

# Brighton & Hove City Council

## Cabinet Member Decision

**Subject:** Paid Parking in Light Touch Zones

**Date of Decision:** 29 May 2026

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

**Contact Officers:** Name: Tony Patchett, Catherine Dignan & Chris Langan  
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**Ward(s) affected:** Hangleton & Knoll; South Portslade; Westdene & Hove Park; Wish;

**Key Decision:** No

**For general release**

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

- 1.1 The purpose of this report is to set out the results of the consultation following the advertisement of a Traffic Regulation Order proposing the introduction of paid parking within light touch zones.
- 1.2 The report seeks Cabinet Member approval to confirm and seal the Traffic Regulation Order and to thereafter implement the proposals contained within it. Such approval is being sought due to there being more than five unresolved objections to the proposals.
- 1.3 These proposals support the Council's City Plan objective of creating a city to be proud of by improving access to leisure and green spaces for all residents during the restricted hours of the controlled parking zones. At present, parking during the two one-hour restriction periods is limited to resident permit holders.
- 1.4 The proposals also align with the Council's aim of being responsive by making effective use of data and technology to improve services. Occupancy surveys undertaken in the affected roads identified that parking spaces are currently underutilised.
- 1.5 The proposals are expected to generate budget savings of approximately £60,000, supporting the aim of controlled parking schemes to be financially self-sustaining. Data indicates that underutilised light-touch schemes are not viable in their current form, as the cost of maintenance exceeds the income they generate. The introduction of paid parking spaces will ensure more efficient use of available road space while improving the long-term financial sustainability of the scheme.

### 2. Recommendations

- 2.1 That the Cabinet Member for Transport & City Infrastructure having taken account of all the duly made representations and comments, agrees to proceed with the sealing of the Order and implementation of the proposals outlined within it.

### **3. Context and background information**

- 3.1 Following a citywide parking review in 2024, one recommendation was to consider the introduction of paid parking within light touch parking zones, which are undersubscribed in terms of the number of permits issued. Light touch parking zones operate for 2 separate hours of any given day. The introduction of paid parking would provide increased opportunities for visitors wishing to park nearby and use facilities.
- 3.2 A series of parking surveys to determine vehicle occupancy in several roads within Zones X (South Portslade area), 11 (Hallyburton Road area), L (Portland Road area), P (Hove Park area) and W (Wish Road area) were undertaken.
- 3.3 The results highlighted low levels of vehicle occupancy therefore, officers are proposing to introduce small sections of paid parking for visitors to the area whilst retaining sufficient parking provision for residents.
- 3.4 The average occupancy in each zone is shown in the table below:

Zone X	19%
Zone 11	27%
Zone L	17%
Zone P	23%
Zone W	46%

- 3.5 The draft Traffic Regulation Order was advertised along with a statement of reasons for the Order for public consultation as required, under the relevant sections of the Road Traffic Regulation Act 1984.
- 3.6 The above-mentioned zones were identified as a trial with a view to expanding to other light touch zones should this be successful.
- 3.7 Officers will conduct further occupancy surveys to measure the scale of the impact within 6 months of the proposals being introduced. If the surveys are successful, officers will consider expanding the trial. If unsuccessful, officers will review the areas.

### **4. Analysis and consideration of alternative options**

- 4.1 The main alternative option is to do nothing, which would mean that the proposals would not be taken forward.
- 4.2 It is, however, recommended by officers to proceed for the reasons outlined within the report.

### **5. Community engagement and consultation**

- 5.1 When exercising functions under the Road Traffic Regulation Act 1984, the council has a duty under section 122(1) to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)" so far as practicable, and to provide suitable and adequate

parking facilities. In doing so, the council must have regard to factors set out in section 122(2), including the desirability of securing and maintaining reasonable access to premises, the effect on the amenities of the locality, the importance of facilitating the passage of public service vehicles and any other matters appearing to the authority to be relevant.

