

Subject:	East Brighton Park – Proposals For a Controlled Parking Scheme		
Date of Meeting:	14 January 2014		
Report of:	Executive Director Environment, Development & Housing		
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Ward(s) affected:	East Brighton		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 Car parking in East Brighton Park is currently uncontrolled. This is resulting in long-stay parking by residents, commuters and van dwellers. The number of vehicles is causing access problems in particular for the emergency services (the Air Ambulance uses East Brighton Park as a landing area) customers to the campsite which is accessed to the park and other users. The volume of traffic is also affecting the fabric of the park and has a detrimental visual impact on the park
- 1.2 Because of the access problems it is proposed that a scheme to control the parking is introduced. This report explains how the proposed scheme will work and seeks permission to consult on how it would be implemented.
- 1.3 The findings of the consultation will be reported back to this committee together with any recommendations based on the outcome of the consultation. Implementation of the scheme would be subject to the statutory consultation process for Traffic Regulation Orders.

2. RECOMMENDATIONS:

- 2.1 That the Committee authorises the Executive Director Environment, Development & Housing to consult on proposals to implement a controlled parking scheme in East Brighton Park.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 East Brighton Park is located to the east of Kemptown along Wilsons Avenue. It is a popular park used for a range of activities. The road that runs through the park also provides access to the Brighton Caravan Club site, Brighton College, East Brighton Café and Whitehawk Football Club. Because of its proximity to the hospital the park is also used as a landing base for the air ambulance.

- 3.2 There are no parking restrictions within the park which is used for long term parking by residents, commuters and van dwellers. The residential area to the west of the park is part of a Controlled Parking Zone H increasing parking pressure on the park itself. The parking is resulting in:
- Access problems, in particular for ambulances needing to transfer patients from the air ambulance, coaches accessing the college and customers for the caravan site. The extent of the problem is preventing some visitors from returning to the caravan site
 - Visual impact on the park (See photos Appendix 1)
 - Degradation of park infrastructure because of the high volume of traffic.
- 3.3 A survey was carried out in November to assess the number of cars accessing the park and the length of stay. The survey was carried out on a weekday and a Sunday (generally the busiest day with sports fixtures) provides a snapshot of parking patterns:
- During the week 20% of vehicles (32) were in the park for 7-12 hours most of which are likely to be commuters, none of which are likely to be genuine park users. This number was halved on Sunday (10%, 16 vehicles)
 - There were 40 vehicles in the park overnight on the weekday and 37 on Sunday
 - There were 15-19 lived in vehicles in the park during the survey period
- 3.4 In response to these issues it is proposed to implement parking controls similar to those introduced in Preston Park with the objective to:
- Limit parking to the areas shown on the plan attached as Appendix 2
 - Prevent long-term parking by non park users to ensure the remaining spaces are available to genuine park users
 - Ensuring the park is accessible to vehicles, cyclists and pedestrians.
- 3.5 As part of the proposed scheme there would be space for up to 62 cars along certain areas of the road which are wide enough to accommodate parking and in the area to the east of the tennis courts by the café. There would be dedicated blue badge bays outside the café. Based on the survey referred to above this is expected to provide sufficient capacity for genuine park users most of the time if the controls are put in place.
- 3.6 In order to cover the cost of implementing and enforcing the controls it is proposed to introduce parking charges and limit the maximum length of stay based on the Preston Park scheme. The charges would be significantly lower than on street parking and are set out in the table below be as follows:

Period	East Brighton Park	Adjacent Zone H CPZ On Street Charges
Up to 1 hour	£0.50	£1.00
Up to 2 hours	£1.00	£2.00
Up to 4 hours	£2.00	£3.00
Up to 6 hours	£3.00	-
Up to 11 hours	-	£5.00

