



**Brighton & Hove
City Council**

**ENVIRONMENT & COMMUNITY
SAFETY OVERVIEW & SCRUTINY
COMMITTEE
ADDENDUM**

5.00PM, TUESDAY, 5 OCTOBER 2010

COMMITTEE ROOM 1, BRIGHTON TOWN HALL

ADDENDUM

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21. CALL IN REQUEST OF HANOVER & ELM GROVE RESIDENT PARKING SCHEME REVIEW COMMUNITY CONSULTATION	1 - 64

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 21

Brighton & Hove City Council

Subject:	Call in Request of “Hanover & Elm Grove Resident Parking Scheme Review Community Consultation” decision made by Environment Cabinet Member meeting 16 September 2010:		
Date of Meeting:	5 October 2010		
Report of:	The Director of Strategy and Governance		
Contact Officer:	Name: Giles Rossington	Tel: 29-1038	
	E-mail: Giles.Rossington@brighton-hove.gov.uk		
Wards Affected:	All		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 7, Access to Information Rule 5 and Section 100B (4) of the Local Government Act as amended (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) was the information contained within the reports was not available in time to meet dispatch deadlines.

1. PURPOSE OF REPORT:

- 1.1 To determine whether to ask the Environment Cabinet Member to reconsider the decision in relation to the Hanover & Elm Grove Resident Parking Scheme Review Community Consultation which was taken at the Environment Cabinet Member Meeting on 16 September 2010.
- 1.2 The following information is contained in the appendices to this report:
 - a. **Appendix 1** contains the Call-In request;
 - b. **Appendix 2** contains the report from the Acting Director of Environment which was agreed at the 16 September Cabinet Member meeting;
 - c. **Appendix 3** contains the official record of Cabinet Member’s Decision in relation to this report;
 - d. **Appendix 4** contains an extract from the draft minutes of the Cabinet Member meeting;

- e. **Appendix 5** contains further information on this issue supplied by the Acting Director of Environment.

2. **RECOMMENDATIONS:**

- 2.1
 - (a) To note the decision taken by the Environment Cabinet Member on the 16 September 2010 in relation to the Hanover & Elm Grove Resident Parking Scheme Review Community Consultation
 - (b) To note the subsequent Call-In request;
 - (c) To note the additional information supplied by the Acting Director of Environment.
- 2.2 Having regard to the grounds for Call-In, to determine whether to refer the decision back to the Environment Cabinet Member for reconsideration.

3. **BACKGROUND INFORMATION**

- 3.1 On 16 September 2010 the Environment Cabinet Member meeting agreed a report on the Hanover & Elm Grove Resident Parking Scheme Review Community Consultation. This report is reprinted in **Appendix 2**.
- 3.2 Further information relating to this matter from the Acting Director of Environment is contained in **Appendix 5**.
- 3.3 On 23 September 2010 Councillor West, supported by Councillors Duncan, Fryer and Steedman wrote to the Chief Executive, requesting that the Environment Cabinet Member decision be called in. The Call-In request is reprinted as **Appendix 1** to this report.
- 3.4 The Chief Executive accepted the Call-In request on 24 September and asked for the issue to be considered at the Environment and Community Safety Overview and Scrutiny Committee within seven working days.
- 3.5 Call-In is the process by which Overview & Scrutiny Committees can recommend that a decision made (in connection with Executive functions) but not yet implemented be reconsidered by the person or body which originally took the decision. That person or body can only be asked to reconsider any particular decision once.
- 3.6 Call-In should only be used in exceptional circumstances, for instance where there is evidence that an important decision was not taken in accordance with the Council's constitution.
- 3.7 An Overview & Scrutiny Committee examining a decision which has been Called-In does not have the option of substituting its own decision

for that of the original decision. The Overview & Scrutiny Committee may only determine whether or not to refer the matter back to the original decision making body for reconsideration.

3.8 In referring the decision back to the Cabinet Member the Overview and Scrutiny Committee may attach recommendations for the Cabinet Member as to a new course of action or a preferred alternate decision. The Cabinet Member is however free to take the same decision again, or amend the decision in the light of the issues raised by the Overview and Scrutiny Committee.

3.9 In determining whether to refer a decision back to its originating body for reconsideration, the Overview & Scrutiny Committee should have regard to the criteria for Scrutiny reviews, as set out in the Council's constitution (Part 6.4.2) namely,

- The importance of the matter raised and the extent to which it relates to the achievement of the Council's strategic priorities, the implementation of its policies or other key issues affecting the well being of the City or its communities;
- Whether there is evidence that the decision-making rules in Article 13 of the constitution have been breached; that the agreed consultation processes have not been followed; or that a decision or action proposed or taken is not in accordance with a policy agreed by the Council;
- The potential benefits of a review especially in terms of possible improvements to future procedures and/or the quality of Council services;
- What other avenues may be available to deal with the issue and the extent to which the Councillor or body submitting the request has already tried to resolve the issue through these channels (e.g. a letter to the relevant Executive Member, the complaints procedure, enquiry to the Chief Executive or Chief Officer, Council question etc.);
- The proposed scrutiny approach (a brief synopsis) and resources required, resources available and the need to ensure that the Overview and Scrutiny process as a whole is not overloaded by requests.

3.10 In addition, the Committee should take into account:

- Any further information which may have become available since the decision was made
- The implications of any delay; and
- Whether reconsideration is likely to result in a different decision.

3.11 If, having scrutinised the decision taken by the Environment Cabinet Member, OSC is still concerned about it, OSC may refer the decision

back to Cabinet for reconsideration, setting out in writing the nature of its concerns.

- 3.12 If the decision is referred back, the Cabinet Member shall reconsider whether to amend the decision or not before reaching a final decision and implementing it. This reconsideration shall take place either at the next programmed meeting of the Cabinet Member or at a special meeting called for the purpose.

4. CONSULTATION

- 4.1 No formal consultation has been undertaken in regard to this report.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There are no direct financial implications associated with this Call in Request. Implementation costs for new Resident Parking schemes are funded through unsupported borrowings. and the Environment Cabinet Member decision was made with regard to the financial implications contained within the original report. Of the Director of Environment

Finance Officer Consulted: Karen Brookshaw Date: 30/10/2010

Legal Implications:

- 5.2 The legal implications are considered in the body of the report.

Lawyer Consulted: Carl Hearsom Date: 29 September 2010

Equalities Implications:

- 5.3 There are no direct equality implications to this report, although the Environment Cabinet Member decision was made with regard to the equality implications contained within the original report of the Director of Environment.

Sustainability Implications:

- 5.4 There are no direct sustainability implications to this report, although the Environment Cabinet Member decision was made with regard to the sustainability implications contained within the original report of the Director of Environment.

Crime & Disorder Implications:

- 5.5 There are no direct crime & disorder implications to this report, although the Environment Cabinet Member decision was made with regard to the crime & disorder implications contained within the original report of the Director of Environment.

Risk and Opportunity Management Implications:

- 5.6 The Call-In procedure seeks to provide a system via which important decisions can be re-examined in a timely fashion, so as to ensure that

the Council is not unnecessarily exposed to risk associated with taking decisions contrary to established procedure, whilst also minimising risk inherent in unduly delaying the decision making process.

Corporate / Citywide Implications:

- 5.7 There are no direct corporate/citywide implications to this report, although the Environment Cabinet Member decision was made with regard to the corporate/citywide implications contained within the original report of the Director of Environment.

SUPPORTING DOCUMENTATION

Appendices:

1. **Appendix 1** contains the Call-In request;
2. **Appendix 2** contains the report from the Director of Environment which was agreed at the Environment Cabinet Member meeting;
3. **Appendix 3** contains the official record of the Cabinet Member's Decision in relation to this report;
4. **Appendix 4** contains the draft minutes of the environment Cabinet Member meeting;
5. **Appendix 5** contains further information on this issue supplied by the Acting Director of Environment.

Documents in Members' Rooms:

There are none.

Background Documents:

1. The Council's Constitution (May 2008)
2. The Council's Forward Plan

Agenda Item 21 Appendix 1

Dear Mr Barradell

I would like to request that decision No: CMM112 – 16/09/10 made in relation Agenda item 45 at the Cabinet Member Meeting for the Environment last Thursday, September 16th, 2010, be called-in as per Section 6 of the Council's constitution.

I believe the decision not to extend the parking area 'U' to the Northern end of Queen's Park Rise, or to implement parking restrictions of any sort in either Canning Street, or the area identified in the report to the meeting as 'Richmond Heights', was taken improperly, as it ignored the results of the consultation that were made in the streets concerned – where a majority of residents voted FOR such parking schemes – and because of flaws in the consultation process itself.

In short, figures show many residents who do not own cars chose not to respond to the consultation, thus skewing the results, and because of fear of 'death threats' (as reported in The Argus of 22/9/2010) many residents felt it was unsafe to state their views accurately.

This decision has important ramifications, both for community safety in the streets concerned (as emergency vehicles have experienced problems accessing some residences on said streets due to unregulated parking of cars restricting access), and democratically, as residents feel their views as expressed in the consultation should have been taken into account.

The consultation document itself made clear that results for small areas within the full consultation zone could lead to new parking restrictions in those areas, even if a majority of residents in the entire area voted against any such scheme.

I would hope a call-in would lead to the decision being revisited, both to reconsider establishing a CPZ in the 'Richmond Heights' area, and extending the existing Area H scheme to cover Canning Street, and existing Area U scheme to cover the whole of Queen's Park Rise, in line with residents' wishes.

Of course those areas that voted against any CPZ scheme should not have such a scheme imposed on them.

Yours,

Cllr Pete West

Supported by:

Cllrs Ben Duncan, Rachel Fryer & Paul Steedman

23 September 2010

ENVIRONMENT AND COMMUNITY SAFETY OVERVIEW AND SCRUTINY COMMITTEE

Agenda Item 21
Appendix 2
Brighton & Hove City Council

Subject:	Hanover & Elm Grove Resident Parking Scheme Review Community Consultation		
Date of Meeting:	5 October 2010 16 September 2010 Environment Cabinet Member		
Report of:	Director of Environment		
Contact Officer:	Name:	Owen McElroy	Tel: 29-0417
		Charles Field	29-3329
	E-mail:	owen.mcelroy@brighton-hove.gov.uk charles.field@brighton-hove.gov.uk	
Key Decision:	Yes	Forward Plan No: ENV17745	
Wards Affected:	East Brighton; Hanover & Elm Grove; Queen's Park		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider the outcome of the public consultation undertaken regarding a proposed Residents Parking Scheme in the currently unrestricted Hanover & Elm Grove area (Appendix A) and associated reviews of the existing Area U (St Luke's) and Area C (Queen's Park) controlled parking schemes (Appendix B).
- 1.2 The consultation shows that a large majority of respondents are against the proposals. Therefore, no changes are proposed to be made in the area covered by the Hanover & Elm Grove residents parking scheme review.

2. RECOMMENDATIONS:

- 2.1 That no changes be made to the St Luke's (Area U) Controlled Parking Zone.
- 2.2 That the Queen's Park (Area C) Controlled Parking Zone operational times be extended from Monday to Saturday 9am to 8pm to Monday to Sunday 9am to 8pm and a Traffic Regulation Order be advertised.
- 2.3 That no changes be made in the area covered by the Hanover & Elm Grove residents parking scheme review.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 A timetable for consulting on Residents Parking Schemes across the City was agreed by Environment Committee in January 2008.
- 3.2 The Hanover & Elm Grove area was included due to representations received on a regular basis from ward councillors and residents regarding the need for parking controls.
- 3.3 The City Council commissioned parking surveys in Hanover & Elm Grove and existing Area U in order to understanding parking characteristics and demand and to inform the development of parking solutions to meet local parking needs. These took place in June & July 2009.
- 3.4 The council also organised a community consultation in Autumn 2009, consisting of workshops and meetings with local resident organisations, emergency services and other interested groups to discuss their concerns and ideas and sent a questionnaire to all residents and businesses asking how they perceived parking issues in their street.
- 3.5 Following the results of the community consultation and the support of the ward councillors it was agreed at Environment Cabinet Member Meeting on 25th March 2010 that the Hanover & Elm Grove review be progressed to the informal consultation stage consisting of a questionnaire and outline parking scheme map sent to all residents and businesses. It was also agreed that a letter be sent to residents and businesses in the existing St Luke's (Area U) and Queen's Park (Area C) schemes asking for their views on the current operation of those schemes including the times and days of operation.

