

# ENVIRONMENT CABINET MEMBER MEETING

## Agenda Item 109

Brighton & Hove City Council

<b>Subject:</b>	<b>Tivoli Crescent Resident Parking Scheme Consultation</b>		
<b>Date of Meeting:</b>	<b>10 March 2011</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel:</b> 29-3329
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<b>Key Decision:</b>	<b>No</b>		
<b>Wards Affected:</b>	<b>Withdean</b>		

### FOR GENERAL RELEASE

#### 1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider the outcome of the public consultation undertaken for a proposed extension to the Area A Residents Parking Scheme around Preston Park Station into Tivoli Crescent. Permission to proceed with the consultation was agreed at Environment Cabinet Member meeting on 26<sup>th</sup> July 2010.

#### 2. RECOMMENDATIONS:

- 2.1 That the Cabinet Member approves:
- (a) That the extension of the Area A Residents Parking Scheme (Tivoli Crescent) be progressed to the final design and the Traffic Regulation Order advertised.
  - (b) That an order should be placed for all required pay and display equipment to ensure implementation of the extension of the proposed parking scheme is undertaken as programmed.

#### 3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In 2007, the residents of Tivoli Crescent voted to be excluded from the proposed Zone 'A' (Preston Park Station Area) resident parking scheme, and therefore, this road was not included within the proposed scheme.
- 3.2 As the parking zone lies at both ends of Tivoli Crescent the road is consistently overflowing at all times of the day with commuter parking. This results in significant nuisance, inconvenience and perceived health and safety risks to the residents. Residents in the road also have no off street parking to park their vehicles.
- 3.3 A survey by the Tivoli Crescent Residents Association was carried out in December 2009, two to three months after the introduction of the new Zone A.

The survey asked residents if they still wanted to be excluded from Zone A or alternatively, for the scheme to be extended to include Tivoli Crescent.

- 3.4 A response was received from 89% of the dwellings in Tivoli Crescent with 93% of these households wish to be included in the scheme. Tivoli Crescent by an overwhelming majority, now wished to be included in Zone A as soon as is practically possible.
- 3.5 Including Tivoli Crescent in Zone A logically completes the road network of Zone A - by filling in the missing link between Woodside Avenue and The Drove. Unrestricted roads further out from Tivoli Crescent would have the opportunity to comment on this proposal to include Tivoli Crescent when the traffic order is advertised.
- 3.6 A deputation concerning the proposal to extend Zone A to Tivoli Crescent - was presented to the Environment Cabinet Member Meeting by Mr Mark Dyson (Spokesperson) on 11 May 2010 and was supported by the Withdean Ward Councillors. A report was then presented to the Environment Cabinet Member Meeting on 26<sup>th</sup> July 2010 when it was agreed to take this proposal forward to consultation.

#### **4. CONSULTATION**

- 4.1 In November 2010, a letter, map and question asking if residents wanted a resident parking scheme or not were sent to 106 households in Tivoli Crescent just North East of the current Area A scheme surrounding Preston Park Station. Questionnaire returns totalled 78, giving a response rate of 73.5%.
- 4.2 Overall, 73 (93.5%) respondents support the proposed extension of the Area A scheme and 5 (6.5%) are not in favour.

#### **Conclusions**

- 4.3 There is a positive opinion from the vast majority of respondents within the revised scheme area with sufficient public support for the proposed Area A extension, based on the new scheme boundary. Therefore the recommendation is that the revised Area A Residents Parking Scheme extension into Tivoli Crescent be progressed to final design and advertised through a traffic regulation order.
- 4.4 As part of the consultation undertaken in the scheme regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the area and existing parking provisions in the area.

## 5. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 5.1 The full cost of advertising the traffic regulation order and amending the lining and signing will be covered from existing traffic revenue budgets. The financial impact of the revenue from the proposed new scheme, along with associated ongoing maintenance costs, will be included within the proposed budget for 2011-12 which will be submitted to Budget Council in February 2011. New parking schemes are funded through unsupported borrowings with approximate repayment costs of £100,000 per scheme over 7 years.

*Finance Officer Consulted: Karen Brookshaw Date 21/01/11*

### Legal Implications:

- 5.2 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.3 Where there are unresolved objections to the Traffic Orders, then the matter is required to return to Environment CMM for a decision.

*Lawyer Consulted: Elizabeth Culbert Date: 28/02/11*

### Equalities Implications:

- 5.4 The proposed measures will be of benefit to many road users.

### Sustainability Implications:

- 5.5 The new motorcycle bays will encourage more sustainable methods of transport.
- 5.6 Managing parking will increase turnover and parking opportunities for all.

### Crime & Disorder Implications:

- 5.7 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

### Risk and Opportunity Management Implications:

- 5.8 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

- 5.9 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

**6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

6.1 For the majority of the proposals the only alternative option is doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

6.2 For the proposals outlined as being removed from the order in the recommendations the only alternative option is taking these forward. However, it is the recommendation of officers that these proposals are not taken forward for the reasons outlined in the recommendations.

**7. REASONS FOR REPORT RECOMMENDATIONS**

7.1 To seek approval of the Traffic Order with amendments after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.

**SUPPORTING DOCUMENTATION**

**Appendices:**

1. Appendix A – Map of proposed Area of extension

**Documents In Members' Rooms**

None

**Background Documents**

1. Item 25 - Environment Cabinet Member Meeting Report – 26<sup>th</sup> July 2010