

**Notes for information: ECSOSC Informal Workshop: Citywide Parking Review  
1.30pm Thursday 22 September 2011. Hove Town Hall Committee Room 3**

**Present:** Councillors Warren Morgan (Chair) Ollie Sykes (Deputy Chair), Leo Littman, Denise Cobb, Tony Janio and Penny Gilbey

Also present: Councillors Ian Davey and Garry Peltzer Dunn

- a) Councillor Warren Morgan ECSOSC Chair welcomed everyone to the workshop.
- b) The Project Manager Owen McElroy said this was a chance for scrutiny to ask questions and air innovative ideas on ways to improve parking management in the City. He gave a presentation on the Citywide Parking Review of both off-street and on-street parking with a historical summary of parking policy as it has evolved over the years, and the present situation. The 4 October Cabinet Member Meeting would be receiving a report on the consultation process.
- c) Currently there are 14 zones, including 2 'Light touch' areas. There are specialised bays eg for disabled, loading, car club and police. 5 minutes' waiting for loading is allowed on double-yellow lines where it is safe. Parking enforcement occurs between 7am and midnight.
- d) Consultations with residents are costly and there is now a tendency for proposals for new schemes to be rejected, though there are requests for schemes in roads adjoining existing zones where there has been displacement parking. Displacement is difficult to avoid.
- e) Stakeholders including residents, businesses and the bus/other travel companies are being invited to give their views and a programme of consultation including via the website was being developed to gauge public opinion and perceptions. This would include a postal and e-mail questionnaire. Partnerships would be involved and the outcomes of the consultation were scheduled to be reported in Autumn 2012 with policy being implemented from 2013.
- f) The Project Manager explained the first priorities, in assessing requests for new or extended parking schemes were based on road safety and traffic congestion issues plus localities that had Member and Community support.
- g) The longer-term aim of the city wide review consultation was improved parking management which may potentially involve redesigning zones, boundaries, permits, charges or restrictions.
- h) Increasing sustainability, tackling pollution and the costs and income from parking would also be key considerations.
- i) Scrutiny comments and questions from this workshop would be taken forward in planning the consultation. Notes of the workshop would be reported to the next ECSOSC, 31 October
- j) Councillor Peltzer Dunn commented that on page 4 of the papers, West Hove/Portslade Station did not have a parking scheme.

- k) The Chair Councillor Warren Morgan said there was a need for a coherent consistent approach to parking across the City whilst at the same time, meeting local demands. He acknowledged it was difficult to balance the needs of local residents with the City's requirements. This was a wide subject that included safety and environmental issues, car ownership and travel and behaviour patterns as well as costs of implementation.
- l) The Lead Commissioner, City Regulation and Infrastructure, Mark Prior told the workshop there would be scope for greater efficiency and cost reductions. Consistency of enforcement was another aim of the review. A system that was easier to understand – eg in terms of the times and types of parking restrictions - would be simpler to enforce. Generators of parking demand including businesses, stations, hospitals, GP surgeries and schools and 'natural' boundaries would have to be looked at in the context of the City as a whole. There was evidence locally of a shift towards walking and cycling and nationally of reduced car use, he said.
- m) It was notoriously difficult to get the geographical areas exactly right. The Lead Commissioner, City Regulation and Infrastructure said during a consultation he would typically hear from 30 – 40 residents per day, either for or against a proposed scheme. However, once a parking scheme was in place, he had not had a single request to remove it, he remarked.
- n) Members made comments and suggestions (*officer comment in italics*) :

### **Citywide Issues**

1. Avoiding displacement parking was usually impossible to avoid (*unless there are 'natural' boundaries eg railway lines*)
2. It was important to take into account views of people living in areas of displacement parking
3. Would it be feasible to allow residents to buy a permit for inside an adjacent zone?
4. Could there be changes to parking management across boundaries with adjoining Local Authorities?
5. People may not disagree with paying to park in the centre of the City but may feel it's unfair to pay to park outside their own door, although attitudes can depend on what is familiar
6. A new scheme may generate complaints, but perceptions can change and schemes become accepted as people adjust
7. When looking for a parking space it can be **difficult to see/understand what the signs say/mean.**
8. **Times are not always clear** (*restrictions are between 8am to 8pm, though some residents in the centre of the city comment they are unable to park even with a permit, and would like longer hours*)
9. There are **parking areas that stand empty** even at peak times of day (*some*