4. CONSULTATION

- 4.1 Consultation in various forms (face to face, by telephone, e-mail and questionnaires) has taken place over the past year and has included ward councillors, residents, businesses, emergency services, the hospitals and other related groups.

Hanover & Elm Grove

- 4.2 In April 2010, documents including an information leaflet, proposals map and questionnaire were sent to 8965 property addresses in the Hanover & Elm Grove area. 3000 valid responses were received giving a response rate of 33%.
- 4.3 Prior to completing the questionnaire residents were invited to public exhibitions to learn about the proposals in more detail. The staffed public exhibitions were held at the Craven Vale Community Centre, Hadlow Close on Wednesday 28 April 2010 from 12.45 pm until 4pm and again on Thursday 29 April from 12pm until 4pm. Also at Milton Road Church hall on Tuesday 4 May 2010 from 3pm until 7pm and again on Wednesday 5 May 2010 from 12pm to 4pm.
- 4.4 In April 2010 5488 addresses in the Queens Park area were sent a letter asking for comments on how the scheme was running plus a short questionnaire asking whether they wanted to:

- keep the parking scheme as it is, operating from Monday to Saturday 9am to 8pm
- change days of operation to Monday to Sunday 9am to 8pm

977 valid forms were received giving a response rate of 18%

- 4.5 In April 2010 471 addresses in the St Luke's area were sent a letter asking for comments on how the scheme was running plus a short questionnaire asking whether they wanted to change to a full scheme or keep it as a light touch scheme.

195 valid forms were received giving a response rate of 41.5%

Resident Parking Scheme Questionnaire Analysis – Hanover & Elm Grove

- 4.6 Officers have analysed the results of the consultation which covered the whole area and discussed these with the Ward Councillors within three Wards, namely Hanover & Elm Grove, Queens Park and East Brighton. In total for the whole area 75% of respondents (2256) are against the proposed changes to on-street parking while 25% (744) of respondents are in favour. The full road by road analysis is contained in the Consultation Report (Appendix C).
- 4.7 Using information provided during the community consultation together with local knowledge from residents, businesses and ward members the results have been broken down further into specific geographical areas as follows. The areas are also outlined in Appendix A.

	No. properties mailed	No. forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Hartington Road Area (north of Elm Grove)	2601	881	34	109	12	772	88
Hanover Area (south of Elm Grove & west of QPR including QPR)	3705	1346	36	368	27	978	73
Elm Grove	395	118	30	21	18	97	82
St Luke's & Queens Park Estate	673	231	34	64	28	167	72
Craven Vale	403	101	25	14	14	87	86
Baker's Bottom	267	113	42	51	45	62	55
Richmond Heights	921	210	23	117	56	93	44
Total	8965	3000	33	744	25	2256	75

- 4.8 When looking at this breakdown it shows that within the Richmond Heights area the majority of respondents are slightly in favour of the implementation of a residents parking scheme (56%).
- 4.9 However, although the Queens Park Ward Councillors are in support of this proposal only 22.5% of those consulted responded to the questionnaire and there is concern about displacement northwards into the Hanover area.
- 4.10 Therefore, as there is not a clear consensus to go forward with a scheme in this small area it is proposed that these streets are not included within a resident parking scheme.
- 4.11 Within the Baker's Bottom area residents of Canning Street have voted in favour of a resident parking scheme and a petition was also received from Canning Street residents signed by 27 local residents in favour of controlled parking and the inclusion of the road into Area H. The Queens Park Ward Councillors have also written into officers to support Canning Street being included in an existing resident parking scheme. However, due to concerns about displacement into other roads in Bakers Bottom who would find themselves surrounded by parking schemes it is proposed not to go forward with this proposal. It is felt that Canning Street could not be considered in isolation from other roads in the Bakers Bottom area and overall this area voted against the introduction of a resident parking scheme.
- 4.12 Within the St Luke's and Queens Park Estate area residents of Queens Park Rise also voted 53% in favour of a resident parking scheme. This request was also supported by the Queens Park Ward Councillors who support this road being included in the Area U resident parking scheme. However, there are officer concerns that this would increase displacement to surrounding roads and would also leave Freshfield Street surrounded by controlled parking. It was felt that Queens Park Rise could not be considered in isolation from Freshfield Street (who voted 61% against the proposal) and overall the respondents from Queens Park Rise and Freshfield Street combined were against the proposals. Therefore, it is proposed not to proceed with this request.
- 4.13 In all other areas of the Hanover & Elm Grove consultation there are clear majorities against the scheme. Overall 225 letters and emails were also received by officers during the consultations. 218 of these objected to the proposals and 7 were in favour. Petitions objecting to the scheme were received from the Elm Grove Residents Action Group (EGRAG), The Whitehawk Hill estate and staff of St Luke's Primary School. A public meeting was held at Elm Grove primary school attended by 500 residents and the feedback to officers was that there was an overwhelming majority against the scheme. A deputation to Cabinet in March 2010 was also submitted by EGRAG expressing their opposition to the proposals and requesting their immediate withdrawal.
- 4.14 During the consultation submissions were received from various stakeholders including the Emergency Services, major employers and community groups. The comments of stakeholders and the council's responses are included in a separate table (Appendix D).

- 4.15 Therefore, due to the clear majority of residents against a resident parking scheme in these other areas it is proposed not to proceed. The Hanover & Elm Grove Ward Councillors also wrote to officers outlining that they did not believe a resident parking scheme should be introduced in any part of their Ward (Albion Hill northwards). An East Brighton Ward Councillor also wrote to officers that in light of a majority view in all streets consulted in Craven Vale within the East Brighton Ward against the introduction of controlled parking the area they should be excluded from any proposed new zone.
- 4.16 The Queen's Park and Hanover & Elm Grove Ward Councillors also outlined in their written responses to officers that they would like a review of all parking options to be conducted and a number of other additional measures. In terms of parking options officers will work with Ward Councillors to discuss any improvements that can be made in their areas including double yellow lines on junctions, car club bays etc. However, to go forward with any proposals there would need to be clear written support from residents to proceed. In terms of other measures these would be passed onto the relevant sections within the Sustainable Transport division.

Queen's Park Area C review

- 4.17 53% of those who responded were in favour of extending the days of operation to include Sundays. The full detailed road by road analysis is outlined in Appendix E. The Queens Park Ward Councillors have also written to officers to support the days of operation including Sundays and the local Hoteliers and Guest House Association who are finding that unregulated parking on Sundays makes it difficult for guests to park have also expressed support.
- 4.18 It is therefore proposed to advertise a Traffic Regulation order to change the times of operation from Monday to Saturday 9am – 8pm to Monday to Sunday 9am to 8pm.
- 4.19 There were also a couple of requests for minor changes to on-street parking within the zone. The Royal Spa Nursery School has suggested converting the resident permit only spaces to shared pay and display. This area is currently underused and there are sufficient alternative permit only spaces nearby. Therefore, it is proposed to include this request in the Traffic Regulation Order outlined above.
- 4.20 Several residents of the north side of Marine Parade between Bedford Street and the Zone H boundary have also requested that seafront pay and display bays are converted to shared permit and pay and display bays. It was felt that further proposals should wait until the effects of the change to Sunday restrictions takes place, if this is agreed. The area could then be monitored to see if the situation has improved.

St Luke's Area U review

- 4.21 An overwhelming majority, 95% supported the retention of the current scheme, Monday to Saturday 10am – 11am and 2pm – 3pm (Appendix F). It is therefore

proposed not to make any changes other than minor changes to on street parking requested by residents during the consultation such as an additional motorcycle bay in Dawson Terrace.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The full cost of advertising the traffic regulation order and amending the lining and signing will be covered from existing traffic revenue budgets. The financial impact of the revenue from the proposed new scheme, along with associated ongoing maintenance costs, was included within the budget for 2010-11 which was submitted to Budget Council in February 2010.
- 5.2 New parking schemes are funded through unsupported borrowings with approximate repayment costs of £130,000 per scheme over 7 years.

Finance Officer Consulted: Karen Brookshaw

Date: 12/08/10

Legal Implications:

- 5.3 Broadly, the Council's powers and duties under the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic and the provision of suitable and adequate parking facilities on and off the highway. Also, 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 and securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 5.4 The Council has specific powers under the Road Traffic Regulation Act to make various types of order and the most relevant in relation to the proposals in this report are summarised below.
- 5.5 Section 1 of the 1984 Act enables the Council to make orders prohibiting, restricting or regulating the use of roads. The various grounds for such action include safety, prevention of congestion and preservation of amenity and are not restricted to the roads mentioned in an order but can be for the benefit of other roads.
- 5.6 Under section 45 of the 1984 Act, the Council has wide powers to designate parking places on highways for vehicles or classes of vehicles, with or without charge. It includes power to authorise parking by permit. Under subsection (3), in determining what parking places are to be designated under this section the Council must consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular the matters to which that authority shall have regard include –
 - (a) the need for maintaining the free movement of traffic;
 - (b) the need for maintaining reasonable access to premises; and

- (c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.
- 5.7 Under section 122 of the 1984 Act, the Council has the duty to exercise the functions conferred on them by that Act to secure the expeditious, convenient and safe movement of vehicles and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard so far as is practicable to the following-
- (a) the desirability of securing and maintaining reasonable access to premises;
 - (b) the effect on the amenities of any locality affected including the importance of controlling the use of the roads by heavy commercial vehicles;
 - (c) national air quality strategy;
 - (d) facilitating the passage of public service vehicles and the safety/convenience of persons wishing to use; and
 - (e) any other matters appearing relevant to the local authority.
- 5.8 Before making Traffic Orders, the Council must consider all duly made, unwithdrawn objections. In limited circumstances it must hold public inquiries and may do so otherwise. It is usually possible for proposed orders to be modified, providing any amendments do not increase the effects of the advertised proposals. The Council also has powers to make orders in part and defer decisions on the remainder. Orders may not be made until the objection periods have expired and cannot be made more than 2 years after the notices first proposing them were first published. Orders may not come into force before the dates on which it is intended to publish notices stating that they have been made. After making orders, the steps which the Council must take include notifying objectors and putting in place the necessary traffic signs.
- 5.9 Relevant Human Rights Act rights to which the Council should have regard in exercising its traffic management powers are the right to respect for family and private life and the right to protection of property. These are qualified rights and therefore there can be interference with them in appropriate circumstances.

Lawyer Consulted:

Carl Hearsum

Date: 12/08/010

Equalities Implications:

- 5.10 The proposed extended days of operation in parking scheme Area C will be of benefit to many residents, pedestrians and other vulnerable road users.