- 3.7 The charges would apply 9am – 4pm Monday – Friday and 2pm – 6pm Saturday and Sunday. The maximum length of stay would be six hours. The scheme is anticipated to raise approximately £12,000 per year and the costs of implementation would be covered within three years.
- 3.8 Any surplus parking income after the costs have been recovered would be ring-fenced to improvements to the park. Decisions on how the money is used would be informed through consultation with park users, again following a similar model to the Preston Park scheme.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Doing nothing is not considered to be an option because the access issues to the park have to be addressed in particular in relation to the air ambulance and the caravan site.
- 4.2 Charges are proposed as part of the scheme to cover the cost of its implementation and on-going enforcement.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 This report seeks permission to consult on the proposals. The consultation will consist of information sharing with park users and businesses and organisations operating in the park explaining why restrictions have to be put in place and to seek comments on the proposals.

6. CONCLUSION

- 6.1 Unrestricted parking in East Brighton Park is resulting in long-term parking by non park users. The lack of restrictions is causing access problems to the park for businesses and the emergency services. It also has an adverse visual impact and is accelerating degradation of the park infrastructure.
- 6.2 To address these concerns it is proposed to implement parking controls. The implementation of the controls would be funded through parking charges. Any surplus income would be ring-fenced to the park.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The cost of officer time and consultation associated to the introduction of the scheme will be funded from existing Parks Projects and Parking revenue budgets.

The financial implications of the scheme will be reported to Committee following the results of the proposed consultation. It is anticipated that any surplus income after costs have been recovered will be transferred to an earmarked reserve specifically to fund improvement works at East Brighton Park.

Finance Officer Consulted: Steven Bedford

Date: 13/12/13

Legal Implications:

- 7.2 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the Act") 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.
- 7.3 Under sections 32 and 35 of the Act, there is power to provide off-street parking places and regulate their use for the purpose of relieving or preventing congestion.
- 7.4 The Council has to follow the rules on consultation set out by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.5 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the traffic orders, then the matter is required to return to Transport Committee for a decision.
- 7.6 Under section 55 of the Road Traffic Regulation Act 1984, as amended by the Traffic Management Act 2004, the Council must keep an account of all parking income and expenditure in designated (i.e. on-street) parking spaces which are in a Civil Enforcement Area, and of their income and expenditure related to their functions as an enforcement authority. Regulations and guidance confirm that in respect of off-street parking places, the term "income and expenditure as enforcement authorities" includes that related to the issue of PCNs. It does not, for example, include pay and display or permit/season ticket income or the direct expenditure relating to collecting that income.
- 7.7 Relevant Human Rights to which the Council should have regard are the right to respect for family and private life and the right to protection of property. These are qualified rights and there can be interference with them in appropriate circumstances.

Lawyer Consulted:

Carl Hearsom

Date: 16/12/13

Equalities Implications:

- 7.8 If implemented the scheme will improve access for all to East Brighton Park. The proposals include dedicated parking bays for blue badge holders.

Crime & Disorder Implications:

7.9 There are no crime and disorder implications

Risk and Opportunity Management Implications:

7.10 The current lack of parking restrictions and associated access problems present a risk, in particular to the emergency services and affect organisations operating along the access road, in particular the Caravan site. The introduction of parking restrictions will reduce these risks

Public Health Implications:

7.11 There are no direct public health implications. With restrictions in place the park will be more accessible to park users including blue badge holders.

Sustainability Implications:

7.12 The proposals will prevent long term parking by non-park users and improve the quality of the environment.

Any Other Significant Implications:

7.13 The controls will address access issues which are particularly affecting the emergency services, with air ambulance occasionally landing in the park, and the caravan site. The current access problems are putting some visitors off from returning to the campsite.

SUPPORTING DOCUMENTATION

Appendices:

1. Plan showing proposed parking areas
2. Photographs showing extent of current vehicle parking

Appendix 1 Photographs Showing Current Parking Issues

Image 1 Access Road



Image 2 Lived In Vehicles Along Access Road



Appendix 2 Plan Showing Proposed Parking Areas

