

Brighton & Hove City Council

Transport & Sustainability Committee

Agenda Item 80

Subject: Parking Scheme Update

Date of meeting: 26th March 2024

Report of: Executive Director, Economy, Environment & Culture

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Ward(s) affected: Wish, Westdene & Hove Park, Hanover & Elm Grove, Queens Park, Moulsecoomb & Bevendean, Westbourne & Poets Corner and West Hill & North Laine.

For general release

1. Purpose of the report and policy context

- 1.1 The purpose of this report is to outline the findings of the recent parking consultation with residents in Zones L (Wish Park area), P (Hove Park area), S (Hanover & Elm Grove area), U (Coombe Road area) and W (West Hove area).
- 1.2 This report also outlines the comments on recent Traffic Regulation Order (TRO) for a proposal within Kew Street.

2. Recommendations

Parking Scheme Consultation

- 2.1 That Committee agrees that the following parking zones remain light-touch parking schemes: - Zones L (Wish Park area), P (Hove Park area), S (Hanover & Elm Grove area), U (Coombe Road area) and W (West Hove area).
- 2.2 Committee notes that remaining with the light-touch parking schemes creates a £0.3m pressure in the Parking Services budget in 23/24 which rolls over for future years. This is addressed in para 7.3 below.
- 2.3 That Committee having taken account of all duly made representations and comments agree that the following Traffic Regulation Orders are approved to enable the proposals within Kew Street to proceed to the implementation stage:

Kew Street - Brighton & Hove Various Controlled Parking Zones Consolidation Order 2018 Amendment Order No.* 202* (TRO-55a-2023).

3. Context and background information

Parking Scheme Consultation

- 3.1 At the Transport and Sustainability Committee on 3 October 2023, it was agreed to consult the residents, services & businesses of five areas on proposals to change five existing Light Touch parking arrangements and introduce all day residents' parking schemes. The Council recognises the need to simplify parking arrangements across the City and at the same time to seek to better manage its resources.
- 3.2 The proposal also considered introducing a two-tier residents' parking scheme. This would be two zones, City Centre, and Outer City which would both operate 8am to 8pm, Monday to Sunday alongside the light touch resident parking schemes. If residents chose to move to the new residents parking scheme, their area would sit in the Outer City Zone and parking restrictions would be in place throughout the day (8am-8pm) instead of the current arrangement of two separate one-hour periods across the day.

Kew Street

- 3.3 A review was carried out in Zone Y (Central Brighton South area) to identify where potential additional spaces could be introduced to provide parking for residents and visitors due to the high demand for parking in this area. Kew Street was identified as one of the locations where additional parking could be considered to improve capacity.

4. Analysis and consideration of alternative options

Kew Street

- 4.1 The main alternative options are doing nothing which would mean that the proposal for Kew Street would not be implemented.
- 4.2 It is recommended by officers to proceed for the reasons that are outlined within the report.

5. Community engagement and consultation

Parking Scheme Consultation

- 5.1 Following Transport & Sustainability Committee approval in October 2023, a letter was sent out to each household in five light-touch residents' parking scheme areas Zones L (Wish Park area), P (Hove Park area), S (Hanover & Elm Grove area), U (Coombe Road area) and W (West Hove area) in December 2023.

- 5.2 The results showed that on average across five zones 82% of respondents were in favour of staying with a light-touch residents' parking scheme. This is based on an overall response rate of 25%.
- 5.3 A Brighton & Hove City Council Land and Property Gazetteer was used to provide 10,855 property addresses in the above-mentioned areas. A consultation letter and frequently asked question sheet was sent to each address. Respondents were invited to follow the link within the letter to complete the questionnaire. Paper copies were available upon request.
- 5.4 The consultation ran from 13 December 2023 to 14 January 2024 with an extension until 21 January 2024 to allow those who may have received letters late or had not had time to complete the survey over the festive period to submit a response. A summary of the results is shown in Table 1 below.

Table One – Summary of the consultation result across five zones

Overall number of properties mailed	10,855
Overall consultation response rate	2755 (25%)
Stay with your existing scheme	2268(82%)
Convert to an Outer City Zone residents' parking scheme	487 (18%)

- 5.5 Analysis undertaken of all the responses received from respondents and the full results analysis of the consultation including a zone-by-zone report is outlined in Appendix A.
- 5.6 Ward Councillors are satisfied with the consultation process that has taken place.
- 5.7 By not proceeding with the Light Touch to Full Scheme programme this creates a £0.3m pressure within the Parking Services Budget target for paid parking spaces which was an agreed Budget Council proposal in February 2023. The future of Light Touch schemes is being considered as part of the ongoing Parking Review being reported later in the year.

Kew Street

- 5.8 This proposal formed part of TRO-55a-2023 and was advertised in accordance with the TRO consultation process between 15 December 2023 and 11 January 2024.
- 5.9 Plans outlining the proposals were placed on-street for the duration of the required notice period. The TRO was also advertised on the Council website and in the local newspaper.
- 5.10 The Council received 18 objections from residents who live in or live in the vicinity of Kew Street. The reason for going ahead is that Zone Y is currently subject to a waiting list for resident parking permits and Kew Street formed part of an area-based review to identify where additional parking places could be implemented in this high demand area.

- 5.11 A plan of the proposals and comments/objections are listed in Appendix B.

6. Conclusion

- 6.1 As set out in the body of the report and as proposed in the recommendations.

7. 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. 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.
- 7.3 The Light Touch to Full Scheme programme was an agreed Budget Council decision in February 2023 which had a savings target of 0.3m. This target was factored into the budget setting for 23/24 and remains part of the budget for future years. By not proceeding with The Light Touch to Full Scheme programme, there is no mechanism by which to deliver this 0.3m savings target, meaning it is now a £0.3m pressure within the Parking Services Budget for 23/24 and beyond. The future of Light Touch schemes is being considered as part of the ongoing Parking Review being reported later in the year. Those considerations will need to factor in this additional budget pressure as part of the implications and recommendations. The loss of revenue will be reflected in the councils monthly TBM position.

Name of finance officer consulted: David Wilder Date consulted (04/03/24):

8. Legal implications

- 8.1 The Council has given consideration to the representations and comments made in response to the consultation with residents regarding the proposed parking scheme. Such consideration must be given following consultation with the public. The recommendation in this report is based on the responses to the consultation following the required consideration given to them. The Traffic Management Act 2004 places a duty on local traffic authorities to manage the road network with a view to securing, as far as reasonably practicable, the expeditious, convenient and safe movement of all types of traffic.

- 8.2 Under the Road Traffic Regulation Act 1984 a traffic authority may make a traffic regulation order prohibiting, restricting or regulating the use of a road, or any part of the width of a road by vehicular traffic. A traffic regulation order may provide for the use as parking places of any part of a road and any charges to be made for vehicles left in the parking places.

Name of lawyer consulted: Katie Kam Date consulted (04/03/2024):

9. Equalities implications

- 9.1 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 the local population. Engagement with a wide range of residents has been built into the process from the start including an equality monitoring form. 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.

10. Sustainability implications

None

Supporting Documentation

1. Appendices

1. Appendix A – Parking Scheme Consultation - Results
2. Appendix B – Kew Street – Plan and Comments

2. Background documents

1. Agenda Item 31 – Report to Transport and Sustainability Committee - 3 October 2023

