

# Brighton & Hove City Council

## Cabinet Member Decision

**Subject:** North and South Hollingdean Parking Scheme

**Date of Decision:** 29 October 2025

**Report of:** Cabinet Member for Transport & City Infrastructure

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**Ward(s) affected:** Hollingdean & Fiveways; Moulsecomb & Bevendean; Round Hill;

**Key Decision:** No

**For general release**

### 1. Purpose of the report and policy context

1.1 The purpose of this report is to update on the progress of recent resident parking scheme consultations in the north and south areas of Hollingdean.

### 2. Recommendations

#### The Cabinet Member for Transport & City Infrastructure:

2.1 Having taken account of all duly made representations and comments, agree to proceed to the next consultation stage of advertising the Traffic Regulation Order for the south area of Hollingdean.

2.2 The Traffic Regulation Order gives residents and businesses the opportunity to comment on proposals during the notice period, which typically lasts for 21 days.

2.3 Having taken account of all duly made representations and comments, agree not to consult further for the north area of Hollingdean.

### 3. Context and background information

3.1 The parking scheme consultations were undertaken in accordance with the parking scheme priority timetable programme, which was agreed following various petitions and deputations.

### 4. Analysis and consideration of alternative options

4.1 The main alternative options are doing nothing, which would mean that the parking scheme consultation would not be taken forward or consulting on a different option.

4.2 It is, however, recommended by officers to proceed with the recommendations for the reasons that are outlined within the report.

## 5. Community engagement and consultation

5.1 A petition was presented to the Transport & Sustainability Committee on 5 December 2023 from residents in the south of Hollingdean asking for a parking scheme to be implemented. It was agreed by elected members that the area would be added to the parking scheme priority timetable to be consulted again.

5.2 At the request of residents and ward Councillors, officers attended community meetings to discuss the consultation boundary and approach. It was requested at the meeting to split the Hollingdean area in two, north and south of Hollingbury Crescent, Hollingbury Place and The Crossway, with the aforementioned roads included in the south area. It was requested that the north area was also consulted at the same time due to concerns of parking displacement should the south area go ahead. It was agreed to write to residents and businesses to find out if there was support for a Full Residents Parking scheme Monday to Sunday, 8am to 8pm.

### South Hollingdean

5.3 A Brighton & Hove City Council Land and Property Gazetteer was used to provide 1688 property addresses in the south Hollingdean area. A letter was sent to each address inviting them to go online to complete a questionnaire. A paper version was available on request. 652 valid responses were received. The consultation ran from 26 January to 9 March 2025. A summary of the results is shown in the table below.

Number of properties mailed	1688
Consultation response rate	646 (38%)
Support for a residents parking scheme	476 (74%)
Against a parking scheme	170 (26%)

5.4 Analysis undertaken of all the responses received from respondents and a full results, including road-by-road results and area plan, is outlined in Appendix A.

5.5 Officers attended a meeting with Ward Councillors to discuss the background and results of the detailed design.

### North Hollingdean

5.6 A Brighton & Hove City Council Land and Property Gazetteer was used to provide 735 property addresses in the north Hollingdean area. A letter was sent to each address inviting them to go online to complete a questionnaire. A paper version was available on request. 420 valid responses were received. The consultation ran from 26 January to 9 March 2025. A summary of the results is shown in the table below.

Number of properties mailed	735
Consultation response rate	420 (57%)
Support for a residents parking scheme	119 (28%)
Against a parking scheme	301 (72%)

5.7 Analysis undertaken of all the responses received from respondents and a full results, including road-by-road results and area plan, is outlined in Appendix B.

5.8 Officers attended a meeting with Ward Councillors to discuss the background and results of the detailed design.

## **6. Financial implications**

6.1 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.

6.2 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.

6.3 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.

Name of finance officer consulted: David Wilder

Date consulted: 20/06/2025

## **7. Legal implications**

7.1 The procedure for making permanent TROs is set out in schedule 9 of the Road Traffic Regulation Act 1984 Act and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. This report evidences the consultation undertaken to gauge affected residents' views and summarises the responses which must be taken into account when reaching a recommendation. Any subsequent procedure must also adhere to legislative requirements in relation to publicity and comments received.

Name of lawyer consulted: Katie Kam      Date consulted 25/06/2025

## **8. Risk Implications**

8.1 Potential displacement of parking into the north area if the south area parking scheme is implemented. Residents in north Hollingdean were consulted at the same time as residents in south Hollingdean and were made aware of the potential risk during the consultation.

## **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.
- 9.2 Brighton & Hove City Council have a vision for parking that aims to make the City a more accessible place, with schemes in place that support residents, and also that are developed in consultation with residents in line with our approach as a listening council.

## **10. Sustainability implications**

- 10.1 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. 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.

## **11. Health and Wellbeing Implications:**

- 11.1 For residents who purchase a permit, parking schemes can improve access and accessibility for residents by increasing opportunities to park in the locality of their residence.
- 11.2 If a parking scheme was implemented, residents would have the option of purchasing a 12 or 3 month permit. A 3 month permit allows residents to spread the cost throughout the year.

## **Other Implications**

### **12. Procurement implications**

- 12.1 No procurement implications.

### **13. Crime & disorder implications:**

- 13.1 Parking schemes can help to reduce dangerous and antisocial parking by formalising parking spaces, using national guidelines from the Department for Transport.
- 13.2 Motorists are required to hold a resident/visitor permit or paid parking session during the hours of operation. This reduces the number of abandoned vehicles.

## **14. Conclusion**

- 14.1 Having taken account of all duly made representations and comments, It is recommended to proceed to the next consultation stage of advertising the Traffic Regulation Order for the south area of Hollingdean and not to proceed with a further consultation for the north area of Hollingdean.

## **Supporting Documentation**

### **1. Appendices**

1. Appendix A - South Hollingdean report, results and map
2. Appendix B - North Hollingdean report, results and map