Sustainability Implications:

- 5.11 The new motorcycle bays will encourage more sustainable methods of transport.
- 5.12 The improved management of parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

- 5.13 The proposals will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.14 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

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

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The alternative option for the majority of the proposals is to do nothing which would mean the proposal is not taken forward. However, it is the recommendation of officers that this proposal is taken forward with for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval to proceed to the next formal stage of consultation consisting of the advertisement of a Traffic Regulation Orders. This proposal is recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A – Map of Hanover & Elm Grove Residents Parking Review consultation area, broken down into sub areas
2. Appendix B – Map of Area C and Area U.
3. Appendix C – Hanover & Elm Grove consultation report
4. Appendix D – Stakeholders Comments
5. Appendix E - Queen's Park , Area C review report
6. Appendix F – St Luke's Area U review report

Documents in Members' Rooms

None

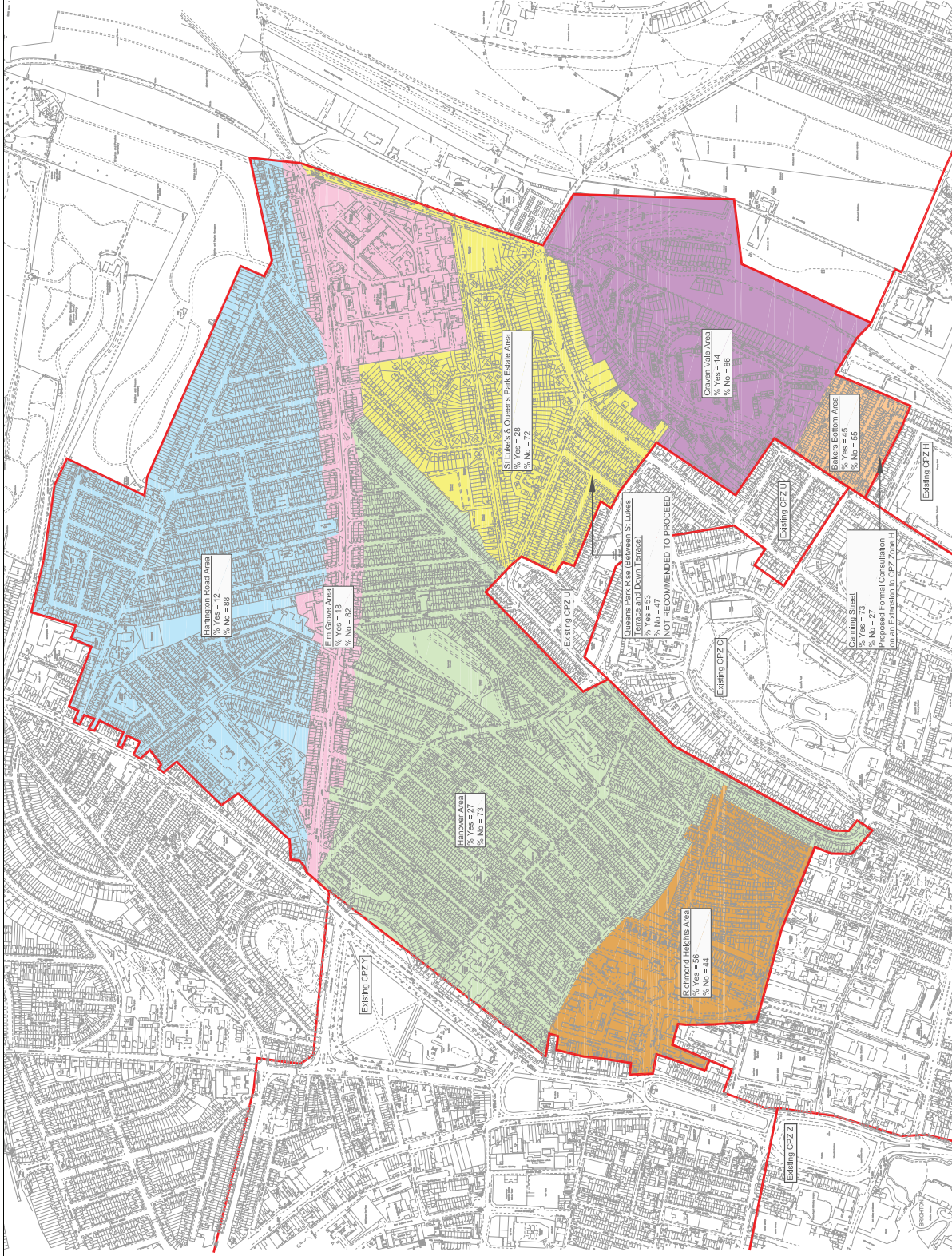
Background Documents

1. Environment Cabinet Member Meeting Report 25 March 2010 (Agenda Item 108) with appendices



Item 45 Appendix A

Key:

- Hartington Road Area
- Hanover Area
- Elm Grove
- St Luke's & Queens Park Estate Area
- Queens Park Rise & Freshfield Road Area
- Bakers Bottom Area
- Richmond Heights Area

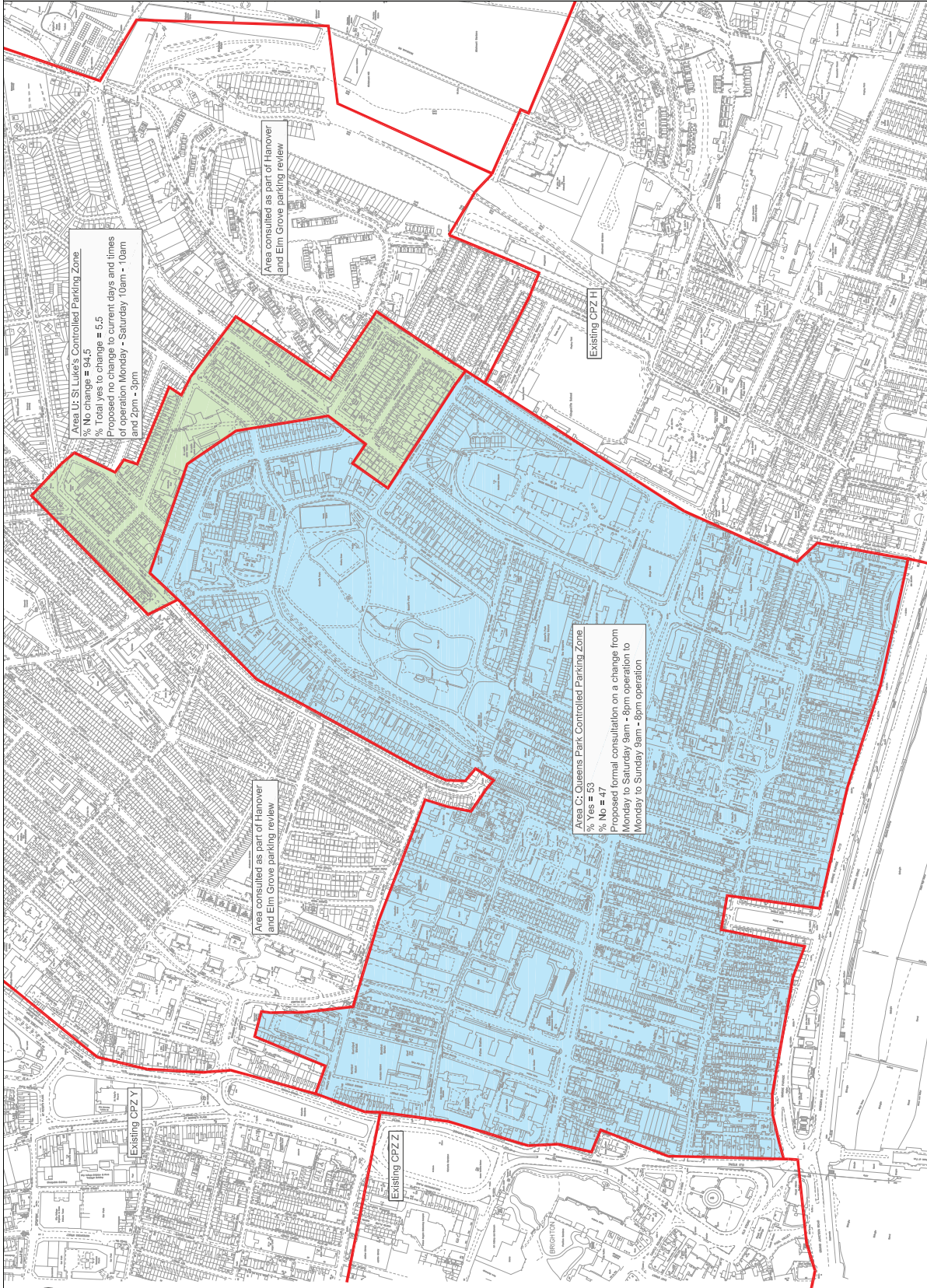


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Rev	Date	Drawn	MR	For Information	Description
A	17/08/10				Richmond Heights Area
B	26/08/10				Sussex Street added to Richmond Heights Area
Chk'd	App'd	RGB	RGB	RGB	RGB
Drawn	MR	Checked	RGB	Approved	RGB
<p>Title: Appendix A: Hanover & Elm Grove Parking Review Overview Plan</p> <p>Scale at A3</p> <p>Status: NTS</p> <p>Rev: FI</p> <p>Drawing Number: MMD-244884-C-DR-00-XX-3002</p>					

Item 45 Appendix B

Key:
■ Area C: Queens Park Area CPZ
■ Area U: St Luke's CPZ



Area U: St Luke's Controlled Parking Zone
 % No change = 94.5
 % Total yes to change to current days and times of operation Monday - Saturday 10am - 10am and 2pm - 3pm

Area consulted as part of Hanover and Elm Grove parking review

Area C: Queens Park Controlled Parking Zone
 % Yes = 53
 % No = 47
 Proposed formal consultation on a change from Monday to Saturday 9am - 6pm operation to Monday to Sunday 9am - 6pm operation

Area consulted as part of Hanover and Elm Grove parking review

Existing CPZ H

Existing CPZ Y

Existing CPZ Z

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Rev	Date	Drawn	Description	Chk'd	App'd
A	17/08/10	MR	For Information	RGB	RGB
B	26/08/10	MR	Sussex Street removed from Area C	RGB	RGB
Appendix B: Overview of Existing Controlled Parking Zones C & U					
Drawing Number MMD-244884-C-DR-00-XX-3003				Status FI	
Title Appendix B: Overview of Existing Controlled Parking Zones C & U				Scale at A3 NTS	
Drawn Checked Approved				Drawn Checked Approved	
MR				MR	

Hanover and Elm Grove Resident Parking Scheme Consultation Report June 2010

Background

Consultation on Hanover and Elm Grove proposed residents parking scheme was agreed in the parking timetable at Environment Committee in January 2008.

In September 2009 a letter plus short questionnaire about parking issues was sent to all property addresses in the area. In addition workshops had also been held in the local area with residents and stakeholders to establish sufficient demand to proceed to informal consultation on the introduction of a residents parking scheme. Maps and plans for consultation on a proposed parking scheme for Hanover and Elm Grove area were designed, based on evidence gathered in these 3 exercises, also on-street parking surveys conducted by Mott MacDonald (traffic engineering and transport planning consultancy) and in consultation with ward councillors. In addition, addresses in Area C and U, which adjoin the Hanover and Elm Grove area, received their own scheme review questionnaires (also to be reported on at September Environment Cabinet Member Meeting).

Methodology

Brighton and Hove City Council Land and Property Gazetteer was used to provide 8965 property addresses in the Hanover and Elm Grove area. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address.

Plans could also be viewed at two exhibitions staffed by officers from Brighton & Hove City Council and Mott MacDonald consultants at:

Craven Vale Community Centre, Hadlow Close

- Wednesday 28 April 2010, 12:45 to 4:45 pm
- Thursday 29 April 2010, 12pm to 4pm

Milton Road Church Hall

- Tuesday 4 May 2010, 3pm – 7pm
- Wednesday 5 May 2010, 12pm to 4pm

There was also an unstaffed exhibition at Hove Town Hall, Norton Road from 10 May to 28 May, 2010, 9am to 5pm.

