

Subject:	Hanover & Elm Grove and Craven Vale Resident Parking Scheme Traffic Regulation Order consultation		
Date of Meeting:	27th June 2017		
Report of:	Executive Director of Economy, Environment & Culture		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
	Email:	Charles.field@brighton-hove.gov.uk	
Ward(s) affected:	Hanover & Elm Grove, Queens Park & East Brighton		

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

- 1.1 The purpose of this report is to address comments and objections to draft traffic regulation orders for proposed parking schemes in the Hanover & Elm Grove area and Craven Vale area.
- 1.2 Permission to proceed with the initial consultation outlining the consultation area and hour / day options was agreed at the Environment, Transport & Sustainability Committee meeting on 19th January 2016.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders;

Hanover & Elm Grove (Full Scheme)

- a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-14a-2017)
- b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-14b-2017)
- c) Brighton & Hove (Hanover West Area) (One-Way) Order 201* (TRO-20-2017)

Hanover & Elm Grove (Light Touch Scheme)

- d) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-15a-2017)
- e) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-15b-2017)
- f) Brighton & Hove (Hanover East) (One-Way) Order 201* (TRO-15c-2017)

Craven Vale Parking Scheme

- g) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (TRO-16a-2017)
 - h) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (TRO-16b-2017)
- 2.2 That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.
- 2.3 That a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to help offset potential adverse impacts of a Controlled Parking Zone as outlined in paragraphs 6.4 and 6.5. This would be reviewed after 6 months alongside the overall permit parking review and presented to a future Environment, Transport & Sustainability Committee.
- 2.4 That all of the proposed parking schemes are reviewed after 12-18 months to see how they are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28th November 2017.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 As part of the Parking Scheme Timetable Report presented to the Environment, Transport & Sustainability Committee Meeting in October 2015 it was agreed to consult residents in the Hanover & Elm Grove / Craven Vale area to determine whether they would like to be consulted on a full detailed design for a resident parking scheme.
- 3.2 In April / May 2016 a letter was sent to all property addresses in the Hanover & Elm Grove / Craven Vale area.
- 3.3 At the Environment, Transport & Sustainability Committee on 28th June 2016 a report was presented addressing responses to this initial consultation in the Hanover & Elm Grove / Craven Vale area. The consultation asked residents, businesses and services whether they would like to be consulted on a full detailed design for a resident parking scheme and the hours / days of operation.
- 3.4 It was agreed at the meeting that a detailed design proposal for a resident parking scheme as a 9am-8pm or light touch (two periods during the day) and either Monday to Sunday or Monday to Friday be consulted upon in the whole area apart from the Craven Vale area.
- 3.5 Within the Craven Vale area it was agreed that a detailed design proposal for a resident parking scheme as a 9am-8pm (Monday to Sunday or Monday to Friday) parking scheme or an extension to Area U (light touch scheme) be consulted upon.
- 3.6 In November 2016 a leaflet and questionnaire giving details about proposals for the various schemes was sent to all property addresses in the areas. The consultation was advertised on the council's website, via social media and by a press-release to

local media. Plans could be viewed at an unstaffed exhibition at the: Customer Service Centre, Hove Town Hall and several staffed drop in sessions and meetings took place.

Hanover & Elm Grove area.

