

Subject:	City Wide Parking Review Update		
Date of Meeting:	7 October 2014		
Report of:	Director of Environment, Development & Housing		
Contact Officer:	Name:	Owen McElroy	Tel: 293693
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Ward(s) affected:	All		

FOR GENERAL RELEASE

1. PURPOSE OF REPORT AND POLICY CONTEXT

- 1.1 The purpose of the report is to provide a progress update on recommendations of the city wide parking review (the review) approved by Transport Committee in January 2013 and to consider the councils response to requests from residents in parts of the City for consultation on new or extended resident parking schemes.
- 1.2 The review was an investigation into the way the council manages parking through consulting residents, businesses and other stakeholders and learning from the best practice of other local authorities. The aim was to seek continuous improvement in the councils management of parking whilst balancing the needs of users overall. The review also sought to examine the future of controlled parking schemes (CPZ) including scheme boundaries, changes to existing schemes and new schemes.

2. RECOMMENDATIONS:

- 2.1 That the committee authorises officers to commission parking surveys in early 2015 in streets north of Preston Drove set out in paragraph 6.1 and shown in the plan in Appendix A. A report is expected to be taken to committee next summer to determine the design and detail of any scheme of parking controls that would be put out to consultation.
- 2.2 That the committee approves the policy recommendations in paragraphs 6.5 a-d inclusive (highway verge and pavement parking controls) and 6.16 (limited stay "free" bays)
- 2.3 That committee notes the progress reports in paragraphs 6.6-6.15 inclusive and 6.17 – 6.19 inclusive

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 The background to the City Wide Parking Review is fully set out in the report to Transport Committee 15 January 2013, agenda item 53

- 3.2 Parking controls are essential to keep traffic moving and provide access to residents, visitors and businesses. Current parking policy objectives, as set out in the Parking Annual Report, are to; reduce congestion and keep traffic moving, provide access to those that need it most and deliver excellent customer service. The Local Transport Plan (LTP) 2011-15 identifies Controlled Parking Zones (CPZs) with priority for residents as a key way of delivering management and movement on the transport network to achieve efficiency and sustainability and reduce the impact of noise and air pollution.
- 3.3 Since January 2013 the following resident parking schemes have been implemented following consultation and approval by relevant council meeting or committee. Area C Richmond Heights extension, Area J Roundhill extension, Area E Preston Park Station North & Area J Preston Park Triangle extension
- 3.4 The following schemes have undergone consultation and are awaiting determination by this committee. Area J Lewes Road Triangle extension, Area U Bakers Bottom Extension. Wish Park Area & Area R Bolsover Road Extension are undergoing consultation.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 Options in respect of the monitoring of progress of the review are discussed within the relevant paragraphs
- 4.2 In respect of the proposed response to requests for resident parking scheme consultations the main alternative is to do nothing. It is the recommendation of officers that in order to assess parking and road safety concerns these proposals are proceeded with for the reasons set out in the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 Extensive consultation was carried out as part of the City wide Parking Review as detailed in the report to Transport Committee January 2013
- 5.2 Elected members have been consulted in respect of the progress updates and recommendations in paragraphs 6.6 - 6.19 inclusive and correspondence has been reviewed from residents and other stakeholders.
- 5.3 Elected members have been consulted in respect of paragraphs 6.2- 6.5 inclusive (Verge and pavement parking). Relevant stakeholders such as emergency services, transport user and disability groups were also consulted. Officers made a presentation to the Transport Partnership and received feedback.
- 5.4 Elected members have been consulted in respect of the proposed response to requests for resident parking scheme consultation. Correspondence from residents and stakeholders has been taken into account. The Council has received over 45 separate requests for either parking surveys or consultation from streets north of Preston Drove in the last 12 months. A number of requests have also been sent to Preston Park members who have indicated they support surveys and/or consultation in the remaining streets in their ward. One member

for Withdean Ward has indicated support for parking surveys in part of that ward. The Council has also received about ten requests for parking surveys and consultation in the Hanover & Elm Grove area and the Local Action Team has been conducting its own resident surveys of parking, traffic and environmental issues. Several requests have come from north of Hove Park in Hove Park ward. Both members for Hove Park ward have expressed a preference for consultation with residents to take place at the earliest possible opportunity. A few requests have been received from other areas such as South Portslade and East Brighton. Resources could be made available for preparatory work in the Hanover and Hove Park areas including parking surveys, initial design and consultation to start in the second half of 2015 subject to approval by this committee or its successor.

6. CONCLUSIONS & POLICY RECOMMENDATIONS

Proposed response to requests for resident parking scheme consultations

- 6.1 **Recommendation:** It is proposed that parking surveys of capacity and duration are undertaken in early 2015 in part of Withdean & Preston Park Wards north of Preston Drive and east of the railway line as shown on the map - Appendix A. It is intended that these surveys will inform any future parking scheme proposals. The justification is that there is parking pressure in the area and a number of requests have been received from local residents supported by four ward councillors.

