunswick Square (south side) where the bays will be removed and returned to the original restriction (no waiting at any time).
- 2.3 That the Committee agrees the new revised parking scheme priority timetable outlined in Appendix D.

3. CONTEXT/ BACKGROUND INFORMATION**Zone J**

- 3.1 The Zone J parking scheme was implemented in the Preston Circus Area in 2006. Following a review, it was subsequently extended in 2009 to include

Preston Park Avenue and again in 2010 to include London Road Station Area (south). Following a further review in 2013 an extension was implemented to include the area north of London Road Station and the Roundhill area, a year later in 2014 Preston Park and Lewes Road Triangle were included. In 2018 the council received a petition from local residents commenting that the area had become too big and was leading to parking pressures in the area, particularly in the evenings. It was agreed in the parking priority timetable set in 2018 that a review be carried out in 2020/21.

- 3.2 A consultation letter from the Council was sent to all households in Zone J in July 2021. This included 7798 property addresses within the boundaries of the Zone J residents parking scheme area. Respondents were asked to complete the survey online via the council's Consultation Portal: Citizen Space. Paper copies of the questionnaire and a prepaid reply envelope were also available on request. 1128 (99.1%) responses were received online and 10 (0.9%) by mail. The consultation ran from 26 July to 6 September 2021.
- 3.3 The letter included a map with a suggested boundary change to split the zone due to the complaints about internal commuting of vehicles from the petition. The results outlined that 79.3% of respondents are satisfied or very satisfied with the current Zone J parking scheme as it stands based on a response rate of 14.6% (results on Appendix A). They did not want a change to the boundary.
- 3.4 The St Peters & North Laine Ward Councillors have been sent a copy of the results.

Zone M (Brunswick & Adelaide area) Experimental Traffic Regulation Order

- 3.5 Following the introduction to the cycle lane on the A259 as part of the active travel proposals and the subsequent removal of parking bays in this area, Zone M was reviewed to see where there may be scope to add in additional permit holders' bays or overnight parking to replace some of the bays that were removed for the cycle lane.
- 3.6 An Experimental Traffic Regulation Order was made and came into force on 25th September 2020. The order was advertised from 11th September 2020 until the 25th March 2021. The advertising period was extended to 24th September 2021 following an amendment to the original experimental order. The amendment order ensured that the loading bay in Lower Market Street went back to the original restriction time of "at any time" for the reopening of the Theatre.
- 3.7 The notice was published in the Argus newspaper on 11th September 2020 and the subsequent amendment on 17th March 2021.
- 3.8 Detailed plans and the Experimental Traffic Regulation Order were available to view online. Plans showing the parking changes can be seen in Appendix B.
- 3.9 We received 48 items of correspondence from residents in the area. 35 were supporting the changes and 13 were objections.

- 3.10 The objections all related to the changes to parking in Brunswick Square. One was specifically in relation to the addition of a bay on the north side, while the others objected to all the new bays.
- 3.11 The items of correspondence received to this Experimental Order and its subsequent amendment can be found in Appendix C.
- 3.12 Following the Experimental Traffic Regulation Order consultation, it is proposed to make permanent the majority of this order except for the three bays in the north of Brunswick Square (south side).
- 3.13 The Brunswick & Adelaide Ward Councillors have been consulted and support this.

Parking Scheme Priority Timetable

- 3.14 Since the agreement of the existing parking scheme priority timetable at this Committee on 8th October 2019 there have been several new parking schemes implemented which require a review. Therefore, this report is being presented to Committee for members to agree the way forward with an updated parking scheme priority timetable.
- 3.15 Officers are currently working on the Surrenden area parking scheme (Zone 10), the new parking zone consultation in Roedean, and the Hallyburton Road area, the review of Zone W and L (Wish ward) as well as the upcoming consultation in the Hollingdean area which officers will begin work on in February 2022.
- 3.16 The revised timetable takes into account the review of recently implemented parking zones and includes Zone U (Coombe Road area), a small area known as the top triangle in Hanover (Zone S), South Portslade (Zone X) and Surrenden area (Zone 10).

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/reviews would not be taken forward or consulting on a different option.
- 4.2 In regard to the Zone M (Brunswick & Adelaide area) an alternative would be to keep the bays in Brunswick Square.
- 4.3 There is also the alternative for the Zone J (London Road Station area) to proceed with the boundary change proposal.
- 4.4 It is, however, recommended by officers to proceed with the recommendations for the reasons that are outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

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

6. CONCLUSION

Zone J (The London Road Station area).

- 6.1 To note the result of the recent review and to agree that no change takes place to the boundary or changes to Zone J.

Zone M (Brunswick & Adelaide area) Experimental Traffic Regulation Order

- 6.2 Following the Experimental Traffic Regulation Order it is proposed to make the changes permanent with the exception of the bays in Brunswick Square.

Parking Scheme Priority Timetable

- 6.3 To agree the revised timetable as shown in Appendix D.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The costs associated with the recommendations of this report will be contained within existing Parking Services budgets and/or funded from additional parking income generated.
- 7.2 Use of surplus income from parking charges and penalty charges is governed by section 55 of the Road Traffic Regulation Act 1984. Once the direct costs of traffic management have been met, the use of surpluses is legally ringfenced to the provision of public transport services and to road, air quality and environmental improvements.
- 7.3 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: John Lack

Date: 03/11/21

- 7.4 A traffic authority has power to make an experimental traffic order (ETRO) under section 9 of the Road Traffic Regulation Act 1984. An ETRO is similar to a permanent traffic regulation order in that it imposes traffic and parking restrictions and can contain any provision which could be contained in an ordinary traffic regulation order. An ETRO can only stay in force for a maximum of 18 months while the effects of the traffic and parking restrictions are monitored and assessed (and any changes made if necessary). The traffic authority can then decide whether or not to continue the ETRO on a permanent basis. Save for the above, there are no direct legal implications arising from the report.

Lawyer Consulted: Hilary Woodward

Date: 3/11/21

Equalities Implications:

- 7.5 Consultation took place and the comments and wishes of the respondents were taken into account when considering what changes would best meet the needs of those local population. Engagement with a wide range of residents has been built into the process from the start. The use and analysis of data and engagement has informed the project to ensure it meets the needs of the local population. The proposed measures will be of benefit to many road users.

Sustainability Implications:

- 7.6 Parking schemes can help to encourage less polluting travel options and reduce emissions. In addition, congestion can affect the reliability of journey times and long-term parking can reduce accessibility and the turnover of spaces. Parking schemes can help to encourage alternative transport choices and higher turnover of spaces. Better accessibility through a high turnover of vehicles being parked helps to support local businesses.

Brexit Implications:

- 7.7 No Brexit implications identified.

Any Other Significant Implications:

- 7.6 None

SUPPORTING DOCUMENTATION

Appendices:

- A Results for Zone J
- B Plans for Zone M (Brunswick & Adelaide area)
- C Zone M Comments
- D Revised Timetable

Background Documents

None

