

Subject:	Preston Park - Parking Scheme Formal Traffic Order Consultation		
Date of Meeting:	4 May 2011		
Report of:	Strategic Director Place		
Contact Officer:	Name:	Jan Jonker	Tel: 29-4722
	E-mail:	Jan.jonker@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Preston Park		

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 The purpose of this report is to consider comments and objections to the draft traffic regulation order for the establishment of parking controls in Preston Park and amendments to the Traffic Regulation Orders for Preston Drive and Preston Park Avenue.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Cabinet Member approves as advertised the following orders;
- (a) Brighton & Hove (Preston Park) Various Restrictions Order 20** TRO-7a-2012 with minor amendments in response to the consultation as set out in this report
 - (b) Brighton & Hove (Waiting & Loading/ Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No. * 20** (Preston Drive TRO-7b-2012
 - (c) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No. * 20** (Preston Park Avenue) TRO-7c-2012
- 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.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 Parking is currently uncontrolled within Preston Park. The level of parking has resulted in complaints that:
- parking is causing problems for pedestrians and cyclists entering and using the park
 - cars parked on the park's internal roads are a visual intrusion and impact on the overall tranquillity of the park

- cars driving through the park make it unsafe, particularly for children
 - the current level of parking creates congestion for park visitors
- 3.2 In addition the current volume of cars in the park is causing more damage to its roads and paths. Parking is limiting emergency access, particularly in the area known as the Ride.
- 3.3 Preston Park is a Green Flag park and in the past judges have expressed concern about the lack of parking control in the park.
- 3.4 In 2010 a petition with 2201 signatories was submitted to the council urging it to address the problems.
- 3.5 In January 2011 a cross party working group of ward councillors asked officers to explore options to control parking with the objectives of:
- Limiting parking to the areas known as The Gallop and The Ride (and excluding parking from the internal roads and along the London Road side of the park)
 - Preventing parking by non-park users
 - Ensuring that genuine park users are still able to park in the park
 - Ensuring the park remains fully accessible to disabled visitors
 - Extending the maximum length of stay along parts of Preston Park Avenue from 4 hours to 11 hours to give commuters, residents and visitors alternative parking options.
- 3.6 The view was that any scheme should not be funded from the maintenance budget for the park, but that instead it should be self funding.
- 3.7 Proposals to meet these objectives were drawn up and were subject to informal consultation with park users, local residents, businesses and sports groups who regularly use Preston Park as well as local conservation groups and other stakeholders.
- 3.8 The informal consultation took place in September 2011 and overall there was support for the proposals. At the Environment Transport & Sustainability Cabinet meeting on the 8th December 2011 it was agreed to implement the scheme subject to the formal TRO consultation which has now been completed.
- 3.9 As a result of the informal consultation the TRO consultation included a proposal to extend the double yellow lines on Preston Drive at the north eastern entrance to the park to improve visibility when leaving the park.
- 3.10 The proposals are all shown on the plans in Appendix A.

4. CONSULTATION

- 4.1 The proposed Traffic Regulation Orders were advertised on 6th of March with the closing date for objections on 27th March. Notices were also put up on street and within Preston Park which outlined the proposal. The notice was published in the Argus newspaper on the 6th of March. Detailed plans and the Traffic Regulation Order were available to view at Hove Library, Jubilee library and the City Direct Offices at Bartholomew house and Hove Town Hall. The documents were also available to view and to respond to directly on the Council website.
- 4.2 There were 42 items of correspondence received from individuals which included 46 objections, two general comments and one comment in favour . Most of these related to the proposals within the boundaries of Preston Park. The representations are summarised in Appendix B and a table showing the detailed comments & objections received with responses has been placed in the Members Rooms.
- 4.3 Most of the objections were in relation to the proposed charges in Preston Park. 20 of these were from members of sports clubs (cricket, cycling and bowls) and seven were from other members of the public. In particular concerns have been raised that the charges would affect people's ability to afford to come to the park and membership of the clubs. A further seven objections were general objections to the charges.
- 4.4 The reason for the proposed charges is to cover the cost of implementing the controls. The charges have been kept significantly lower than on street parking to minimise the cost to park users while still addressing the existing parking problems. Alternative schemes were considered including allowing up to 2 hours free parking and not charging at the weekend but these are not expected to cover the cost of the scheme and any shortfall would have to be funded from the parks maintenance budget.
- 4.5 One objection was against the maximum length of stay, which following the informal consultation has been increased from four to six hours to accommodate longer fixtures. There were two objections regarding the prevention of parking in areas of the park other than those identified in the TRO and one objection against the use of yellow lines in the park. It is anticipated that the restrictions will under normal circumstances provide enough parking capacity within the park. Yellow lines will be used where necessary to mark out the restrictions.

