

Subject:	Balfour Road area and Preston Village resident parking schemes Traffic Order consultation		
Date of Meeting:	27th June 2017		
Report of:	Executive Director of Economy, Environment & Culture		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
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Ward(s) affected:	Preston Park & Withdean		

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

- 1.1 The purpose of this report is to address comments and objections to the draft traffic regulation orders for proposed parking schemes in the Balfour Road area (Appendix A) and Preston Village area (Appendix B).

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders in the Balfour Road area;
- a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (Ref: TRO-9a-2017)
 - b) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (Ref: TRO-9b-2017)
- 2.2 That, having taken account of all duly made representations and objections, the Committee approves as advertised the following orders in the Preston Village area;
- c) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2015 Amendment Order No.* 201* (Ref: TRO-10a-2017)
 - d) Brighton & Hove Outer Areas (Waiting, Loading and Parking) and Cycle Lanes Consolidation Order 2013 Amendment No.* 201* (Ref: TRO-10b-2017)
 - e) Brighton & Hove (Preston Village) (One-Way) Order 201* (Ref:TRO-10c-2017)
- 2.3 That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed schemes during implementation and advertised as an amendment Traffic Regulation Order.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 At the Environment, Transport & Sustainability Committee on 13th October 2015 the Parking Scheme Priority Timetable was agreed which allowed officers to commence work on a number of proposed parking schemes throughout Brighton & Hove.
- 3.2 Permission to proceed with the Balfour Road area and Preston village consultation and the options to take forward were agreed at the Environment, Transport & Sustainability (ETS) Committee meeting on 15th March 2016.
- 3.3 In October 2016 a leaflet and questionnaire giving details about proposals for the various schemes was sent to all property addresses in the above areas. The consultation was advertised on the council's website, via social media and by a press-release to local media. Plans could also be viewed at an unstaffed exhibition at the Customer Service Centre, Hove Town Hall. An officer was also available to take phone calls from those who had specific questions about the consultation.

Balfour Road area

- 3.4 Overall 66% of respondents were in favour of a Residents' Parking Scheme in the area based on a high 53% response rate. In further questions just under 67% of respondents preferred a full scheme (9am-8pm) while just over 66% of respondents wanted a Monday to Sunday scheme rather than a five day scheme.
- 3.5 Therefore, it was 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.

Preston Village area

- 3.6 53.1% of respondents were in favour of a Residents' Parking Scheme in the area based on a 36.6% response rate. 51.3% of respondents preferred a full scheme 9am-8pm while 67.2% of respondents wanted a Monday to Friday scheme.
- 3.7 Therefore, it was 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.
- 3.8 Following approval by the Environment, Transport & Sustainability Committee on 17th January 2017 these proposals were advertised as a Traffic Regulation to allow further comments and representation to be made from residents both within and outside the proposed areas.

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 21st April 2017 with the closing date for comments and objections on 12th 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 21st April 2017. The notice was also published in The Brighton & Hove Independent newspaper on 21st 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. Plans showing the boundaries of the parking schemes are shown in Appendices A, B & C.
- 5.3 The documents were also available to view and to respond to directly on the Council website.

Balfour Road Area

- 5.4 There were 36 items of correspondence received on the proposals. All items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix C.
- 5.5 There were 15 items of correspondence in support of the proposals due to the parking problems in the area and 21 objections to the proposals.
- 5.6 The representations to the scheme contained a number of different reasons to support and object to the resident parking proposals. Some representations contained 2 different reasons to support / object to the resident parking proposals.

Support

- 5.7 6 reasons in support were due to displacement from other nearby schemes, 3 reasons in support as the scheme would benefit the residents and solve parking issues and a further 3 reasons in support to stop the illegal or unsafe parking.
- 5.8 There was a further 1 reason in support due to commuter parking, 1 reason for support to the double yellow lines outside of the scheme and 1 reason outlining general support to the scheme.

Objections

- 5.9 11 reasons outlining that a Light Touch parking scheme should be considered, 4 reasons received who felt that this scheme wasn't necessary and there are no

parking problems in the area and a further 3 reasons about the allocation of permits for residents and the allocation of school permits.

