

<b>Subject:</b>	<b>Balfour Road area and Preston Village resident parking scheme consultation</b>		
<b>Date of Meeting:</b>	<b>17<sup>th</sup> January 2017</b>		
<b>Report of:</b>	<b>Executive Director of Economy, Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Charles Field</b>	<b>Tel: 29-3329</b>
	<b>Email:</b>	<b>Charles.field@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>Preston Park &amp; Withdean</b>		

**FOR GENERAL RELEASE**

**1. PURPOSE OF REPORT AND POLICY CONTEXT**

1.1 The purpose of this report is to consider the outcome of the recent public consultation undertaken for a proposed parking scheme in the Balfour Road area and Preston Village area. Permission to proceed with the consultation was agreed at the Environment, Transport & Sustainability (ETS) Committee meeting on 15<sup>th</sup> March 2016.

**2. RECOMMENDATIONS:**

2.1 That the Committee approves:

- (a) That a new resident parking scheme (Monday to Friday 9am-8pm) be considered within the Preston Village area (Appendix B) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (b) That an extension to the Area F resident parking scheme (Monday to Sunday 9am-8pm) be considered within the Balfour Road area (Appendix A) and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (c) That an order should be placed for any required pay and display equipment to ensure implementation of the new proposed parking scheme (if agreed at a further committee meeting) is undertaken as programmed.

**3. CONTEXT/ BACKGROUND INFORMATION**

3.1 At the Environment, Transport & Sustainability Committee on 13<sup>th</sup> October 2015 the Parking Scheme priority timetable was agreed which would require officers commencing work on a number of proposed parking schemes throughout Brighton & Hove.

- 3.2 Permission to proceed with the consultation and the options to take forward were agreed at the Environment, Transport & Sustainability (ETS) Committee meeting on 15<sup>th</sup> March 2016.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 The main alternative option is doing nothing which would mean the proposals would not be taken forward. There is also the option to consult on further different parking schemes such as a light touch scheme.
- 4.2 However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

##### *Preston Village area*

- 5.1 53.1% of respondents were in favour of a Residents' Parking Scheme in the area based on a 36.6% response rate.
- 5.2 51.3% of respondents preferred a full scheme 9am-8pm while 67.2% of respondents wanted a Monday to Friday scheme.
- 5.3 Therefore, it is has been recommended to take into account these results and propose a new resident parking scheme (Monday to Friday 9am-8pm) into the Preston Village area. It is appreciated some roads were against the proposals but to ensure a parking scheme is geographically viable as a boundary it is proposed to go ahead with the whole area as overall the respondents were in favour of a scheme.

##### *Balfour Road area*

- 5.4 66% of respondents were in favour of a Residents' Parking Scheme in the area based on a high 53% response rate.
- 5.5 66.5% of respondents preferred a full scheme 9am-8pm while 66.1% of respondents wanted a Monday to Sunday scheme.
- 5.6 Therefore, it is has been recommended to take into account these results and propose an extension to the existing adjoining Area F resident parking scheme (Monday to Sunday 9am-8pm) into the Balfour Road area. Extending the parking scheme would give residents both in the existing and new parking proposals more flexibility for parking opportunities.
- 5.7 Officers have discussed the results with all the Ward Councillors in these areas who have either voiced their support for this way forward or responded with no concerns with the recommendations being taken forward.
- 5.8 It is recommended by officers these proposals are advertised as a traffic order allowing further comments to be made from residents both within and outside the new proposal. All comments will be reported back to a further Environment, Transport & Sustainability Committee meeting.

## 6. CONCLUSION

- 6.1 It is recommended to take into account the results and propose an extension to the existing adjoining Area F resident parking scheme (Monday to Friday 9am-8pm) into the Balfour Road area. It is also recommended to propose a new resident parking scheme (Monday to Friday 9am-8pm) into the Preston Village area.
- 6.2 These proposals will be advertised as a traffic order allowing further comments to be made from residents both within and outside the new proposal. All comments will be reported back to a further Environment, Transport & Sustainability Committee meeting.
- 6.3 As part of the consultation undertaken in the schemes, regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the area and existing parking provisions in the area.
- 6.4 Any yellow lines that are considered appropriate outside of the proposed parking schemes will also be investigated and advertised alongside the parking scheme traffic order.

## 7. FINANCIAL & OTHER IMPLICATIONS:

### Financial Implications:

- 7.1 The revenue costs associated with the recommendations in this report will be funded from existing budgets within the City Transport service. The capital costs of creating and extending parking scheme are funding from borrowing, with repayments made over a seven year period funded from the revenue income generated. It is estimated that the capital costs associated to the recommendation in this report will be £0.120m
- 7.2 The annual income from the Preston Village resident parking scheme is estimated to be £0.050m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.3 The annual income from the extension to the Area F resident parking scheme is estimated to be £0.050m, which after the costs of managing the scheme would generate sufficient income to fund the borrowing repayments. The recurring financial impact of the scheme will be reflected within the service revenue budget and reviewed as part of the budget monitoring process.
- 7.4 Any surplus arising from on street parking is used to defray qualifying expenditure as governed by the Road Traffic Regulation Act 1984, as amended by the Road Traffic Regulation Act 2004. Any financial surplus generated from charges after direct costs contributes towards supporting traffic management objectives, including the part funding of bus subsidies, concessionary bus fares and Local Transport Plan projects.

*Finance Officer Consulted :Steven Bedford*

*Date: 30th Nov 2016*

Legal Implications:

- 7.5 The Council's powers and duties under the Road Traffic Regulation Act 1984 ("the Act") must be exercised to secure the expeditious, convenient and safe movement of all types of traffic including cyclists and pedestrians. As far as is practicable, the Council should have regard to any implications in relation to:- access to premises; the effect on amenities; the Council's air quality strategy; facilitating the passage of public services vehicles; securing the safety and convenience of users; any other matters that appear relevant to the Council.
- 7.6 The Council has to follow the rules on consultation set out by the government and the courts. The Council must ensure that the consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time must be given to allow intelligent consideration and responses and that results are properly taken into account in finalising the proposals.
- 7.7 After the proposals are formally advertised, the Council can, in the light of objections / representations received, decide to re-consult either widely or specifically when it believes that it would be appropriate before deciding the final composition of any associated orders. Where there are unresolved objections to the traffic orders, then the matter is required to return to Transport Committee for a decision.
- 7.8 Under the Act the Council may acquire, whether by purchase or by hiring, such parking meters and other apparatus as appear to it to be required or likely to be required for the purposes of its functions in relation to designated parking places.

*Lawyer Consulted:* Stephanie Stammers

*Date:* 1 December 2016

Equalities Implications:

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

Sustainability Implications:

- 7.10 Any new motorcycle bays and the on-street pedal cycle bays will encourage more sustainable methods of transport.

Any Other Significant Implications:

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

**SUPPORTING DOCUMENTATION**

**Appendices:**

- Appendix A – Balfour Road area plan  
Appendix B – Preston Village area plan

Appendix C – Preston Village area consultation report  
Appendix D – Balfour Road area consultation report

### **Background Documents**

1. Item 82 – Transport Committee Meeting Report – 15<sup>th</sup> March 2016