Highway grass verge and pavement parking controls

- 6.2 Area based verge and footway parking prohibitions have been implemented in parts of North Portslade and Patcham/Withdean wards. As a result damage to amenity verges and obstruction to pavements has considerably reduced. There has been little displacement impact on surrounding streets due to the largely discretionary nature of the parking. The implementation of these schemes was financed by a one off revenue allocation.
- 6.3 Officers feel that action should now be focused on nuisance parking and driving on pavements where the greatest hazard to pedestrians and other road users occurs. In Elm Grove pavement parking close to junctions had been common for many years and was increasing with pavements unacceptably narrowed in places. Committee approved the re-introduction of enforcement due to safety concerns and visibility at junctions is now much improved. Earlier this year lead members for Transport jointly agreed that the council should give a coherent and robust message that, city-wide, the Council does not condone parking and driving on pavements in particular and agreed to coordinate with Sussex Police in an enforcement and education campaign at key sites in the City.
- 6.4 In June this year there was an education and enforcement campaign at four sites close to schools, shops and leisure facilities. Many drivers were warned about pavement parking and there was positive coverage in the local press. There is some persistent offending however and the council needs to consider longer term solutions in consultation with stakeholders. A second phase around safer routes to schools is proposed for later this month.
- 6.5 **Recommendations:**

- a) Committee notes that parking or driving on the verge or footway can damage the highway, underground services, basement areas, cause short and long term damage to trees, damage to other street furniture and cause danger to all road users.
- b) In the design of new road schemes consideration will be given to how parking and driving on the pavements can be prevented or managed and provide adequate loading facilities where appropriate.
- c) At existing locations where parking, driving or loading on the verge or pavement is taking place the council will firstly enforce existing regulations and educate drivers. It will then consider, subject to resources and priorities, further measures such as loading bans and appropriate street furniture if enforcement and education proves ineffective long term.
- d) Verges will not be hardened for vehicular use, except as part of legitimate vehicle crossovers. However consideration will be given to the creation of additional parking from wide pavements within new resident parking schemes subject to an assessment of road layout, the safety and convenience of all users, adequate drainage, depth of underground services, and suitable surface materials

6.6 **Permit specific disabled persons parking places**

Progress update: The proposal for disabled bays signed with individual permit numbers and therefore not for general use was approved by committee in October 13. Five permit specific disabled parking places have been installed, three of which were in central Brighton

6.7 **Vehicles parked outside existing schemes (displacement) and spare capacity in streets within schemes (underutilisation)**

Progress update: Through changes to the boundaries of existing or proposed schemes e.g. the transfer of Union Road to Area J and Richmond Parade from Y to C there has seen a limited improvement in utilisation in local streets. Due to some zones being at or near capacity the issue of permits to streets in areas adjacent to parking schemes is still not recommended by officers.

6.8 **Light touch schemes**

Progress update: No new light touch schemes have been proposed although two limited extensions of existing light touch schemes, in residential areas, Area U Bakers Bottom and Area W Wish Park are the subjects of separate reports to this committee.

6.9 **Waiting lists for resident permits**

Progress update: Waiting lists for residents' permits have fallen steadily from 1240 to 300 at the latest release. Waiting lists halved over the last 12 months. A number of factors are behind this but it is linked to a successful shift to more sustainable transport modes. Bus passenger numbers have increased by over 35% in the last ten years and there are more journeys per capita than any city outside London. According to 2011 census car ownership is now the lowest in the south east. There has also been an increase in both car club spaces and membership with many residents choosing to give up their vehicles.

6.10 **Times of parking scheme operation**

Progress update: Following a 50:50 split vote by residents on the Preston Park Station North parking scheme a Monday to Friday option was formally advertised, although the hours were still 9am – 8pm. This was a compromise proposal due to the problem being perceived as commuter based. A Monday to Friday, 9am to 8pm option was put to consultation in the Preston Park Triangle area but residents voted to join an existing Monday to Sunday scheme.

6.11 Enforcement

Progress update: Officers are continuing to explore smarter and more efficient methods of enforcement throughout the city to make the best use of existing resources and target priority, safety, access and congestion issues.

6.12 Sustainability & Parking

Progress update: Permits for low emission vehicles are offered at a 50% discounted rate to vehicles in CO2 categories A & B. Based on 2005 projections it could be assumed that there would be 140 low emission permits in the City. The actual figure is now 2800 or 10% of permits on issue. The Low Emission discount is now available on the same terms for business permit holders.

6.13 Technology & Parking – payment methods

Progress update: Pay by phone has now been rolled out to all controlled parking zones and all council off street pay and display car parks. Take up in terms of transactions by value has been higher than expected. Pay point transactions are now available in selected retail outlets in all CPZs.

6.14 Technology other – parking sensors

Progress Update: Initial investigations of parking sensor technology to allow real time information on parking capacity have suggested that the initial set up costs are too high to warrant council investment at this stage. However the council will continue to monitor this technology and its application elsewhere in order to seek cost effective trials or applications.

6.15 Coach Parking

Progress update: To increase usage and turnover a new 4 hour tariff has been introduced in the on street coach parking bays in Madeira Drive. In response to resident's requests a prohibition of entry restriction, except for access has been placed on public service vehicles and vehicles exceeding 7.5 tons in weight in residential streets in Roedean. It is intended to take forward the issue of coach parking needs and capacity in the city as part of the development of the council's next Local Transport Plan, which is due to be completed by the end of 2014. That plan will include the council's long-term transport strategy aims and a shorter term delivery programme.

