

Subject:	East Brighton Park and Wilson Avenue Formal Traffic Order Consultation		
Date of Meeting:	1 July 2014		
Report of:	Executive Director Environment Housing and Development		
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Ward(s) affected:	East Brighton		

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

- 1.1 In January 2014 the Council's Environment, Transport and Sustainability Committee granted approval to consult on proposals to control parking in East Brighton Park. The proposals were put forward as a result of uncontrolled parking by non-park users (commuters, residents and van dwellers) causing access problems in the park, in particular for the air ambulance, other emergency services and visitors to the caravan site. The high volume of traffic also has a detrimental impact on the visual impact of the park and the fabric of the park.
- 1.2 The response to the consultation was presented to the April meeting of the ETS committee who approved the proposed parking controls subject to the formal Traffic Order Consultation which has now been completed. The purpose of this report is to consider comments and objections to the draft traffic regulation order.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections the Committee approves as advertised the order:
- **TRO-15a-2014** Brighton & Hove (East Brighton Park) Various Restrictions Order 201X
 - **TRO-15b-2014** Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.X 201X (Wilson Avenue)

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 Parking is uncontrolled in East Brighton Park and it is used by residents, commuters and van dwellers for long term parking. This is causing access problems to the park in particular for the emergency services and visitors to the

caravan site. Verge parking along Wilson Avenue is also causing safety concerns. As a result of these issues parking problems have to be addressed.

- 3.2 Proposals to address parking were presented to this committee in January 2014. The Committee agreed public consultation on the proposals and the results of the consultation were reported back to the April meeting of this Committee. The response to the consultation showed strong support to implement parking controls, and at that meeting the Committee approved the proposals subject to the statutory consultation process for Traffic Regulation Orders.
- 3.3 The April report set out the proposed parking controls, which are summarised below. The controls will:
- Limit parking to the areas shown on the plan attached as Appendix 1
 - 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
- 3.4 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. This is expected to provide sufficient capacity for genuine park users most of the time if the controls are put in place.
- 3.5 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:

Table 1 Proposed Parking Charges:

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

- 3.6 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.
- 3.7 Any surplus parking income after the costs have been recovered would be ring-fenced for 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.

- 3.8 Vehicles also park on the verge along Wilson Avenue which runs along the western side of the park affecting road safety. Implementing the necessary controls in East Brighton Park is expected to displace more parking on to Wilson Avenue by non park users. To pre-empt this problem increasing it is also proposed to restrict parking on Wilson Avenue with single yellow lines (9am-5pm) on the west side to prevent parking during the day and double yellow lines on the east side to prevent parking at any time.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 It is considered that parking controls have to be implemented in East Brighton Park to address the access issues which are affecting emergency services and organisations and businesses operating in the park. The proposed scheme to introduce Pay and Display areas and restrict the maximum length of stay has been put forward to cover the costs of implementing the controls. The scheme is similar to that introduced successfully in Preston Park.
- 4.2 The parking charges are lower than on street parking, and times during which charges apply are set to minimise as far as possible the impact on genuine park users. Any surplus income from pay and display would be ring fenced to improvements to the park.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 An initial consultation on the proposals was carried out in February and March. The full findings were presented in the report to the April meeting of this committee. The findings of the consultation are summarised in the table below.

Question	Yes Response (%/ number)	No Response (%/ number)
Parking in East Brighton Park needs addressing	89.6% (164)	10.4 (19)
Parking on Wilson Avenue needs addressing	84.4% (151)	15.4(28)
Do you currently park on verge	8.6% (16)	91.4% (171)
Do you drive to park	69.6% (128)	30.4 (56)
Should income be ring-fenced to park	88.8% (158)	11.2% (20)

- 5.2 The proposed Traffic Regulation Order was advertised for 21 days up to 6 June 2014. The notice was published in the Argus newspaper on 15 May 2014. Detailed plans and the Traffic Regulation Order were available to view at the Customer service centres in Brighton and Hove as well as published on the Council website. Sports groups known to use East Brighton Park who had not responded to the previous consultation were advised of this consultation. Extra signs were also put up in streets off Wilson Avenue which are not part of a Controlled Parking Zone to advise those residents of the proposals.
- 5.3 15 items of correspondence were received, all of which were objections to the proposals. These are set out in Appendix 1. They are summarised in the table below.

Type of Objection	Number of Objections
Objections from members of cricket club who play on a Sunday afternoon and under the proposals would have to pay for parking.	10
Residents on Wilson Avenue objecting to restrictions affecting their ability to park outside their house	2
Brighton College who have facilities in the park, primarily concerned about being able to bring students in by coach	2
A representative from Health Walks concerned that the parking charges may deter people from taking part in Health Walks	1

- 5.4 11 of the objections are against the proposed introduction of parking charges. The reason for the proposed charges is to cover the costs of implementing the controls.
- 5.5 The costs have been kept significantly lower than on street parking charges to minimise to cost to park users while still addressing the existing parking problems. The times during which charges apply have been kept to a minimum and have tried to avoid times when the park is likely to be the busiest eg after school and in the mornings at weekends.

6. CONCLUSION

- 6.1 Uncontrolled parking in East Brighton Park has to be addressed as it causing access problems for businesses and organisations in the park as well as for the emergency services. The high volume of traffic is also having an impact on the park infrastructure and its appearance.
- 6.2 The proposals that have been consulted on will address these issues, and consultation has shown a high level of support for the controls. The main objections relate to the introduction of charges for parking. These proposals have been put forward as any scheme needs to be self-financing. Any surplus income will be ring fenced to improvements to the park. The charges would not apply after 4pm on weekdays and weekend mornings would be free until 2pm. The proposed charges are significantly lower than on street parking, with the main deterrent against long stay parking being the maximum length of stay of six hours.
- 6.3 Controls along Wilson Avenue are being recommended to improve road safety.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

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

It is anticipated that the implementation costs of the scheme will cost approximately £20,500 in the 2014-15 financial year. These costs will be funded

by unsupported borrowing to be repaid from the income generated from parking fees.

It is anticipated that the scheme will generate approximately £12,000 in parking fees per annum, which will fund the ongoing revenue costs of the scheme of approximately £7,000 per annum and repayment of the implementation costs. Any surplus income after costs have been recovered will be transferred to an earmarked reserve specifically to fund improvement works at East Brighton Park.

The fees set will be subject to the councils fees and charges policy and be reviewed annually as part of the budget and service planning process.

Finance Officer Consulted: Steven Bedford Date: 18/06/2014

Legal Implications:

- 7.2 The Traffic Orders have been advertised in accordance with the Road Traffic Regulation Act 1984 and the relevant procedure regulations.
- 7.3 As there are unresolved objections and representations they are now referred to this meeting for resolution.
- 7.4 There are no human rights implications to draw to Members' attention

Lawyer Consulted: Katie Matthews Date: 17/06/2014

Equalities Implications:

- 7.5 The proposals have been subject to an Equalities Impact Assessment. If implemented they will improve access for all to the park. There will be dedicated bays for blue badge holders

Sustainability Implications:

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

SUPPORTING DOCUMENTATION

Appendices:

- 1. Summary of responses to TRO consultation