Forms were delivered by hand to Phoenix Brewery Halls on Southover Street which has 318 student rooms.

Addresses on both sides of Queens Park Road were included in the consultation. Residents on the East Side of Queens Park Road, between Sussex Street and Queens Park Terrace, have traditionally been allowed to purchase permits for Zone C. These addresses are technically outside the Zone C boundary but residents have been allowed to purchase permits for Zone C due to the fact that

there are double yellow line restrictions along the east side of this part of Queens Park Road.

There are 128 streets in the proposed scheme area.

3000 valid responses were received giving a response rate of 33%.

Comments received by email and letter were linked together with respondents' returned forms and duplicate voting identified. The council is aware that there were a number of parallel campaigns in the area and residents supplemented their returned questionnaire with emails to the parking inbox, consultants, officers and councillors.

Results

Q1 Do you support the proposed changes to on-street parking in your area?

Do you support the proposed changes to on-street parking in your area?	Yes		No		Total
	Number	%	Number	%	
		744	25	2256	75

Results on a street by street basis were as follows:

Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Agnes Street	24	9	37.5	0	0	9	100
Albion Hill	171	60	35	23	38	37	62
Albion Street	86	6	7	4	67	2	33
Arnold Street	78	43	55	4	9	39	91
Ashton Rise	134	17	13	11	65	6	35
Baxter Street	37	17	46	2	12	15	88
Beaufort Terrace	10	5	50	1	20	4	80
Belgrave Street	58	25	43	11	44	14	56
Bembridge Street	29	13	45	0	0	13	100
Bentham Road	99	53	53.5	10	19	43	81
Bernard Place	1	1	100	0	0	1	100
Bernard Road	110	47	43	5	11	42	89
Billam Terrace	16	0	0	0	0	0	0
Bonchurch Road	211	87	41	11	13	76	87
Brading Road	142	66	46.5	5	7.5	61	92.5
Bute Street	59	28	47	13	46.5	15	53.5
Canning Street	66	30	44	22	73	8	27
Carisbrooke Road	37	18	49	1	6	17	94

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Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Carlyle Street	81	54	65	4	7.5	50	92.5
Clayton Road	59	19	32	1	5	18	95
Cobden Road	85	52	61	8	15	44	85
Coleman Street	101	36	36	12	33	24	67
Coronation Street	21	10	48	2	20	8	80
Craven Road	137	33	24	5	15	28	85
Cromwell Street	19	13	68	0	0	13	100
De Montfort Road	78	32	41	9	28	23	72
Down Terrace	94	33	35	10	30	23	70
Elm Grove	395	118	30	21	18	97	82
Elmore Road	31	7	22.5	2	29	5	71
Ewart Street	132	44	33	15	34	29	65
Fairlight Place	11	1	9	0	0	1	100
Finsbury Road	103	23	22	8	35	15	65
Firle Road	63	10	16	2	20	8	80
Franklin Road	127	26	20	3	11.5	23	88.5
Franklin Street	45	12	27	5	42	7	58
Freshfield Road ¹	127	54	42.5	16	30	38	70
Freshfield Street	68	31	45.5	12	39	19	61
Glynde Road	44	11	25	3	27	8	73
Grant Street	21	13	62	4	31	9	69
Grove Hill	154	20	13	13	65	7	35
Grove Street	71	25	35	16	64	9	36
Hadlow Close	30	3	10	0	0	3	100
Hallett Road	62	13	21	4	31	9	69
Hampden Road	61	34	56	3	9	31	91
Hanover Crescent	78	4	5	1	25	3	75
Hanover Mews	17	4	23.5	2	50	2	50
Hanover Place	7	1	14	0	0	1	100
Hanover Street	127	32	25	15	47	17	53
Hanover Terrace	114	47	41	19	40	28	60
Hartington Place	20	12	60	0	0	12	100
Hartington Road	345	105	30.5	14	13	91	87
Hartington Terrace	38	25	66	3	12	22	88
Hastings Road	31	10	32	1	10	9	90
Hendon Street	66	22	33	6	27	16	73
Holland Street	57	31	54	8	26	23	74
Howard Road	35	10	28.5	5	50	5	50
Islingword Place	68	33	48.5	9	27	24	73
Islingword Road	267	76	28	18	24	58	76
Islingword Street	95	44	46	10	23	34	77
Ivory Place	9	0	0	0	0	0	0

¹ Part Road

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Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Jackson Street	6	2	33	1	50	1	50
Jersey Street	57	27	47	13	48	14	52
John Street	155	16	10	10	62.5	6	37.5
Lewes Street	1	1	100	0	0	1	100
Lincoln Cottages	26	7	27	5	71	2	29
Lincoln Street	89	51	57	15	29	36	71
Livingstone Street ²	0	0	0	0	0	0	0
Luther Mews	7	3	43	1	33	2	67
Luther Street	47	28	60	2	7	26	93
Lynton Street	59	25	42	3	12	22	88
Malthouse Lane	6	0	0	0	0	0	0
May Road	79	23	29	2	9	21	91
Milton Road	26	9	35	2	22	7	78
Montreal Road	45	17	38	8	47	9	53
Monument View	16	8	50	0	0	8	100
Newark Place	25	5	20	3	60	2	40
Newhaven Street	48	7	14.5	1	14	6	86
Normanton Street	24	6	25	0	0	6	100
Pankhurst Avenue	94	38	40	6	16	32	84
Parham Close	24	5	21	2	40	3	60
Pevensey Road	36	10	28	0	0	10	100
Phoenix Place	17	0	0	0	0	0	0
Phoenix Rise	59	4	7	3	75	1	25
Picton Street	34	14	41	2	14	12	86
Plumpton Street	18	3	17	0	0	3	100
Quebec Street	52	27	52	13	48	14	52
Queens Park Rise	44	19	43	10	53	9	47
Queens Park Road ¹	544	104	19	30	29	74	71
Queensway	101	22	22	5	23	17	77
Richmond Gardens	5	1	20	0	0	1	100
Richmond Parade	14	2	14	2	100	0	0
Richmond Place	17	0	0	0	0	0	0
Richmond Street	73	27	37	14	52	13	48
Rochester Street	61	30	49	7	23	23	77
Ryde Road	51	29	55	1	4	28	96
Sandown Road	96	44	46	1	2	43	98
Scotland Street	56	35	62.5	9	26	26	74.5
Seville Street	46	17	37	2	12	15	88
Shanklin Road	236	67	28	12	18	55	82
Southampton Street	76	34	45	14	41	20	59
Southover Place	2	1	50	0	0	1	100

² No postal addresses on this street

¹ Part Road

Street	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Southover Street	149	48	32	9	19	39	81
Southwater Close	24	5	21	2	40	3	60
St Helens Road	31	17	55	3	18	14	82
St Leonards Road	18	5	28	0	0	5	100
St Martins Place	44	8	18	1	12.5	7	87.5
Stanley Street	52	31	60	13	42	18	58
Sussex Place	4	0	0	0	0	0	0
Sussex Street	53	16	30	13	81	3	19
Sussex Terrace	28	6	21	5	83	1	16
Tamplin Terrace	8	1	12.5	1	100	0	0
Tarner Road	39	6	15	4	67	2	33
The Causeway	49	16	33	0	0	16	100
Tilbury Way	32	14	44	9	64	5	36
Tilgate Close	22	9	41	0	0	9	100
Toronto Terrace	83	54	65	5	9	49	91
Totland Road	100	42	42	4	9.5	38	90.5
Upper Wellington Road	52	11	21	4	36	7	64
Walpole Terrace	15	3	20	3	100	0	0
Washington Street	93	37	40	12	32	25	68
Wellington Road	264	43	16	14	33	29	67
Wellington Street	1	1	100	0	0	1	100
Whichelo Place	81	40	49	10	25	30	75
Whippingham Road	177	57	32	3	5	54	95
Whippingham Street	42	12	28.5	1	8	11	92
Windmill Street	62	35	56	16	46	19	54
Windmill Terrace	8	7	87.5	1	14	6	86
Total	8965	3000	33	744	25	2256	75

Q2 Which of the following days of operation do you think should apply to the parking scheme?

Days of operation	Mon to Sat		Mon to Sun		Total
	Number	%	Number	%	
	770	59.5	523	40.5	1293

Q3 Respondents were asked whether they are a resident or business owner or manager. Respondents could tick more than one option.

	Number responses	% responses
Resident	2866	95
Business owner or manager	149	5
Total responses	3016	100

Q4a How many cars in your household?

Number of cars	Number responses	Total Number cars	%
0	460	0	16
1	1818	1816	63.5
2	521	1042	18
3	56	168	2
4 or more	10	40	0.5
Total	2865	3066	100

2865 respondents have at least 3066 vehicles.

Q4b Do you have access to off-street car parking?

Do you have access to off-street car parking?	Yes		No		Total
	Number	%	Number	%	
	255	10	2380	90	2635

Q5a What type of business do you own or manage in the area?

Respondents could tick all that apply.

What type of business?	Number responses	% responses
Retail outlet	15	8
Office-based	25	13
Other, includes things like childminding, building, landlords, dance class teacher.	153	79
Total responses	193	100

Q5b How many vehicles are directly associated with your business?

Number of vehicles	Number responses	Total Number vehicles	%
0	13	0	8
1	107	107	62.5
2	21	42	12
3	7	21	4
4 or more	23	92	13.5
Total	171	262	100

171 respondents had at least 262 vehicles associated with their business.

Q6 Any other comments?

An open text box enabled respondents to add comments. Although expressed in residents' own words analysis of the open text shows common themes emerged and have been grouped as follows:

Comments	Number responses	% responses
Don't Want To Pay/ Money Making Scheme	1224	22
Scheme Not Needed	959	18
General Comments Not Supporting Proposed Changes	663	12
Scheme Will Reduce Available Parking Spaces	600	11
General Comments Supporting Proposed Changes	354	7
Don't Want To Pay For Visitor Parking	265	5
Unfair On Households With More Than One Car	169	3
CPZs Cause Displacement/Worried About Displacement	148	3
Will Not Solve Evening Parking Problem	128	2.5
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	124	2
Unfair To Charge And Not Guarantee A Space	97	2
Would Prefer Better Enforcement	97	2
Want Different Hours Of Operation	89	2
I Won't be Able To Park Close To My Property	62	1
The Only Problem Is Commuter parking/ Amex Parking/ Hospital Parking/ Brighton College Parking	59	1
Disagree With Method Of Consultation/Results Already Decided	55	1
I Want Pavement Parking To Continue	39	1
Multiple Occupancy Homes Cause The Problem	36	1
Want A Light Touch Scheme	34	1
Scheme Could Stop Pavement Parking	23	0
Want More Motorcycle Bays	20	0

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Want More Bicycle Parking	18	0
In Favour Of One Way Streets	17	0
Not Enough Room For Parking On Both Sides Of Road	14	0
Current Situation Is Dangerous	14	0
Scheme Will Encourage Speeding/Rat Runs	13	0
Want Other Types Of Restrictions e.g. Yellow Lines	11	0
Can't Read Map/Map Is Unclear	8	0
Want To Continue Parking On Both Sides Of The Road	8	0
Encourage Alternative Transport Modes	8	0
Unused Disabled Bays	8	0
Object To Council Using Consultants	2	0
Total Responses	5366	100

Using information provided at the workshops which took place at the end of 2009, together with local knowledge from residents, businesses and ward councillors the area has been subdivided into smaller geographical areas.

