

Subject:	Lewes Road Triangle resident parking scheme consultation		
Date of Meeting:	1st July 2014		
Report of:	Executive Director Environment, Development & Housing		
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Ward(s) affected:	St Peters & North Laine		

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider the outcome of the recent public consultation undertaken for a proposed extension to the Area J Residents Parking Scheme (Lewes Road Triangle area- Appendix A). Permission to proceed with the consultation was agreed at the Transport Committee meeting on 15th January 2013.

2. RECOMMENDATIONS:

- 2.1 That the Committee approves:

- (a) That an extension of the Area J resident parking scheme be considered within the Lewes Road Triangle area and that this proposal be progressed to the final design with the Traffic Order advertised to allow further comment.
- (b) That a further restriction on loading on the east side of Lewes Road just north of the Elm Grove junction is advertised as a separate traffic order between 10am-4pm.
- (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. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 At the Transport Committee Meeting on 15th January 2013 it was agreed to consult residents to determine whether they would like the opportunity to join neighbouring residents parking schemes.
- 3.2 The Council had received a number of complaints and petitions from residents in the Lewes Road Triangle area about general difficulties in parking and the belief that this was at least partly caused by displacement from other schemes introduced in the last few years. Therefore it was agreed that consultation on a resident parking scheme should take place as soon as possible within the timeframe set out in the committee report. A number of requests have been received from this area and it is supported by ward members. Problems have recently been experienced with access by emergency services in these streets due to congestion and parking on the footways.

3.3 In April 2014 a leaflet and questionnaire giving details about proposals for an extension to the Area J resident parking scheme was sent to all property addresses in the area outlined.

4. CONSULTATION

4.1 Brighton & Hove City Council Land and Property Gazetteer was used to provide 1247 property addresses in the Lewes Road Triangle area of the city. An information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address. Respondents were invited to complete the survey online via the council's Consultation Portal should they wish to: 38 respondents (13.2%) chose this method.

4.2 Plans could also be viewed at staffed exhibitions held at Calvary Evangelical Church (Wednesday 23rd April 1pm-5pm and Thursday 24th April 4pm - 8pm), and at The Salvation Army (Monday 28th April). An unstaffed exhibition was held at Hove Town Hall parking shop from Monday 31st March to Friday 9th May, 9am to 5pm.

4.3 287 responses were received giving a response rate of 23.0%. The following 19 responses were not included - 11 from outside the area, 1 with no address given, and 7 duplicates.

4.4 61.0% of respondents were in favour of an extension to the Residents Parking Scheme and 39.0% of respondents were against the extension of the scheme. 11 roads are in favour of a scheme while 6 roads are against (including Lewes Road where residents / businesses would be eligible for a permit as part of the scheme but the road itself wouldn't be included in the controlled parking area). The full results analysis of the consultation is outlined in Appendix B.

4.5 In addition to those responses for and against the proposed scheme there were a number of specific comments (full details in Appendix B). The highest amount of comments (44) were in favour of the scheme, there were comments from respondents did not want to pay to park (30) and further comments indicating there was no need for a scheme (22) . There were comments concerning the adverse impact on businesses (14), further comments there wouldn't be sufficient spaces or permits (12) and any potential scheme would need enforcement due to the current illegal parking (11).

4.6 Others comments included issues regarding swapping the proposed arrangement in Park Crescent after residents occupying the basement flats raised concerns over the possible impact of 'loss of light' should the parking places be marked on the inside section of the carriageway. Comments were also received regarding carriageway width and the viability of the proposed parking on Upper Lewes Road. Officers from Parking Infrastructure and Road Safety will be revisiting this as part of the detailed design work if the proposal is taken forward.

4.7 Therefore, taking account of these results officers are recommending an extension of the Area J resident parking scheme into the Lewes Road Triangle area.

4.8 Officers have discussed the results with all Ward Councillors who have voiced their support for this way forward.

4.9 Due to displacement concerns and possible congestion issues as part of the proposals the Council can also consider a further restriction on loading on the east side of Lewes Road just north of the Elm Grove junction. Currently there is a peak time loading restriction in this

location (7-10am and 4-7pm). However this does leave concerns outside of these hours with the left hand approach lane potentially being blocked by lorries delivering or parked vehicles. Therefore, a further restriction on loading between 10am-4pm would be advertised as a separate traffic order in the vicinity to ensure that it can be kept free during the day as well as peak hours.

- 4.10 These proposals are recommended to be advertised as traffic orders 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.

Conclusions

- 4.11 It has been recommended to take into account the results and proceed with an extension to the Area J resident parking scheme in the Lewes Road Triangle Area. Although 6 roads are against the proposals it would be very difficult to exclude them from the scheme boundary as there would be concerns about displacement into these roads.
- 4.12 As part of the consultation process, due 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.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The revenue costs associated with the recommendations in the report will be met from existing Transport revenue budgets. The capital costs of creating and extending parking schemes are funded by unsupported borrowing, with appropriate repayments made over a seven year period funded from the revenue income generated.
- 5.2 Revenue income generated from on-street parking schemes is first defrayed against the costs of the scheme itself with any surplus used for transport and highways related projects and expenditure. This includes items such as supported bus services, concessionary fares and Local Transport Plan projects.

Finance Officer Consulted: Jeff Coates

Date: 21/05/2014

Legal Implications:

- 5.3 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.
- 5.4 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.

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.

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: Katie Matthews

Date: 23 May 2014

Equalities Implications:

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

Sustainability Implications:

- 5.7 The new motorcycle bays and the on-street pedal cycle bays will encourage more sustainable methods of transport.
- 5.8 Managing parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

- 5.9 The proposed restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

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

Public Health Implications:

- 5.11 There are no direct public health implications in this report although the introduction of the pedal cycle bays and controls over vehicle parking may encourage more healthy forms of transport.

Corporate / Citywide Implications:

- 5.12 The 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 options are going ahead with both areas as an extension to the existing zone or doing nothing which would mean the proposals would not be taken forward.

However, it is the recommendation of officers that proposals put forward are proceeded with for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval to advertise the Traffic Order after taking into consideration the consultation report. These proposals are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

Appendix A – Map of proposal consulted on.

Appendix B – The consultation report

Documents In Members' Rooms

None

Background Documents

1. Item 53 – Transport Committee Meeting Report – 15th January 2013