*spare capacity is used during the day eg by businesses)*

10. Would parking need to be self-financing in the same way in future? eg **other sources of funding** for new schemes perhaps via businesses who would benefit
11. Could parking meters be withdrawn altogether?
12. What **experience from elsewhere** could help in decision-making for the City? *(officers are aware of good practices in other local authorities although not all are applicable here)*
13. Can **technological developments** be put to better use eg pay by phone using debit/credit card
14. To help reduce air pollution would it be feasible to charge for parking according to carbon emissions of the vehicle?
15. How long can a vehicle wait on double yellow lines? ( 5 minutes)
16. Where/when is parking allowed on pavements/verges? *(this is enforceable where there are single or double yellow lines. Pipes beneath verges can get cracked. Local Authorities have powers to deal with pavement parking but this is expensive (signs and traffic orders) and there are no codes of practice to back these up.)*
17. Can the **parking rules be publicised/made clearer** in general?
18. Would like to see better enforcement. Eg **enforcement officers not often present around schools**. Some PCSOs say ‘ there is nothing we can do’ *(campaigns are used to try to change behaviour and the council works closely with headteachers and schools liaison officers. Where there is an obstruction, PCSOs can issue penalty charge notices.)*
19. Would like to see CCTV **monitoring cameras** but what about privacy? *(Staff working with bus lane CCTV monitoring are NVQ/BTEC qualified)*
20. **What is already known about people’s travelling habits**, where and how they travel, internal commuting and the adequacy of parking availability. Has there been any modelling?
21. Is **congestion charging** being investigated? *(this would be expensive to introduce but all options can be considered)*

#### Local issues

1. Preston Park; **residents’ bays stand empty**, only a few permits have been sold and business vehicles/vans have merely been **displaced elsewhere**. Would like scheme to be looked at again including the impact of 1 hour limits near Preston Park Station and 11-hour places in Preston Park Avenue.
2. Brunswick and Adelaide: **Enforcement is difficult** for City Enforcement Officers; **could CCTV cameras be used?** *(enforcement can be ‘cat and*

*mouse' or actually confrontational; also it can take a long time to write out a penalty notice. Cameras can be more effective in some circumstances eg to monitor bus lanes, loading bays and near schools and having a deterrent effect can lead to change of behaviour. The Council tries to be fair, eg to issue fewer tickets and ensure they are as robust as possible.)*

3. There is a mis-match between the interests of businesses (garages) and residents and '2-hour' dispensations for broken down vehicles appear to be unenforceable. *(This occurs in other areas such as Westbourne and typifies the tension between different users across the whole City. Similar issues for the night-time economy. Local adjustments can be made but that adds to complexity. A long-term resolution is being looked for)*
  4. Residents of Hangleton and Knoll and other areas without parking schemes would **not wish to pay for parking in their area** and would perceive any such proposal to be for income generation only.
  5. Lowther Road: Would like to see **better parking enforcement outside zones eg dangerous parking** on road junctions where there are no double lines *(City enforcement officers (CEOs) have finite capacity but the number of CEOs using scooters has recently been increased. Obstructions eg at a dropped kerb can be reported via 0845 6035469 (select option 3) or by email to [ParkingEnforcement@brighton-hove.gov.uk](mailto:ParkingEnforcement@brighton-hove.gov.uk). Additional double yellow lines can be added)*
  6. Wilson Avenue: How can grass verges be protected from damage by parked cars without affecting drainage/surface run-off?
- o) Members asked about the existing lessons learned from schemes both in Brighton and Hove and elsewhere (for instance where 'light touch' zones had led to displacement). It would be helpful for these to be summarised.
  - p) The workshop agreed that the driver for parking arrangements should be transport policy rather than income generation; should cover the costs but be 'revenue-neutral.'
  - q) Councillor Cobb would contact officers with details of her suggestion to survey views on a Citywide Permit scheme at a nominal fee for residents only.
  - r) Members who had further information to contribute to this stage of the process were asked to contact the officers via the scrutiny team.
  - s) The Chair Councillor Warren Morgan thanked colleagues and officers and summarised the key issues for the consultation, to feed back to Cabinet Member:
    - Parking Enforcement especially around schools and including non-zoned areas
    - Clear information on parking rules in the City (yellow lines, driveways, pavements)
    - Costs of implementation of parking schemes
    - Alternative charging structures
    - Environmental impact (air pollution, drainage)
    - Analysis of existing situation and good practice in Brighton & Hove/other areas
    - Potential for use of new technology eg for payment, CCTV monitoring and enforcement.