	Number properties mailed	Number forms returned	Response rate %	Yes		No	
				Number	%	Number	%
Hartington Road Area (north of Elm Grove)	2601	881	34	109	12	772	88
Hanover Area (south of Elm Grove & west of QPR including QPR)	3705	1346	36	368	27	978	73
Elm Grove	395	118	30	21	18	97	82
St Luke's & Queens Park Estate	673	231	34	64	28	167	72
Craven Vale	403	101	25	14	14	87	86
Baker's Bottom	267	113	42	51	45	62	55
Richmond Heights	921	210	23	117	56	93	44
Total	8965	3000	33	744	25	2256	75

Streets for each area are as follows:

Hartington Road Area (north of Elm Grove)

- Agnes Street
- Bembridge Street
- Bernard Place
- Bernard Road
- Bonchurch Road
- Brading Road
- Carisbrooke Road
- Coronation Street
- De Montfort Road
- Fairlight Place
- Franklin Road
- Franklin Street
- Hartington Place
- Hartington Road
- Hartington Terrace
- Hastings Road
- May Road
- Normanton Street
- Pevensey Road
- Picton Street
- Ryde Road
- Sandown Road
- Seville Street
- Shanklin Road
- St Helens Road
- St Leonards Road
- St Martins Place
- Totland Road
- Upper Wellington Road
- Wellington Road
- Wellington Street
- Whippingham Road
- Whippingham Street

Hanover Area (south of Elm Grove & west of QPR including QPR)Albion Hill

- | | |
|--------------------|--------------------|
| ○ Arnold Street | ○ Finsbury Road |
| ○ Baxter Street | ○ Grant Street |
| ○ Beaufort Terrace | ○ Grove Street |
| ○ Belgrave Street | ○ Hampden Road |
| ○ Bentham Road | ○ Hanover Crescent |
| ○ Billam Terrace | ○ Hanover Mews |
| ○ Carlyle Street | ○ Hanover Place |
| ○ Cobden Road | ○ Hanover Street |
| ○ Coleman Street | ○ Hanover Terrace |
| ○ Cromwell Street | ○ Holland street |
| ○ Ewart Street | ○ Howard Road |

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- Islingword Place
- Islingword Road
- Islingword Street
- Ivory Place
- Jackson Street
- Jersey Street
- Lewes Street
- Lincoln Cottages
- Lincoln Street
- Livingstone Street
- Luther Mews
- Luther Street
- Lynton Street
- Malthouse Lane
- Milton Road
- Montreal Road
- Newark Place
-
- Newhaven Street
- Phoenix Place
- Phoenix Rise
- Quebec Street
- Queens Park Road
- Richmond Gardens
- Richmond Place
- Scotland Street
- Southampton Street
- Southover Place
- Southover Street
- Sussex Place
- Tamplin Terrace
- Toronto Terrace
- Washington Street
- Whichelo Place

Elm Grove

- Elm Grove

St Luke's & Queens Park Estate

- Clayton Road
- Down Terrace
- Firl Road
- Freshfield Street
- Freshfield Road
- Glynde Road
- Hallett Road
- Pankhurst Avenue
- Plumpton Road
- Queens Park Rise

Queens Parks Rise & Freshfield Road (roads partly in existing Area U & C)

- Craven Road
- Hadlow Close
- Monument View
- Parham Close
- Queensway
- Southwater Close
- The Causeway
- Tilgate Close

Baker's Bottom

- Bute Street
- Canning Street
- Hendon Street
- Livingstone Street
- Rochester Street
- Walpole Terrace

Richmond Heights

- Albion Street
- Ashton Rise
- Elmore Road
- Grove Hill
- John Street
- Richmond Parade
- Richmond Street
- Stanley Street
- Sussex Street
- Sussex Terrace
- Tarner Road
- Tilbury Way
- Windmill Street
- Windmill Terrace

Respondents could make comments about the proposed scheme. Comments from each area were as follows:

	Number responses	%
Hartington Road Area		
Scheme Not Needed	447	26
Don't Want To Pay/ Money Making Scheme	444	26
General Comments Not Supporting Proposed Changes	214	12.5
Scheme Will Reduce Available Parking Spaces	112	6.5
Don't Want To Pay For Visitor Parking	83	5
Unfair On Households With More Than One Car	58	3.5
General Comments Supporting Proposed Changes	48	3
CPZs Cause Displacement/ Worried About Displacement	47	3
This Will Cause A Problem For People Working In The Area – eg at Elm Grove School	37	2
Would prefer better enforcement	33	2
Want different hours of operation	30	2
Unfair To Charge And Not Guarantee A Space	29	1.5
Will Not Solve Evening Parking Problem	26	1.5
Multiple Occupancy Homes Cause The Problem	19	1
Disagree With Method Of Consultation/Results Already Decided	20	1
I Won't be Able To Park Close to my property	16	1
Want a Light Touch Scheme	15	1
The only problem is commuter parking/ Amex parking/ hospital parking/ Brighton College parking	4	0
Current Situation Is Dangerous	4	0
Want More Motorcycle Bays	4	0
Scheme Will Encourage Speeding/Rat Runs	3	0
Can't Read Map/Map Is Unclear	3	0
Want More Bicycle Parking	2	0
In Favour Of One Way Streets	2	0
Not Enough Room For Parking On Both Sides Of Road	2	0
Want Other Types Of Restrictions eg Yellow Lines	2	0
Encourage Alternative Transport Modes	2	0
Want To Continue Parking On Both Sides Of The Road	1	0
I Want Pavement Parking To Continue	1	0
Scheme Could Stop Pavement Parking/Want Pavement Parking Stopped	1	0
Unused Disabled Bays	1	0
Object To Council Using Consultants	1	0
Total Responses	1711	98.5

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Hanover Area	Number responses	%
Don't Want To Pay/ Money Making Scheme	537	21.5
Scheme Will Reduce Available Parking Spaces	363	14.5
Scheme Not Needed	341	13.5
General Comments Not Supporting Proposed Changes	290	12
General Comments Supporting Proposed Changes	184	7
Don't Want To Pay For Visitor Parking	125	5
Will Not Solve Evening Parking Problem	91	3.5
Unfair On Households With More Than One Car	78	3
CPZs Cause Displacement/Worried About Displacement	62	2.5
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	64	2.5
Unfair To Charge And Not Guarantee A Space	48	2
Would Prefer Better Enforcement	54	2
Want Different Hours Of Operation	42	2
I Won't be Able To Park Close To My Property	32	1
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	29	1
Disagree With Method Of Consultation/Results Already Decided	27	1
I Want Pavement Parking To Continue	21	1
Want More Motorcycle Bays	15	0.5
Multiple Occupancy Homes Cause The Problem	13	0.5
Want More Bicycle Parking	13	0.5
In Favour Of One Way Streets	13	0.5
Want A Light Touch Scheme	12	0.5
Scheme Could Stop Pavement Parking/Want Pavement Parking Stopped	12	0.5
Scheme Will Encourage Speeding/Rat Runs	10	0.5
Not Enough Room For Parking On Both Sides Of Road	10	0.5
Encourage Alternative Transport Modes	5	0
Want Other Types Of Restrictions e.g. Yellow Lines	4	0
Want To Continue Parking On Both Sides Of The Road	4	0
Unused Disabled Bays	4	0
Current Situation Is Dangerous	3	0
Can't Read Map/Map Is Unclear	2	0
Object To Council Using Consultants	1	0
Total Responses	2509	99

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	Number responses	%
Elm Grove		
Don't Want To Pay/ Money Making Scheme	49	23
Scheme Not Needed	46	21
General Comments Not Supporting Proposed Changes	26	12
Scheme Will Reduce Available Parking Spaces	22	10
This Will Cause A Problem For People Working In The Area – e.g. At Elm Grove School	11	5
General Comments Supporting Proposed Changes	9	4
Don't Want To Pay For Visitor Parking	8	4
I Want Pavement Parking To Continue	8	4
Unfair On Households With More Than One Car	7	3.5
Unfair To Charge And Not Guarantee A Space	5	2.5
I Won't be Able To Park Close To My Property	4	2
CPZs Cause Displacement/Worried About Displacement	4	2
Will Not Solve Evening Parking Problem	3	1.5
Would Prefer Better Enforcement	3	1.5
Disagree With Method Of Consultation/Results Already Decided	3	1.5
Want Other Types Of Restrictions e.g. Yellow Lines	2	1
Want Different Hours Of Operation	1	0.5
The Only Problem Is Commuter parking/ Amex Parking/ Hospital Parking/ Brighton College Parking	1	0.5
Multiple Occupancy Homes Cause The Problem	1	0.5
Want More Bicycle Parking	1	0.5
Current Situation Is Dangerous	1	0.5
Total Responses	215	100

	Number responses	%
St Luke's & Craven Vale		
Don't Want To Pay/ Money Making Scheme	99	27
Scheme Not Needed	83	22.5
General Comments Not Supporting Proposed Changes	64	17
Scheme Will Reduce Available Parking Spaces	26	7
Don't Want To Pay For Visitor Parking	22	6
General Comments Supporting Proposed Changes	18	5
CPZs Cause Displacement/Worried About Displacement	16	4
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	9	2.5
Unfair On Households With More Than One Car	5	3
Want Different Hours Of Operation	4	1
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	4	1
Unfair To Charge And Not Guarantee A Space	4	1
Will Not Solve Evening Parking Problem	3	1
I Won't be Able To Park Close To My Property	2	0.5
Would Prefer Better Enforcement	1	0.5
Want A Light Touch Scheme	2	0.5

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Disagree With Method Of Consultation/ Results Already Decided	1	0.5
Scheme Could Stop Pavement Parking/ Want Pavement Parking Stopped	1	0.5
Not Enough Room For Parking On Both Sides Of Road	1	0.5
Current Situation Is Dangerous	1	0.5
Want Other Types Of Restrictions eg Yellow Lines	1	0.5
Can't Read Map/ Map Is Unclear	1	0.5
Unused Disabled Bays	1	0.5
Total Responses	371	100

	Number responses	%
Queens Parks Rise & Freshfield Road		
Don't Want To Pay/ Money Making Scheme	89	27
Scheme Not Needed	66	20
General Comments Not Supporting Proposed Changes	55	16.5
General Comments Supporting Proposed Changes	27	8
Scheme Will Reduce Available Parking Spaces	19	6
Don't Want To Pay For Visitor Parking	17	6
CPZs Cause Displacement/Worried About Displacement	16	6
Unfair On Households With More Than One Car	11	3
This Will Cause A Problem For People Working In The Area – eg At Elm Grove School	9	2
Want Different Hours Of Operation	6	2
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	3	1
Want A Light Touch Scheme	3	1
Would Prefer Better Enforcement	2	0.5
Unfair to charge and not guarantee a space	2	0.5
Current Situation Is Dangerous	2	0.5
I won't be able to park close to my property	2	0.5
Will not solve evening problems	1	-
Scheme will stop pavement parking/ want pavement parking stopped	1	-
Want other types of restrictions eg yellow lines	1	-
Unused disabled bays	1	-
Total Responses	333	100

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	Number responses	%
Baker's Bottom		
Scheme Not Needed	40	
Don't Want To Pay/ Money Making Scheme	37	
General Comments Not Supporting Proposed Changes	25	
Don't Want To Pay For Visitor Parking	12	
Scheme Will Reduce Available Parking Spaces	8	
CPZs Cause Displacement/ Worried About Displacement	6	
The Only Problem Is Commuter parking/ Amex Parking/Hospital Parking/ Brighton College Parking	2	
Unfair On Households With More Than One Car	2	
Unfair To Charge And Not Guarantee A Space	2	
This will cause a problem for people working in the area	2	
Will not solve evening problems	2	
Can't Read Map/Map Is Unclear	1	
Want To Continue Parking On Both Sides Of The Road	1	
Disagree With Method Of Consultation/ Results Already Decided	1	
General Comments Supporting Proposed Changes	1	
Total Responses		100