- 5.2 The proposals formed part of the proposed Traffic Regulation Order TRO-37-2024 and were advertised from Friday 20 December 2024 to Friday 17 January 2025 in the local press. Plans were placed on each of the streets affected by the proposals ahead of the Traffic Regulation Order notice period.
- 5.3 Detailed plans of the proposals and the draft Traffic Regulation Order were available to view on the council website.
- 5.4 We received 176 objections to the proposals from residents who live within the affected zones.
- 5.5 The objections are listed in Appendix A alongside an outline of the officer's comments. The most common theme from each of the zones are shown in the table below:

Zone X	No objections
Zone 11	No objections
Zone L	Increase in cost/see it as a money-making scheme
Zone P	No change wanted/are satisfied with the current parking scheme
Zone W	Limited parking opportunities already/will negatively impact residents/further inconvenience residents

- 5.6 The Traffic Regulation Order plans, showing the location of the proposals, can be viewed in Appendix B.
- 5.7 Officers have notified Ward Councillors of the background and results. One Ward Councillor wishes to raise a strong objection to the proposals. One Ward Councillor agrees to the proposals on the basis this is a trial.

**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.

- 6.4 This proposal is part of the submitted savings for Parking's services and has been incorporated as part of their budget for 26/27.

Name of finance officer consulted: David Wilder Date consulted:(05/03/26)

## **7. Legal implications**

- 7.1 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.
- 7.2 The Council regulates traffic by means of traffic regulation orders (TROs) made under the Road Traffic Regulation Act 1984 which can prohibit, restrict or regulate the use of a road, or any part of the width of a road, by vehicular traffic.
- 7.3 After the public notice of proposals for a TRO has been advertised any person can object to the making of the TRO. Where there are more than 5 unresolved objections to a TRO, then the matter must be returned to the Cabinet Member for a decision. The Cabinet Member can decide to make the TRO unchanged, to make it with modifications that reduce the restrictions or not to proceed with it.

Name of lawyer consulted: Katie Kam Date consulted: (10/12/25)

## **8. Risk Implications**

- 8.1 Potential risk of underutilisation of paid parking spaces and the trial being unsuccessful and needing to be reversed, which will result in a cost being incurred.

## **9. Equalities implications**

- 9.1 The change to parking on-street is only a minor amendment. The proposals do not change the substance, core principles of the process, policy or practice, therefore will have minimal impact on our service users or residents.
- 9.2 Access to local facilities would be improved.

## **10. Sustainability implications**

- 10.1 Supporting the local economy by encouraging visitors to the area.

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

- 11.1 Increase opportunities for parking to access green spaces and health and leisure facilities.

## **Other Implications**

## **12. Procurement implications**

- 12.1 No procurement implications.

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

13.1 No crime & disorder implications.

### **14. Cabinet Member Conclusion**

14.1 Meetings have been held with officers to ensure a comprehensive understanding of the proposals. Parking occupancy surveys were carried out across the affected wards and streets where the introduction of paid parking is proposed. The findings of these surveys identified relatively low levels of occupancy, indicating that the anticipated impact on residents is likely to be limited.

14.2 During the statutory Traffic Regulation Order consultation period, representations were received from both residents and Ward Councillors. Concerns were raised by residents in relation to the potential impact on parking availability and overall capacity. An objection was also submitted by a Ward Councillor regarding proposals in proximity to a recreation area. However, it's important to highlight that the existing light-touch restriction, requiring motorists to display a permit for two one-hour periods, limits accessibility. The introduction of paid parking provision would, therefore, improve access to nearby leisure facilities and green spaces by permitting motorists to park during restricted hours upon payment.

14.3 Furthermore, a Ward Councillor agreed that implementing the proposal on a trial basis would be beneficial; accordingly, it will be monitored over a six-month period to assess its effectiveness and any associated impacts.

14.4 It should be noted that this decision is being taken in the context of the Council's previous decision to retain light touch parking zones. The introduction of limited paid parking within these areas supports that approach, while helping to address concerns that light touch arrangements can, in practice, limit sections of the local area for defined periods each morning and evening.

14.5 During these times, restrictions can limit access for the wider public to nearby amenities, including parks, community and faith facilities, local businesses, and opportunities to visit friends and family (notwithstanding the availability of visitor permits). By introducing some paid parking within these zones, the Council is seeking to improve overall access and turnover, thereby supporting local activity and community use.

14.6 The proposal is therefore intended to enhance, rather than reduce, parking options within light touch zones, while maintaining their underlying purpose and balance.

14.7 Having had due regard to all representations received, together with the recommendation to monitor the scheme over a six-month period, it is recommended that the proposals should be progressed, subject to the implementation of these monitoring arrangements.

## **Supporting Documentation**

### **1. Appendices**

1. Appendix A – Objections and Officer comments.
2. Appendix B – Traffic Regulation Order plans.