

Subject:	Hanover & Elm Grove / Craven Vale - initial parking scheme consultation		
Date of Meeting:	28th June 2016		
Report of:	Acting Executive Director of Environment, Economy & Culture		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
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Ward(s) affected:	East Brighton, Hanover & Elm Grove & Queens Park.		

NOT FOR PUBLICATION**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The purpose of this report is to address responses to an initial consultation in the Hanover & Elm Grove / Craven Vale area. The consultation asked residents, businesses and services whether they would like to be consulted on a full detailed design for a resident parking scheme and the hours / days of operation. Permission to proceed with the initial consultation was agreed at the Environment, Transport & Sustainability Committee meeting on 19th January 2016.

2. RECOMMENDATIONS:

- 2.1 That the Committee approves:

- (a) That a detailed design proposal for a resident parking scheme as a 9am-8pm or light touch (two periods during the day) and either Monday to Sunday or Monday to Friday be consulted upon in the whole area apart from the Craven Vale area. (Appendix A).
- (b) That a detailed design proposal for a resident parking scheme as a 9am-8pm (Monday to Sunday or Monday to Friday) parking scheme or an extension to Area U (light touch scheme) be consulted upon in the Craven Vale area (Appendix A)

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 As part of the Parking Scheme Timetable report presented to the Environment, Transport & Sustainability Committee Meeting in October 2015 it was agreed to consult residents in the Hanover & Elm Grove / Craven Vale area to determine whether they would like to be consulted on a full detailed design for a resident parking scheme. Permission to proceed with the initial consultation outlining the consultation area and hour / day options was agreed at the Environment, Transport & Sustainability Committee meeting on 19th January 2016.
- 3.2 In April / May 2016 a letter was sent to all property addresses in the Hanover & Elm Grove / Craven Vale area.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward.
- 4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The Brighton and Hove City Council Land and Property Gazetteer was used to provide 7983 property addresses in the Hanover & Elm Grove / Craven Vale area. A letter and a prepaid envelope for reply was sent to each address. Residents were given further information on how similar schemes currently operate as these are the types of schemes that would likely be considered.
- 5.2 Respondents were invited to complete the survey online via the council's Consultation Portal should they wish to: 534 respondents (18.6%) chose this method.

Headline figures

- 5.3 2877 responses were received giving a high response rate of 36%.
- 5.4 Overall, 56.4% of respondents wanted a residents parking scheme, and to see a detailed design to consider while 43.6% of respondents did not want a parking scheme in their area.
- 5.5 45.8% of respondents wanted a 9am-8pm residents parking scheme while 39.3% wanted 2 periods during the day (light touch scheme) and 15% wanted 3 periods during the day (medium touch scheme).
- 5.6 43.2% of respondents wanted a Monday to Sunday scheme while 42.1% wanted Monday to Friday and 14.7% wanted Monday to Saturday.
- 5.7 The figures are further broken down into four distinct areas in Appendix B and it is clear that the majority of respondents South of Elm Grove (67.4%) want a scheme with 50.9% from three options wanting a full scheme (9am-8pm) and 53.3% from three options wanting a Monday to Sunday scheme. However, there was a clear indication from respondents of the North East Corner (Arnold Street, Baxter Street, Carlyle Street, Cromwell Street, Lynton Street and Queens Park Road – North section) that they didn't want a scheme and preferred different options (Appendix D).
- 5.8 In the other distinct areas the results were more mixed with a number of different results which is outlined in detail in Appendix B.
- 5.9 Analysis took place of all the responses received from respondents and the full results analysis of the consultation is outlined in detail in Appendix B. A plan showing the results road by road is outlined in Appendix C.

6. CONCLUSION

6.1 It is the recommendation of officers that the Council proceeds to the next stage of consultation to the whole area for the following reasons;

- As an overall area residents voted 56.4% in favour of seeing a detailed design.
- Residents across the overall area will be given the opportunity to accept or reject the proposed schemes at the next stage of the consultation and this will be reported back to a further meeting of this Committee for a final decision.
- At the next stage residents who are not in favour of a scheme will be aware of roads that are in favour in the area South of Elm Grove. They will get the opportunity to consider the implications of possible vehicle displacement if other roads go ahead with a scheme.
- Residents will be given the opportunity to comment on the detailed design and vote with more knowledge of the road by road layout of parking.
- Experience has shown that residents in areas just outside proposed schemes come forward to request a re-consultation if they are not included, as evidenced at recent Committees.

6.2 It is recommended that a detailed design proposal for a resident parking scheme as a 9am-8pm or light touch (two periods during the day) and either Monday to Sunday or Monday to Friday be consulted upon in the whole area apart from the Craven Vale area.

6.3 It is also recommended that a detailed design proposal for a resident parking scheme as a 9am-8pm (Monday to Sunday or Monday to Friday) parking scheme or an extension to the Area U (light touch scheme) be consulted upon in the Craven Vale area.

6.4 This is based on the analysis of the results across the four distinct areas, however, it is important to clarify future boundaries may be different to those defined in the appendices. The distinct areas were simply to give an indication of the results in certain parts of the consultation area.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

7.1 The costs associated to officer time and consultation for the parking scheme proposals will be funded from existing revenue budgets within the Transport service. The detailed financial implications of the proposed scheme will be reported to this Committee in the future once there is more certainty of the scheme proposals.

Finance Officer Consulted: Steven Bedford

Date: 10/06/2016

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. The procedure for making such orders is contained in the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 which require public notice of proposed orders to be given and for the relevant documents to be placed on deposit for public inspection. Any person may object to the making of an order. Any unresolved objections to an order must be considered by the Environment, Transport & Sustainability Committee before the order can be made.

It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: Hilary Woodward

Date: 9/6/2016

Equalities Implications:

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

Sustainability Implications:

- 7.4 Any new motorcycle bays or Pedal Cycle bays will encourage more sustainable methods of transport.

Any Other Significant Implications:

- 7.5 Any designated disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Plan of consultation area (Showing four distinct areas)
2. Appendix B – Detailed Analysis of consultation results
3. Appendix C – Plan showing consultation results by road
4. Appendix D – Further Analysis of consultation results.

Background Papers:

1. ETS Committee - 19th January 2016
2. ETS Committee – 13th October 2015