	Number responses	%
Richmond Heights		
General Comments Supporting Proposed Changes	51	19
Don't Want To Pay/ Money Making Scheme	43	16
Scheme Will Reduce Available Parking Spaces	36	13
General Comments Not Supporting Proposed Changes	34	12.5
Scheme Not Needed	15	5.5
Don't Want To Pay For Visitor Parking	15	5.5
The Only Problem Is Commuter parking/Amex Parking/Hospital Parking/Brighton College Parking	14	5
Scheme Could Stop Pavement Parking/Want Pavement Parking Stopped	9	3.5
Unfair On Households With More Than One Car	8	3
CPZs Cause Displacement/Worried About Displacement	6	2
Unfair To Charge And Not Guarantee A Space	6	2
Will Not Solve Evening Parking Problem	5	2
Want Different Hours Of Operation	5	2
Want A Light Touch Scheme	4	1.5
I Won't be Able To Park Close To My Property	3	1
I Won't be Able To Park Close To My Property	3	1
Disagree With Method Of Consultation/Results Already Decided	3	1
I Want Pavement Parking To Continue	3	1
Would Prefer Better Enforcement	2	1
In Favour Of One Way Streets	2	0.5
Current Situation Is Dangerous	2	0.5
Want To Continue Parking On Both Sides Of The Road	2	0.5
This Will Cause A Problem For People Working In The Area – e.g. At	1	0.5

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Elm Grove School		
Multiple Occupancy Homes Cause The Problem	1	0.5
Want More Bicycle Parking	1	0.5
Not Enough Room For Parking On Both Sides Of Road	1	0.5
Can't Read Map/Map Is Unclear	1	0.5
Encourage Alternative Transport Modes	1	0.5
Total Responses	274	100

Demographic Information

Gender

Gender	Number	%
Male	1344	49.5
Female	1369	50.5
Total	2713	100

Age

Age	Number	%
U18	1	-
18-24	91	3
25-34	479	18
35-44	864	32
45-54	572	21
55-64	363	13.5
65-74	185	7
75+	142	5
Total	2697	100³

Disability

Disability	Number	%
Yes	369	15
No	2139	85
Total	2508	100

³ Does not add up to 100 due to rounding

Ethnicity

Ethnicity	Number	%
White British	2411	91
White Irish	48	2
Other White Background	112	4
Indian	12	0.5
Pakistani	1	-
Bangladeshi	2	-
Other Asian background	7	-
White & Black Caribbean	4	-
White & Black African	5	-
White & Asian	11	0.5
Other mixed background	6	-
Caribbean	7	-
African	4	-
Other black background	1	-
Chinese	10	0.5
Other ethnic background	7	-
Don't know	2	-
Total	2650	100

The following forms were not included in the results:

- 3 forms which were received from outside the scheme area
- 26 forms where there was no address given
- 46 forms where no clear choice was made for Q1 Do you support the proposed changes to on-street parking in your area?
- Duplicated forms - where more than one form was submitted from a household.

Summary of stakeholder comments received to the Hanover & Elm Grove Residents Parking Review

Who	Object/Supports/Comments	Summary	Officer comments
Brighton & Hove City Primary Care Trust	Comments	The proposed pay & display charging bands should offer more flexibility to assist visitors to park at GP surgeries for periods of up to one hour	It is not proposed to progress a parking scheme.
East Brighton ward member	Comments	The majority view of residents within the Craven Vale area should be respected	See main body of report, 4.15
Bicycles & CTC	Comments	Supports parking control and preventing parking on the pavement but opposes one way street proposals unless they allow for two way cycling	It is not proposed to progress a parking scheme.
East Sussex Fire & Rescue Service	Comments	Would formally object to any reduction in useable road width of less than 3.1m across the scheme	It is not proposed to progress a parking scheme.
Elm Grove Residents Action Group	Objects/comment	Proposal not linked to any coherent transport strategy for supporting green initiatives and dealing with congestion. Permits cost too much and do not reflect car CO2 emissions. Proposed restrictions of 9am - 8pm and weekends are too restrictive. Parking capacity will be cut by up to 50%. One vote per household consultation is not democratic. Scheme takes no account of key workers. Alternatives such as light touch scheme have	It is not proposed to progress a parking scheme. The parking proposals were linked to the council's Local Transport Plan policies and the experience of putting in successful schemes throughout the city. Permit prices are set annually by councillors on advice of officers and do reflect CO2 emissions. The consultation procedure followed established council guidelines which are informed by central government advice. The purpose of the consultation being to find out resident's views on the proposed options.
Hanover & Elm Grove ward	Comments	The majority view of residents within the ward should be respected	See main body of report, 4.9 - 4.10 inclusive
Queen's Park ward members	Comments	Residents' views should not be amalgamated across all areas, if particular sub areas vote for a scheme it should be progressed in those	See main body of report, 4.13 - 4.15 inclusive
South Downs NHS Trust	Comments	Concerned about the impact on staff working at and visiting the Brighton General Hospital site and of the financial impact on the organisation. Mobile health workers need a longer timed parking permit than the current one hour permit.	It is not proposed to progress a parking scheme.
South east coast ambulance service	Supports/comment	Support parking control but have similar concerns as SDNHS Trust regarding impact on staff parking. The service is based based at Elm Grove adjacent to the Brighton General Hospital	It is not proposed to progress a parking scheme.
Streets for people - Hanover	Supports/comment	Broadly support parking controls but council should be doing more to promote sustainable transport. Opposes one-way streets unless they allow two way cycle operation.	It is not proposed to progress a parking scheme. The parking proposals were linked to the council's Local Transport Plan policies.
St Luke's Primary school	Objects	Concerned about the impact on staff working at the school.	It is proposed to retain the current "light touch " scheme within the St Luke's area. The council provides for a limited number of teacher parking permits within parking schemes.
St Martin's church	comments	No facilities are provided for church visitors	It is not proposed to progress a parking scheme. However short and medium term pay & display facilities were included in the proposals
St Martins C of E primary school	Comments	No consideration has been given to the needs of school staff.	It is not proposed to progress a parking scheme. The scheme proposals contained provision for short and medium term shared pay and display parking and for a limited number of teacher parking permits.

Queens Park - Area C Review April-June 2010

Background

The Queens Park Area residents parking scheme (Area C) was programmed for review for April 2010, running alongside a review of the existing St Luke's scheme (Area U) scheme and a consultation for a proposed Hanover and Elm Grove residents' parking scheme.

Methodology

5488 addresses in the Queens Park area were sent a letter plus a short questionnaire and a prepaid return envelope, asking whether they wanted to:

- keep the parking scheme as it is, operating from Monday to Saturday 9am to 8pm
- change days of operation to Monday to Sunday 9am to 8pm

Change has been suggested as parts of the Queens Park area is under pressure from tourism parking on Sundays.

There are 97 streets in the proposed scheme area. The following forms were not included in the results:

- 20 forms where no address or street name was given.
- 28 forms where no clear choice was made.
- 12 duplicate forms - where more than one form was submitted from a household. Where this was the case, forms from the same household have been linked and comments amalgamated.

977 valid forms were received giving a response rate of 18%.

Comments received by email were linked together with respondents' returned forms where possible.

Results

Respondents were asked to choose whether to keep the scheme as it is, operating Monday to Saturday or whether to change to operating Monday to Sunday.

Would you prefer?	Number	%
No change – operating Monday to Saturday 9am to 8pm	457	47
Change to Monday to Sunday 9am to 8pm	520	53
Total	977	100

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Results on a street by street basis were as follows:

	Number properties mailed	Number forms returned	Response rate	No change		Mon to Sun	
				Number	%	Number	%
Ardingly Street	1	0	0%	0	0	0	0
Ashton Rise ¹	30	1	3%	0	0	1	100
Atlingworth Street	121	21	17%	9	43	12	57
Attlee Drive	8	2	25%	1	50	1	50
Barnfield Gardens	18	13	72%	10	77	3	23
Barry Walk	19	7	37%	6	86	1	14
Bedford Street	37	2	5%	1	50	1	50
Blaker Street	43	15	35%	5	33	10	67
Bristol Street	21	0	0%	0	0	0	0
Broad Street	110	8	7%	2	25	6	75
Burlington Street	135	6	4.5%	6	0	0	0
Camelford Street	39	7	18%	2	29	5	71
Carlton Hill	58	16	28%	9	56	7	44
Carlton Place ²	6	2	33%	1	50	1	50
Cavendish Street	13	3	23%	1	33	2	67
Chapel Street	17	3	18%	2	67	1	33
Charles Street	34	3	9%	1	33	2	67
Charlotte Street	101	8	8%	3	37.5	5	62.5
Circus Street	32	0	0%	0	0	0	0
Devonshire Place	259	36	14%	12	33	24	67
Dolphin Mews	8	2	25%	1	50	1	50
Dorset Gardens	136	14	10%	5	36	9	64
Dorset Place	2	0	0%	0	0	0	0
Dorset Street	13	2	15%	1	50	1	50
East Drive	86	24	28%	16	67	8	33
Eastern Road	372	29	8%	18	62	11	38
Edward Street	117	10	8.5%	5	50	5	50
Egremont Place	135	22	16%	10	45.5	12	54.5
Essex Street ³	45	5	11%	1	20	4	80
Evelyn Terrace	60	16	27%	13	81	3	19
Freshfield Place	29	13	45%	9	69	4	31
Freshfield Road ⁴	92	26	28%	17	65.5	9	34.5
George Street ⁵	108	12	11%	3	25	9	75
Grafton Street	92	7	8%	2	29	5	71
Grand Parade Mews	46	3	6.5%	1	33	2	67
Grosvenor Street	74	12	16%	6	50	6	50
Hereford Street	165	27	16%	14	52	13	48

¹ Nelson Place & Ashton Lodge only

² inc Derby Place, Cambridge Place, Chesterfield Court, Carlton Mount, Devon Lodge

³ Inc Essex Cottages

⁴ Up to 109 odd, up to 134 even

⁵ Inc Albion Court

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	Number properties mailed	Number forms returned	Response rate	No change		Mon to Sun	
				Number	%	Number	%
High Street	281	20	7%	12	60	8	40
John Street ⁶	157	15	9.5%	8	53	7	47
Kingswood Street ⁷	122	9	7%	4	44.5	5	55.5
Lavender Street	177	18	10%	7	39	11	61
Leicester Street	6	0	0%	0	0	0	0
Lennox Street	44	6	14%	4	67	2	33
Little George Street	3	1	33%	0	0	1	100
Lower Rock Gardens	175	13	7.5%	5	38.5	8	61.5
Madeira Place	62	11	18%	6	54.5	5	45.5
Manchester Street	15	1	7%	0	0	1	100
Margaret Street	38	9	24%	5	56	4	44
Marine Gardens	12	3	25%	1	33	2	67
Marine Parade ⁸	630	60	9.5%	22	37	38	63
Marine Terrace Mews	15	1	7%	1	100	0	0
Marine View	6	0	0%	0	0	0	0
Medway Road	1	0	0%	0	0	0	0
Mighell Street	11	0	0%	0	0	0	0
Montague Place	23	2	9%	1	50	1	50
Montague Street	217	25	11.5%	10	40	15	60
Morley Street	16	1	6%	1	100	0	0
Mount Pleasant	108	12	11%	6	50	6	50
North Drive	26	8	31%	2	25	6	75
Old Steine ⁹	73	6	8%	0	0	6	100
Olivier Close	12	2	17%	2	100	0	0
Park Hill	3	1	33%	0	0	1	100
Park Road Terrace	18	2	11%	1	50	1	50
Park Street	229	38	16.5%	19	50	19	50
Pavilion Parade ¹⁰	31	0	0%	0	0	0	0
Pavilion Street	1	0	0%	0	0	0	0
Prince's Street	41	11	27%	3	27	8	73
Queen's Park Road ¹¹	203	28	14%	18	64	10	36
Rock Place	21	1	5%	1	100	0	0
Royal Crescent	41	13	32%	4	31	9	69
Royal Crescent Mews	16	2	12.5%	1	50	1	50
Somerset Street	188	29	15.5%	13	45	16	55
South Avenue	69	12	17%	9	75	3	25