- 3.7 59.9% of respondents were in favour of a Residents' Parking Scheme in the area based on a high 36.9% response rate. 52.3% of respondents preferred a full scheme 9am-8pm and 56.5% of respondents preferred a Monday to Friday scheme.
- 3.8 It was identified that there was a clear divide from respondents requesting a full scheme (9am-8pm) and a light touch scheme (two periods during the day). It was also clear where respondents have indicated they didn't want a scheme they have added that if a scheme was introduced they preferred the option which provided the lesser restrictions (light touch scheme).
- 3.9 Taking into account these results and comments it was recommended to propose a new resident parking scheme (Monday to Sunday 9am-8pm) into the area south of Elm Grove and for the streets in the North West Section of the consultation area which would be a single new parking scheme area.
- 3.10 It was agreed that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment. It was appreciated some roads were against the proposals or a different type of scheme but to ensure a parking scheme is geographically viable it was proposed to go ahead with the whole boundary area as overall the respondents were in favour of a scheme.
- 3.11 In terms of the remainder of the area after taking into account the results and comments it was proposed to recommend a new light touch scheme for two periods during the day (Monday to Sunday). It was proposed that the hours of these parking schemes would be 11am-12 Noon and 6pm-7pm. It was agreed that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment. It was recognised that some roads voted against the proposals or a different type of parking scheme but to ensure a parking scheme has a geographically viable boundary and due to concerns regarding vehicle displacement it was proposed to proceed with the whole area.
- 3.12 Officers recommended a Monday to Sunday scheme in the remainder of the area as there are concerns that if this was a Monday to Friday scheme it could lead to significant displacement at weekends as other schemes nearby including the proposal South of Elm Grove and for the streets in the North West Section are proposed to be for seven days.
- 3.13 Council officers were also mindful of previous experience from a number of other parking schemes where areas not considered for a resident parking scheme have then come forward with serious concerns about vehicle displacement and the need for a parking scheme consultation. There was also the consideration that 59.9% of respondents across the whole area were in favour of a Residents' Parking Scheme.
- 3.14 However, as an amended recommendation at the Environment, Transport & Sustainability Committee on 14th March 2017 it was agreed through a vote that this area be Monday Friday rather than a seven day scheme.

Craven Vale area

- 3.15 65.8% of respondents were in favour of a Residents' Parking Scheme in the area based on a 28% response rate. 59.2% of respondents preferred a full scheme 9am-8pm while 53.8% of respondents wanted a Monday to Sunday scheme.
- 3.16 It was agreed that a new resident parking scheme (Monday to Sunday 9am-8pm) be considered within the Craven Vale area and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- 3.17 These recommendations were all agreed at the Environment, transport & Sustainability Committee on 14th March 2017 apart from an amendment to make the light touch scheme Monday to Friday alongside some additional recommendations.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The alternative option is doing nothing or a re-consultation which would mean the proposals would not be taken forward and /or re-consulted on which would cause a delay. However, it is the recommendation of officers that proposals put forward proceed with for the reasons outlined within the report.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The draft Traffic Regulation Orders (TRO's) were advertised on 28th April 2017 with the closing date for comments and objections on 19th May 2017. The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.
- 5.2 Notices with information about the proposal were erected within roads of the parking schemes for 28th April 2017. The notice was also published in The Brighton & Hove Independent newspaper on 28th April 2017. Detailed plans and the Traffic Regulation Order were available to view at the Customer Service centres at Bartholomew House and Hove Town Hall. A plan showing the boundaries of the parking schemes is shown in Appendices A, B & C.
- 5.3 The documents were also available to view and to respond to directly on the Council website.
- 5.4 A further Traffic Regulation Order was advertised on 12th May 2017 in relation to the Hanover Street One-way proposal with the closing date for comments and objections on 2nd June 2017.

Hanover & Elm Grove (Full Scheme)

- 5.5 There were 109 items of correspondence received on the proposals. 103 items were received from individuals and included support, objections and general comments while 3 were from local interest groups, 2 were from businesses and 1 from a service centre. The comments / objections are listed in Appendix D.
- 5.6 There were 25 items of correspondence in support of the proposals due to the parking problems in the area while 84 items of correspondence were objections to the proposals. The full analysis and officer comments are outlined in Appendix E.

Hanover & Elm Grove (Light Touch Scheme)