Four objections related to the length of time the objections apply (8am – 8pm Monday – Sunday). It is proposed that this is changed in light of the consultation to make parking in the evening free (charges would apply from 9am to 6pm Monday to Sunday instead). This will enable people to park in the park in the evenings free of charge. It will benefit casual park users as well as those who attend fitness classes and fixtures in the evenings.

- 4.6 Ten objections were received that the proposals will cause displacement in to neighbouring roads. The council is aware that the introduction of a paid parking scheme in the park may cause some displacement into adjacent areas, although to what level is very hard to predict. This is because driver behaviour changes and where vehicles may go cannot be known in advance of a scheme

introduction (e.g. some commuters using the local area may choose alternative means of travel or pay to park within the scheme). However, previous experience has shown that there can be a degree of displacement to neighbouring areas. However, it is felt that a paid parking scheme in Preston Park should be taken forward for the reasons outlined within this report. Displacement will continue to be monitored and the surrounding areas can be considered to be consulted on a resident parking scheme as part of the ongoing Citywide Parking Review.

- 4.7 Two objections were received regarding on street parking restrictions in Preston Park Avenue. Parking in Preston Park was a problem before the restrictions were put in place in Preston Park Avenue but the problem has become exacerbated since. The controls in Preston Park Avenue were introduced following public consultation. Extending the maximum length of stay from four hours to 11 hours will help address some of the concerns regarding displacement from Preston Park.
- 4.8 One objection was received to the use of yellow lines within Preston Park. These restrictions would be implemented for safety reasons and to reduce obstructions.
- 4.9 The final objection was about the loss of a parking space in Preston Park.
- 4.10 At the Environment Transport & Sustainability Cabinet meeting on the 8th December 2011 it was agreed that the scheme would be subject to a formal review 6 months after implementation.

Conclusions

- 4.9 The recommendation is that traffic orders No **20** (Preston Drove) TRO-7b-2012 and No **20** (Preston Park Avenue) TRO-7c-2012 are approved and that Traffic order No **20** TRO-7a-2012 is approved subject to the pay and display times being amended from 8am – 8pm Monday to Sunday to 9am – 6pm Monday – Sunday.
- 4.10 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.
- 4.11 Ward Councillors in Preston Park have been consulted about this proposal.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Initial set up costs have been estimated at £10,000. The ongoing costs of the scheme will be funded by the anticipated receipts, with any surplus income being ring fenced to be used in Preston Park.

Finance Officer Consulted: Karen Brookshaw

Date: 24/04/12

Legal Implications:

- 5.2 The traffic orders have been advertised according to the Road Traffic Regulation Act 1984 and the relevant procedure regulations. As there are unresolved objections and representations they are now referred to this meeting for resolution. There are no human rights implications to draw to Members' attention.

Lawyer Consulted: Carl Hearsom

Date: 24/04/2012

Equalities Implications:

- 5.3 The proposed measures will improve access within the park. Blue badge holders will still be able to park outside of the two restricted areas.

Sustainability Implications:

- 5.4 The proposals will prevent long stay parking in Preston Park and address concerns from Green Flag judges.

Crime & Disorder Implications:

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

Risk and Opportunity Management Implications:

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

Corporate / Citywide Implications:

- 5.8 The legal disabled bays will provide parking for the holders of blue badges.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The proposals were drawn up in response to complaints from park users. Various models were considered including allowing 2 hours free parking and not charging at the weekends but these would not be expected to cover the cost of implementing the scheme.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of the scheme to the implementation stage after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A - Plan
2. Appendix B - List of Objections / Comments

Documents In Members' Rooms

1. Objections / representations.

Background Documents

1. Report to Environment Cabinet Member Meeting on 5 September 2009
2. Report to Environment Cabinet Member Meeting on 11 March 2011