⁶ Edward St to Sussex Sq

⁷ inc Milner Flats, Kingswood flats & Nelson Row

⁸ Lower Rock Gardens to Burlington Square, Old Steine to Lower Rock Gardens 1-89

⁹ E side 1-32 & Glass Pavilion

¹⁰ East side

¹¹ 14-172 & 1-23

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St Georges Road ¹²	313	19	6%	9	47.5	10	52.5
	Number properties mailed	Number forms returned	Response rate	No change		Mon to Sun	
				Number	%	Number	%
St Georges Terrace	118	28	24%	5	18	23	82
St James Avenue	84	16	19%	5	31	11	69
St James Gardens	1	0	0%	0	0	0	0
St James Place	7	2	28.5%	2	100	0	0
St James Street ¹³	309	25	8%	15	60	10	40
St James Street Mews	4	1	25%	1	100	0	0
St Johns Place	30	6	20%	3	50	3	50
Steine Gardens	31	7	22.5%	2	29	5	71
Steine Street	31	1	3%	1	100	0	0
Sutherland Road ¹⁴	58	14	24%	10	71	4	29
Thames Close	6	0	0	0	0	0	0
Tilbury Place	25	0	0	0	0	0	0
Tillstone Street	135	8	6%	3	37.5	5	62.5
Tower Road	61	18	29.5%	9	50	9	50
Upper Bedford Street	4	2	50%	0	0	2	100
Upper Park Place	16	1	6%	1	100	0	0
Upper Rock Gardens	187	23	12%	12	52	11	48
Upper St James St ¹⁵	176	14	8%	4	29	10	71
Wentworth Street	17	4	23.5%	1	25	3	75
West Drive	71	24	34%	11	46	13	54
White Street	39	17	43.5%	3	18	14	82
William Street	2	2	100%	1	50	1	50
Wyndham Street	23	8	25%	0	0	8	100
Total	5488	975	18%	456	47	519	53

Respondents were then asked for any additional comments they may have. A total of 651 comments were made and were grouped as follows:

Comment	Number of comments	%
General comments supporting proposed change to Monday to Sunday scheme	216	33
General comments not supporting proposed change	188	29
Cost and/ or availability of visitor permits	55	8.5
Not enough parking spaces	52	8
It's a money making scheme	27	4
Want hours of operation reduced	24	4
Lack of enforcement	20	3

¹² 2-7 & 115-120

¹³ Including St James Court

¹⁴ 44-61 & 1-14

¹⁵ Including Hampshire Court

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Too many disabled bays	12	2
Difficult to decide until Hanover outcome reached	10	1.5
Want hours of operation increased	10	1.5
Communal bins take up parking spaces	7	1
Insufficient disabled bays	5	0.5
Is it possible to have some of seafront as Area C?	1	0
Parking signs are confusing	1	0
Please restrict business permits on Devonshire Place	1	0
Problem with illegal use of disabled badges	1	0
Need provision for trades people	1	0
Put a time limit on council tenant visitor parking	1	0
Reduce fee if change goes through	1	0
Want disabled bays for residents not day trippers	1	0
Want a large sign to deter non-residents from parking in Southdown Mews	1	0
Would like P&D maximum of 4 hours not just 2 hours	1	0
Wants a special charge to park in other zones	1	0
Wants online registry for permits	1	0
Businesses park in residents bays	1	
Businesses permits should only work within work hours	1	0
Brighton boys club take up spaces illegally	1	0
Change bays in Albion Hill to resident	1	0
Free time for vans dropping off	1	0
Pay & display is too expensive	1	0
Overspill from local hotels is the problem	1	0
Total Comments	645	100¹⁶

¹⁶ Numbers do not add up to 100 due to rounding

Demographic Information

Gender

240 people (25%) did not answer this question.

Gender	Number	%
Male	368	50
Female	369	50
Total	737	100

Age

203 people (21%) did not answer this question.

Age	Number	%
U18	1	0
18-24	31	4
25-34	112	15
35-44	141	18
45-54	161	21
55-64	143	18
65-74	85	11
75+	100	13
Total	774	100

Disability

409 people (42%) did not answer this question.

Disability	Number	%
Yes	158	28
No	410	72
Total	568	100

Ethnicity

222 people (23%) did not answer this question.

Ethnicity	Number	%
White British	651	86
White Irish	17	2
Other White Background	39	5
Indian	0	0
Pakistani	17	2
Bangladeshi	0	0
Other Asian background	2	0
White & Black Caribbean	0	0
White & Black African	0	0
White & Asian	0	0
Other mixed background	0	0
Caribbean	9	1
African	17	2
Other black background	9	1
Chinese	1	0
Other ethnic background	9	1
Don't know	1	0
Total	755	100

St Lukes - Area U Review April-June 2010

Background

The St Luke's Area light touch scheme (Area U) was programmed for review for April 2010, running alongside a review of the existing Queens Park (Area C) scheme and a consultation for a proposed Hanover and Elm Grove residents' parking scheme.

Methodology

471 addresses in the St Luke's area were sent a letter plus a short questionnaire and a prepaid return envelope, asking whether they wanted to change to a full scheme or keep it as a light touch scheme. Reasons for changing to a full scheme were given in the accompanying letter. These were that:

- Residents in neighbouring Area C, which is also being reviewed, may chose to move to a 7 day operational scheme instead of a Monday to Saturday scheme because of parking pressures in their area.
- Residents in neighbouring Hanover and Elm Grove Areas may opt for a residents parking scheme to be implemented
- Visitors to the area – e.g. those using St Luke's swimming pool were finding it difficult to park in the current light touch scheme.

There are 8 streets in the scheme area.

195 valid forms were received giving a response rate of 41.5%.

Results

Respondents were asked to choose whether they wanted to keep the scheme as a light touch scheme, whether to change to a full scheme operating Monday to Saturday or to change to a full scheme operating Monday to Sunday.

Would you prefer?	Number	%
No change	184	94.5
Change to a full scheme (Monday to Saturday 9am to 8pm)	5	2.5
Change to a full scheme (Monday to Sunday 9am to 8pm)	6	3
Total	195	100

Results on a street by street basis were as follows:

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Street (Number properties mailed/ response rate)	No change		Mon to Sat		Mon to Sun		Total
	Number	%	Number	%	Number	%	
Cuthbert Road (44/ 57%)	23	92	0	0	2	8	25
Dawson Terrace (38/47%)	18	100	0	0	0	0	18
Freshfield Road (114/40%)	45	98	1	2	0	0	46
Queens Park Rise (27/63%)	17	100	0	0	0	0	17
Queens Park Road (72/42%)	29	97	0	0	1	3	30
St Lukes Road (54/ 33%)	17	94.5	1	6	0	0	18
St Lukes Terrace (39/61.5%)	21	87.5	0	0	3	12.5	24
Sutherland Road (57/30%)	14	82.5	3	17.5	0	0	17
Craven Road (3/0%)	0	0	0	0	0	0	0
Total	184	95	5	2	6	3	195

Respondents were then asked for any additional comments they may have about the scheme. Comments were coded as follows:

Comment	Number of responses	%
The scheme is okay as it is	105	41
Don't want to pay more/ this is a money making scheme	45	18
Don't want a full parking scheme/ pay & display meters just for swimming pool	44	17
Cost and availability of visitors permits/ having to go to Hove Town Hall to collect these	11	4
I am worried about displacement from Hanover and Elm Grove scheme	10	4
Why don't we issue permits/ vouchers for swimming pool users	9	3.5
Don't want a parking scheme at all	7	3
Don't want pay & display machines at all	6	2
Want increased hours of operation but keep it as a light touch scheme	4	1.5
Want Monday to Friday scheme	3	1
If a full scheme is implemented want to be part of zone c	3	1
Add a motorcycle bay to Freshfield Road/ more motorcycle bays needed	2	1
Needs more prominent notices about parking for swimming pool	2	1
Give exemptions for city car club	1	-
Parking on pavements is a nuisance	1	-
Parking restrictions should not include bank holidays	1	-
Should allow less than one year terms at good value	1	-

Total Responses	255	100¹
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Demographic Information

Gender

43 people (22%) did not answer this question.

Gender	Number	%
Male	70	46
Female	82	54
Total	152	100

Age

42 people (22%) did not answer this question.

Age	Number	%
18-24	0	0
25-34	16	10.5
35-44	36	23.5
45-54	39	25.5
55-64	37	24
65-74	17	11
75+	8	5
Total	153	100²

Disability

82 people (42%) did not answer this question.

Disability	Number	%
Yes	15	13
No	98	87
Total	113	100

¹ Numbers do not add up to 100 due to rounding

² % do not add up to 100 due to rounding

Ethnicity

47 people (24%) did not answer this question.

Ethnicity	Number	%
White British	130	88
White Irish	2	1.5
Other White Background	11	7.5
Indian	0	0
Pakistani	0	0
Bangladeshi	0	0
Other Asian background	0	0
White & Black Caribbean	0	0
White & Black African	0	0
White & Asian	3	2
Other mixed background	0	0
Caribbean	0	0
African	1	0.5
Other black background	0	0
Chinese	1	0.5
Other ethnic background	0	0
Don't know	0	0
Total	148	100

Decision No: CMM112 – 16/09/10

Forward Plan No: ENV17745

This record relates to Agenda Item 45 on the agenda for the Decision-Making

RECORD OF CABINET MEMBER KEY DECISION

DECISION-MAKER: COUNCILLOR GEOFFREY THEOBALD

PORTFOLIO AREA: ENVIRONMENT

SUBJECT: HANOVER & ELM GROVE
RESIDENT PARKING SCHEME
REVIEW COMMUNITY
CONSULTATION

AUTHOR: OWEN MCELROY
CHARLES FIELD

THE DECISION

- (1) That no changes be made to the St Luke's (Area U) Controlled Parking Zone.
- (2) That the Queen's Park (Area C) Controlled Parking Zone operational times be extended from Monday to Saturday 9am to 8pm to Monday to Sunday 9am to 8pm and a Traffic Regulation Order be advertised.
- (3) That no changes be made in the area covered by the Hanover & Elm Grove residents parking scheme review.

REASON FOR THE DECISION

To seek approval to proceed to the next formal stage of consultation consisting of the advertisement of a Traffic Regulation Orders. This proposal is recommended to be taken forward for the reasons outlined within the report.

DETAILS OF ANY ALTERNATIVE OPTIONS

The alternative option for the majority of the proposals is to do nothing which would mean the proposal is not taken forward. However, it is the recommendation of officers that this proposal is taken forward with for the reasons outlined within the report.

OTHER RELEVANT MATTERS CONCERNING THE DECISION

None

CONFLICTS OF INTEREST

None.

CONFIRMED AS A TRUE RECORD:

We certify that the decision this document records was made in accordance with the Local Authorities (Executive Arrangements) (Access to Information) (England) Regulations 2000 and is a true and accurate record of that decision

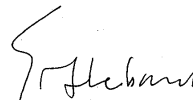
Date:

16 September 2010

Decision Maker:

Councillor Geoffrey Theobald
Cabinet Member for Environment

Signed:



Proper Officer:

16 September 2010

Mark Wall, Head of Democratic
Services

Signed:



SCRUTINY

Note: This decision will come in to force at the expiry of 5 working days from the date of publication subject to any review under the Council's Scrutiny 'Call-In' provisions.