- 5.10 There was a further 2 reasons regarding specific parking space locations, 1 reason regarding the extension of the scheme into area F and 1 reason as the zone does not include Surrenden Road.
- 5.11 In terms of the school permits then they are allocated with "any vehicle" to allow flexibility to the school for them to use in different vehicles at any one time. School permits are capped to a maximum of 25 permits per school and allocated at a ratio of 1 permit for every 6 teaching staff depending on existing off street parking. An upcoming parking permit review which will be presented to a future Environment, Transport & Sustainability Committee will be reviewing all the different types of permits and how they are working.
- 5.12 All officer responses to the representations / reasons are outlined in Appendix C.

Preston Village area

- 5.13 There were 20 items of correspondence received on the proposals. All 20 items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix D.
- 5.14 There were 4 items of correspondence in support of the proposals due to the parking problems in the area. 16 items of correspondence were objections to the proposals.
- 5.15 The representations to the scheme contained a number of different types of reasons to support and object to the resident parking proposals. Some representations contained 2 different types of reasons to support/ object to the resident parking proposals.

Support

- 5.16 3 reasons in support as the scheme would benefit the residents and solve parking issues, 1 reason in support due to commuter parking and a further 1 reason outlining general support to the scheme and comments to the scheme design.

Objections

- 5.17 In terms of objections there were 6 representations that the current parking restrictions work well in the area, 5 reasons regarding the 7 day scheme and that the scheme should operate Mon- Fri and 1 reason regarding the loss of parking space due to double yellow lines over residents driveways.
- 5.18 There was a further 1 reason that requesting that a Light Touch parking scheme should be considered, 1 reason received who felt that any sort of scheme wasn't necessary and wasn't informed on the results on the consultation, 1 reason outlined who had concerns about safety aspects of the scheme and finally 1 reason received who felt the one way system needed a contra flow in place to enable 2 way cycling.

- 5.19 In terms of contra flow cycling on proposed one way streets a site visit has been carried out and we are proposing to include this to Middle Street and North Street (alongside Home Road which already has this in place) as an amendment order following the scheme implementation.
- 5.20 All officer responses to the representations / reasons are outlined in Appendix D.

6. CONCLUSION

- 6.1 It is recommended to take forward within the Balfour Road area an extension to the existing adjoining Area F resident parking scheme (Monday to Sunday 9am - 8pm) (Appendix A).
- 6.2 It is recommended to take forward a new resident parking scheme (Monday to Friday 9am - 8pm) within the Preston Village area (Appendix B).
- 6.3 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.
- 6.4 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 provision in the 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 £0.120m.
- 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 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.
- 7.4 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.

- 7.5 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.
- 7.6 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: 08.06.17

Legal Implications:

- 7.7 Before making Traffic Orders the Council must consider all duly made unwithdrawn objections. Where there are unresolved objections to a Traffic Order then the matter is referred to the Environment, Transport & Sustainability Committee for a decision.
- 7.8 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 traffic including pedestrians. The actions detailed in this report will assist in demonstrating that the Council is complying with its statutory duty.

Lawyer Consulted: Stephanie Stammers

Date: 05.06.17

Equalities Implications:

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

Sustainability Implications:

- 7.3 The new motorcycle bays and pedal cycle parking bays will encourage more sustainable methods of transport.
- 7.4 Managing parking will increase turnover and parking opportunities for all.

Any Other Significant Implications:

- 7.5 None identified

SUPPORTING DOCUMENTATION

Appendices:

Appendix A – Balfour Road Area parking scheme boundary plan

Appendix B – Preston Village Area parking scheme boundary plan.

Appendix C – Balfour Road Area - List of Objections / Comments / Officer Responses.

Appendix D – Preston Village Area - List of Objections / Comments/ Officer Responses.

Documents in Members' Rooms

1. None

Background Documents

1. Item 26 - Environment, Transport & Sustainability Committee Meeting Report – 13th October 2015.
2. Item 77 – Environment, Transport & Sustainability Committee Meeting Report – 15th March 2016
3. Item 64 - Environment, Transport & Sustainability Committee Meeting Report - 17th January 2017.