- 5.7 There were 154 items of correspondence received on the proposals. 145 items were received from individuals and included support, objections and general comments and a further 4 from businesses, 3 from local interest groups, 1 from the Brighton & Hove Bus company and 1 petition. The support, comments and objections are listed in Appendix F.
- 5.8 There were 16 items of correspondence in support of the proposals due to the parking problems in the area while 138 items of correspondence were objections to the proposals. The full analysis and officer comments are outlined in Appendix G.
- 5.9 A petition signed by 118 people was received from the residents of the 'Top Triangle' area during the consultation period. The petition outlined that residents would prefer a full scheme rather than a light touch scheme.
- 5.10 The type of schemes were determined and agreed at the last Environment, Transport & Sustainability Committee on 14th March 2017 following the previous consultation results. The recently advertised Traffic Regulation Order should focus on comments and concerns regarding the detailed design of bays, yellow lines and traffic management.
- 5.11 Officers are mindful that the parking scheme process has been through an extensive consultation period with three stages of consultation. The first two stages allowed residents to outline their preferred option and in both cases residents in the Top Triangle overwhelmingly preferred a light touch scheme. The second stage of consultation would also have been in the knowledge that the section south of Elm Grove preferred a full scheme.
- 5.12 There are also significant concerns from residents within certain roads regarding the loss of parking. In areas such as Clayton Road, Firle Road and Glynde Road the existing carriageway widths cannot support a parking design within these roads to accommodate parking particularly as it would involve passing vehicles mounting the pavement. Officers could not condone parking partly on the pavement as it would prevent pedestrians passing through safely particularly those with wheelchairs and pushchairs and would lead to ongoing maintenance issues.
- 5.13 Council officers attended a meeting arranged by representatives of the residents association and undertook a 'walk about' of the area. Although no parking provision was identified within these specific roads as a result of this meeting, council officers agreed to changes to the parking provision on a section of Freshfield Road from pay and display to dedicated residents parking. A number of additional parking places were also identified within this section of Freshfield Road. Council officers are of the opinion these two points will assist in alleviating the loss of parking within these specific roads.
- 5.14 It is proposed that both of the new parking schemes in the Hanover area alongside the Craven vale area are reviewed after 12-18 months to see how the schemes are working for residents, businesses and services. This would be included in the parking scheme priority timetable which is due to be presented in a report to the Environment, Transport & Sustainability Committee on 28th November 2017.

Craven Vale Parking scheme

- 5.15 There were 15 items of correspondence received on the proposals. 14 items were received from individuals and were objections while 1 was from the Brighton & Hove Bus company in support of the scheme proposals. The comments / objections are listed in Appendix H.
- 5.16 The full analysis and officer comments are outlined in Appendix I.
- 5.17 Overall officers have attended a number of meetings since the last Committee meeting on 14th March 2017. This has involved the following;
- a meeting with a representative from the Fire Service to discuss vehicle access.
 - attending the Hanover & Elm Grove Local Action Team meetings.
 - a site visit with resident representatives in the Pankhurst area.
 - meeting with resident representatives from Elm Grove and the Top Triangle.
 - A walk around the Hanover area with the Hanover action group.
 - Meeting with business representatives in the area.

Area U parking scheme consultation

- 5.18 The council received a petition from residents asking us to review parking in Zone U to consider a full scheme for the area.
- 5.19 Full details are outlined in Appendix J which outline that 138 (53.7%) of respondents support the idea of the scheme remaining as light touch. 119 (46.3%) of respondents support the idea of changing to a full scheme.
- 5.20 From the results it is clear there is a divide between the western roads who would prefer to remain a light touch scheme and the eastern roads who would prefer to become a full scheme. Therefore, it is proposed that a further report be presented to this Committee following the implementation of the Hanover & Elm Grove and Craven Vale parking schemes to consider the way forward.

6. CONCLUSION

- 6.1 The recommendation is that all three schemes are agreed to be taken forward to the implementation stage to commence in early October 2017.
- 6.2 Any additional amendments to the approved schemes deemed necessary through the formal consultation will be introduced during the implementation stage and advertised through a traffic regulation amendment order.
- 6.3 It was also agreed as an amended recommendation at the Environment, Transport & Sustainability Committee on 14th March 2017 that a trial scheme should be piloted allowing businesses to buy a number of visitor permits, in order to help offset potential adverse impacts of a new Controlled Parking Zone and where there is sufficient on-street capacity.
- 6.4 Businesses are currently limited to 2 business permits linked to a certain address if they can demonstrate a business need. Therefore, it is proposed to link the criteria for

visitor permits to new business permits, where, eligible, and where purchased in advance for the year. Businesses will be able to purchase up to 50 visitor permits per annum for each business permit issued. This would be a one off offer when a business purchases (and potentially renews) their business permit to avoid increased admin and footfall at the front desk.