Call-In Period

17-23 September 2010

Date of Call-in *(if applicable) (this suspends implementation)*

Call-in Procedure completed *(if applicable)*

Call-in heard by *(if applicable)*

Results of Call-in *(if applicable)*

Agenda Item 21 Appendix 4

**DRAFT EXTRACT FROM THE PROCEEDINGS OF ENVIRONMENT CMM HELD ON
16 SEPTEMBER 2010**

ENVIRONMENT CMM

4.00PM 16 SEPTEMBER 2010

COUNCIL CHAMBER, HOVE TOWN HALL

DRAFT MINUTES

Present: Councillors G Theobald (Cabinet Member)

Also in attendance: Councillors Mitchell (Opposition Spokesperson – Labour) and Randall (Opposition Spokesperson) – Green)

Other Members present: Councillors Fryer and West.

45 HANOVER & ELM GROVE RESIDENT PARKING SCHEME REVIEW COMMUNITY CONSULTATION

45.1 The Cabinet Member considered a report of the Acting Director of Environment concerning outcome of the public consultation undertaken regarding a proposed Residents Parking Scheme in the currently unrestricted Hanover & Elm Grove area and associated reviews of the existing Area U (St Luke's) and Area C (Queen's Park) controlled parking schemes.

45.2 The Cabinet Member considered a deputation from Ms Gail Findlay concerning the element of the consultation which considered a residents' parking scheme for Canning Street. Ms Findlay explained that Canning Street was currently a dangerous place to live. She mentioned that an ambulance had recently been stuck between two parked cars in Canning Street on the way to treat her daughter who had been seriously injured. The access was narrow in the road and 50% of cars parked on the pavement. There was a problem of displacement from other roads. Ms Findlay considered that the simple solution would be to extend Zone H to include Canning Street. As the majority of residents in Canning Street had expressed the wish to restrict parking to one side only, the inclusion of Canning Street in the parking scheme would be democratic.

45.3 The Cabinet Member explained that whilst residents from Canning Street and several other streets in the consultation did vote in favour of a parking

scheme, nearly 75% of the total respondents across the area as a whole voted against.

- 45.4 The Council did receive a number of concerns from residents about displacement into other roads in Baker's Bottom who would find themselves surrounded by parking schemes, so it was proposed not to include Canning Street within the Zone H area.
- 45.5 On balance Canning Street could not be considered in isolation from other roads in the Baker's Bottom area and the Cabinet Member had to keep in mind that overall this area voted against the introduction of a resident parking scheme. The Cabinet Member informed Ms Findlay that he would arrange for traffic officers to meet with her to see if anything could be done to improve safety in Canning Street.
- 45.6 The Cabinet Member also considered a deputation from Ms Sarah Griffin concerning the part of the consultation which considered introducing a residents' parking scheme in Queen's Park Rise. Ms Griffin explained that Queen's Park Rise was a small residential street and the bottom half of the road had been included in the scheme. The residents of the top half of the road could not understand why their response had been linked to Freshfield Street rather than the lower end of Queen's Park Rise. She stressed that the street should be treated as a whole and responses treated on a road by road basis.
- 45.7 Ms Griffin explained the difficulties residents were experiencing. There were five disabled bays in the road and several elderly people who did not qualify for disabled bays could not park near to their houses.
- 45.8 The Cabinet Member thanked Ms Griffin for her response. He explained that he was aware that Queens Park Rise respondents voted in favour of a resident parking scheme. However, nearly 75% of residents across the entire consultation area voted against the introduction of a residents' parking scheme.
- 45.9 There are further concerns that this proposal would increase displacement to surrounding roads and would also leave Freshfield Street in isolation surrounded by controlled parking.
- 45.10 It was felt that Queens Park Rise could not be considered in isolation from Freshfield Street, who also voted against the proposal.
- 45.11 Overall, the respondents from Queens Park Rise and Freshfield Street combined were against the proposals. Therefore, it is proposed not to proceed with this request.
- 45.12 The Cabinet Member considered that the results of the consultation as set out in the report clearly showed that there was no mandate to progress a parking scheme in the majority of the Hanover & Elm Grove area.

- 45.13 However, there was clear support from residents in the existing Queen's Park Controlled Parking Zone to extend their scheme to Sundays and this was also supported by the local Ward Councillors, and the Hoteliers and Guest House Association.
- 45.14 There was also an overwhelming mandate to retain the current scheme in the St. Luke's area.
- 45.15 Councillor Mitchell was pleased to see that Craven Vale had voted no and was not included in the scheme. She considered that there was an urgent need to evaluate how residents' parking schemes were implemented. Councillor Mitchell queried what would happen if emergency vehicles could not gain access and asked who would be responsible in such a scenario. The extension of parking schemes had raised a number of issues such as the affordability of permits and a lack of ability to understand the scheme. Elderly people were being fined as a result. Councillor Mitchell expressed concern for people who needed care along with family carers, who did not qualify for a permit.
- 45.16 Councillor Fryer spoke in her capacity as a Ward Councillor for Queens' Park. She stressed the need for better public transport, but accepted that it would be a long time before that aim was achieved. In the meanwhile, the problems residents were experiencing with regard to displacement and lack of access, should not be ignored. Councillor Fryer believed that there should be one vote per person not per household. In spite of more and more consultation, peoples' wishes were being ignored. Councillor Fryer said she would like to see residents parking zones in the upper part of Queens' Park Rise and Canning Street, or alternative policies stated. Residents should be re-consulted within a year. Councillor Fryer wished to see a workable solution.
- 45.17 Councillor Randall mentioned that the Hanover and Elm Grove Local Action Team had met on 15 September, and had agreed to set up a sub-group to look at residents' parking.
- 45.18 The Assistant Director, Sustainable Transport, responded to Councillor Mitchell's points. He reported that there was no legal obligation to bring forward residents' parking schemes on road safety grounds. Road safety solutions were needed for specific accident related issues not parking controls. He acknowledged there was an issue concerning affordability which needed to be investigated. With regard to Councillor Fryer's points, he acknowledged there were problems with boundary issues, and there was potential for displacement into other streets. However, officers had undertaken a substantial consultation and come up with the right solutions. Officers were always interested to hear the views of the Local Action Teams. It was difficult to balance every view but officers had listened and taken forward the view of the majority of residents in Hanover and Elm Grove.

45.19 **RESOLVED** - That having considered the information and the reasons set out in the report, the Cabinet Member accepted the following recommendations:

- (1) That no changes be made to the St Luke's (Area U) Controlled Parking Zone.
- (2) That the Queen's Park (Area C) Controlled Parking Zone operational times be extended from Monday to Saturday 9am to 8pm to Monday to Sunday 9am to 8pm and a Traffic Regulation Order be advertised.
- (3) That no changes be made in the area covered by the Hanover & Elm Grove residents parking scheme review.

Note: This item was taken immediately following Item 39.

Information provided by the Acting Director of Environment.

Call-in letter paragraphs in italics

1. *"I believe the decision not to extend the parking area 'U' to the Northern end of Queen's Park Rise, or to implement parking restrictions of any sort in either Canning Street, or the area identified in the report to the meeting as 'Richmond Heights', was taken improperly, as it ignored the results of the consultation that were made in the streets concerned – where a majority of residents voted FOR such parking schemes – and because of flaws in the consultation process itself."*
2. Brighton & Hove City Council's consultation process for the introduction of parking schemes and for reviews of schemes is based on national guidance issued by the Department of Transport and on the council's own Public Consultation Policy. It is a three-stage process. At each stage of the process, a member decision on whether to proceed or not is made based on the information and results provided in the relevant report.
 - Stage 1: Information/decision about where to introduce a parking scheme
 - Stage 2: Consultation to ascertain public opinion and information about what is required
 - Stage 3: Formal Traffic Regulation Order to make scheme legally enforceable
3. The decision to consult (Stage 1) on the Hanover, Elm Grove, Queen's Park, Craven Vale and Bakers' Bottom area was taken at Environment Committee in January 2008 when the timetable for the next few years was agreed. Information gathering included data surveys which analysed parking patterns and vehicle capacity and took place in 2009.
4. For this entire area, it was decided to introduce an additional consultation prior to the design & survey leaflet. This took place in September - November 2009. It was designed to gauge local opinion about car parking issues and to let residents and businesses know that further consultation on a parking scheme would follow. This consultation consisted of a short questionnaire sent to households/premises in the identified area. A series of workshops were also held with representatives from local communities, businesses, transport providers and the emergency services, and ward councillors.
5. The usual consultation period (Stage 2) consists of a detailed map and questionnaire sent to all residents and businesses in the relevant area. This took place during April 2010. There were also public exhibitions with staff from the council and the consultants on hand to answer any queries or to explain more about parking schemes. Any telephone

calls or e-mail queries were also responded to throughout the entire period.

6. The outcomes and information from both consultation periods were fully analysed, with the detailed results broken down into areas and presented at Environment Cabinet Member Meetings on 25 March 2010 and 16 September 2010 respectively.
7. The consultation therefore followed a clear and agreed process, enabling residents to respond confidentially to both postal surveys as well as to take the opportunity to discuss issues with officers. The council cannot be responsible for resident campaigns for or against parking schemes but is clear that its own consultation process was conducted properly and correctly.
8. All the results of the consultation were clearly presented as public documents at Environment Cabinet Member meetings and therefore no results or opinions were ignored or disregarded in the decision-making process.
9. ***“In short, figures show many residents who do not own cars chose not to respond to the consultation, thus skewing the results, and because of fear of ‘death threats’ (as reported in The Argus of 22/9/2010) many residents felt it was unsafe to state their views accurately.”***
10. The council cannot second-guess why people do not respond to consultation. We also cannot assume that those who do not reply are in favour or are against the proposals. We can only draw conclusions from those that express a preference. The response rate for this parking scheme consultation is a reasonable percentage for such surveys but is lower than in many areas where parking schemes have been introduced.
11. The council is aware that there was a local campaign in the Hanover & Elm Grove area against the introduction of any scheme. Representation from all groups, whether for or against, were presented in the September 2010’s Environment CMM report. As stated above we cannot be responsible for how residents choose to express their approval or disapproval for our proposals but our consultation questionnaire ensures that residents can express their preferences and opinions in a confidential manner.
12. ***“This decision has important ramifications, both for **community safety in the streets concerned** (as emergency vehicles have experienced problems accessing some residences on said streets due to unregulated parking of cars restricting access), and democratically, as residents feel their views as expressed in the consultation should have been taken into account.”***

13. There is no legal obligation to bring forward resident parking schemes on road safety grounds. Road safety solutions are needed for specific accident related issues, not parking controls. The council will always respond to individual or local requests for safety measures such as double yellow lines. These requests will be assessed and if suitable, presented for consultation and approval via the Traffic Order process. In areas of high parking demand, the council would prefer to introduce regulations via a parking scheme as this provides options for resident and other parking alongside visibility and access considerations. However we have always stated that we will consult on schemes to see what local communities want and that there are no forgone outcomes with regard to this. All views expressed during the consultation were taken into account and reproduced within the relevant reports but the majority opinion did not wish for regulation in the form of a parking scheme.
14. *“The consultation document itself made clear that **results for small areas within the full consultation zone could lead to new parking restrictions in those areas**, even if a majority of residents in the entire area voted against any such scheme.”*
15. There were pockets within the whole area consulted where residents who voted were in favour of a parking scheme. However, the council took into account the impact of proceeding in smaller areas when adjacent narrow streets would remain unregulated and the decision was not to proceed with individual streets or small pockets of streets.