6.16 The effects of parking controls and level of parking charges

Progress update: The council supports a zonal approach to tariffs with charges generally lower further out of the city. There are currently two tariff zones, higher and lower. It has previously been council policy not to support the creation of new limited stay "free" bays due to the enforcement difficulties that arise. However it is accepted that in exceptional circumstances limited stay "free" bays may be considered adjacent to stand alone shopping parades, in new parking schemes or outside the controlled parking zones to ensure their long term viability in local areas. Each site would be assessed on its merits following a request by

residents or businesses. Such a solution may not be appropriate if there are general parking pressures in the area and/or enforcement is a problem.

Recommendation: That in new controlled parking schemes, existing schemes which are at least one zone removed from the following central Brighton and Hove schemes, M, N, Y & Z, i.e. A, E, H, Q, U & W, and outside controlled parking zones a facility may be provided for limited stay “free” bays, subject to resources and priorities, and an assessment of each site. NB This is an amendment to Highways & Transportation Policy statement HP4/15 “Resident Parking Schemes Assessment, paragraph 9.

6.17 **Scratch cards for resident visitor permits**

Progress update: From October 2011 it became possible to register for an on line facility to order resident visitor permits. It is intended to make it easier for residents to buy this type of permit by simplifying the process.

6.18 **Vehicle ownership data**

Progress update: This data has been published by the census office and is available on request. At the time of the 2011 census car and van ownership in Brighton & Hove was relatively low with almost two out of five households (38.2%) not owning a car or van. The total number of cars and vans increased by 4,348 to 104,397 between the 2001 and 2011 censuses. However, due to an increase in the number of households we now have an average of 0.86 cars per household compared to 0.87 in 2001.

6.19 **Motorcycle Parking**

Progress update: additional or extended facilities have been provided in the city centre and provision is included in all streets in the design of new CPZs. A list of the City’s motorcycle parking bays and secure parking facilities can be found on the Council’s website. However new drop lock motorcycle parking inset into the pavement has not proved as popular as was hoped. It is thought that motorcyclists do not like having to bend down to use them.

7. **FINANCIAL & OTHER IMPLICATIONS:**

Financial Implications:

7.1 The revenue costs associated with the recommendations in this report will be met from existing Transport revenue budgets. The capital costs associated to the creation and extension of controlled parking schemes are funded by unsupported borrowing, with appropriate repayments made over a seven year period funded from the revenue income generated.

7.2 Revenue income generated from on-street schemes is first defrayed against relevant costs with any surplus used for qualifying transport and highways related expenditure such as supported bus services, concessionary bus fares and Local Transport Plan projects.

Finance Officer Consulted: Steven Bedford

Date: 02/09/14

Legal Implications:

- 7.3 The Council regulates traffic and designates parking places by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.
- 7.4 The Council is under a duty to exercise its powers under the Act to secure the safe and convenient movement of traffic and the provision of adequate on and off-street parking facilities. It must also take into account any implications that orders would have for access to premises, local amenity, air quality, public transport provision and any other relevant matters. When considering whether to designate parking places, the Council must consider both the interests of traffic and the interests of owners and occupiers of adjoining property.
- 7.5 In carrying out consultation the Council is under a general duty to ensure that any consultation is fair. This means that consultation must be carried out when proposals are being formulated, that adequate time and information about proposals must be given to consultees to ensure that they can provide a proper response, and that any consultation responses must be properly considered in reaching the decision.
- 7.6 The Council is under a legal duty as a public authority to consider the human rights implications of its actions. Parking and traffic restrictions have the potential to affect the right to respect for family and private life and the right to protection of property. These are qualified rights which mean they may be restricted where this is for a legitimate aim, necessary and proportionate.
- 7.7 The use of any surplus income from civil parking enforcement is governed by section 55 of the Road Traffic Regulation Act 1984 as amended. This allows any surplus to be used for transport and highways related projects and expenditure such as supported bus services, concessionary fares and Local Transport Plan projects.

Lawyer Consulted:

Katie Matthews

Date: 03/09/14

Equalities Implications:

- 7.3 An equalities impact assessment EIA has already been carried out on the impact of resident parking schemes. There is also an EIA for the services provided by the parking team and that of the parking enforcement contractor. The proposed improvements in parking management are expected to increase access to convenient parking for all users including increased opportunities for blue badge holders to find spaces. The easing of pressure on road space will also benefit those who walk, cycle and travel by bus.

Sustainability Implications:

- 7.4 Effective parking management helps to reduce congestion and improve safe access contributing to the promoting sustainable transport usage and tackling climate change through reduction in carbon emissions.

Any Other Significant Implications:

7.4 There are none.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Proposed extent of technical parking surveys north of Preston Drove

Documents in Members' Rooms

None

Background Documents

1. City Wide Parking Review Report Transport Committee 15 January 2013, agenda item 53
2. Highways & Transportation policy statement HP4/15 Residents Parking Schemes Assessment