- 6.5 The cost of a visitor permit would be £3 each in the full scheme and £2.20 each in the light scheme for parking all day which is in line with visitor permits for residents in schemes outside the City centre areas. The limitation would allow for the consideration of the demand for parking in the area and limited supply and can be reviewed after 6 months alongside the overall parking permit review which will be presented to a future Environment, Transport & Sustainability Committee.
- 6.6 As part of the consultation undertaken in the scheme 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 areas and existing parking provisions in the areas.
- 6.7 As part of the parking schemes electric charging point bays, pedal cycle parking bays and motorcycle bays have been considered and we are working with the Transport Projects and Engineering group to include Bike Share areas.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The capital costs of creating and extending the parking schemes will be funded from borrowing, with repayments made over a seven year period funded from the revenue income generated. It is estimated that the capital costs of the recommendations in this report will be £0.375m.
- 7.2 Additional enforcement costs are estimated to be £0.170m per annum for these schemes as well as other new parking schemes which are due to be introduced this financial year and are the subject of separate committee reports. These costs are not included in current revenue budgets but will be funded from the income generated by the new schemes.
- 7.3 The annual income from the Hanover & Elm Grove and Craven Vale resident parking schemes is estimated to be £0.400m, 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.

- 7.5 Parking charges are subject to the Council's Corporate Fees and Charges Policy. As a minimum, charges will be reviewed annually as part of the budget and service planning process.

Finance Officer Consulted: Gemma Jackson

Date: 08.06.2017

Legal Implications:

- 7.6 The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic.
- 7.7 The Council has to follow the rules on consultation promulgated by the government and the courts. These can be paraphrased as a need to 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 conscientiously taken into account in finalising the proposals.
- 7.8 Anyone can object to the making of a TRO within 21 days beginning with the date the traffic authority has complied with the publicity requirements. Before making Traffic Orders the Council must consider all duly made unwithdrawn objections.
- 7.9 Where there are unresolved objections to the Traffic Orders, then the matter has to be returned to the Environment, Transport & Sustainability Committee for a decision. The TRO can be made unchanged, modifications can be made (provided any amendments do not increase the effects of the advertised proposals) or a decision taken not to proceed with the TRO.

Lawyer Consulted: Stephanie Stammers

Date: 12.06.2017

Equalities Implications:

- 7.10 The proposed measures will be of benefit to many road users.
- 7.11 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities

Sustainability Implications:

- 7.12 The new motorcycle bays and pedal cycle parking bays will encourage more sustainable methods of transport alongside Electric vehicle charging points and Car club bays.
- 7.13 Managing parking will increase turnover and parking opportunities for all.

Any Other Significant Implications:

- 7.14 None identified

SUPPORTING DOCUMENTATION

Appendices:

- Appendix A – Hanover full touch parking scheme boundary plan
- Appendix B – Hanover light touch parking scheme boundary plan
- Appendix C – Craven Vale parking scheme boundary plan.
- Appendix D – Hanover full touch parking scheme - List of Objections / Comments
- Appendix E – Hanover full touch parking scheme – Summary of correspondence / Officer Responses.
- Appendix F – Hanover light touch parking scheme - List of Objections / Comments
- Appendix G – Hanover light touch parking scheme – Summary of correspondence / Officer Responses.
- Appendix H – Craven Vale parking scheme - List of Objections / Comments.
- Appendix I – Craven Vale parking scheme – Summary of correspondence / Officer Responses.
- Appendix J – Area U consultation report.

Documents in Members' Rooms

1. None

Background Documents

1. Item 26 – Environment, Transport & Sustainability Committee Meeting Report – 13th Oct 2015
2. Item 58 – Environment, Transport & Sustainability Committee Meeting Report – 19th Jan 2016
3. Item 13 - Environment, Transport & Sustainability Committee Meeting Report – 28th Jun 2016
4. Item 74 - Environment, Transport & Sustainability Committee Meeting Report – 14th Mar 2017

