



**Brighton & Hove  
City Council**

**CABINET  
ADDENDUM**

**Item 6 Public Questions  
Item 7 Deputations  
Item 8 Letters from Councillors**

**4.00PM, THURSDAY, 27 MAY 2010**

**COUNCIL CHAMBER, HOVE TOWN HALL**



# ADDENDUM

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**WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by a member of the public who either lives or works in the area of the authority.

The question will be answered without discussion. The person who asked the question may ask one relevant supplementary question, which shall be put and answered without discussion. The person to whom a question, or supplementary question, has been put may decline to answer it.

The following written questions have been received from members of the public.

**(a) Roy Pennington**

" Given the need for transparency, well-being and true democracy what steps will be made to ensure that the Hanover & Elm Grove Residents Parking Review questionnaire responses will take into account the number of individuals in any given household which chooses to respond, given that there is no guidance on this in the documents sent to the households?"



**DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which the relevant Cabinet Member may speak in response. The deputation will be thanked for attending and its subject matter noted.

**(a) Deputation concerning the proposed controlled parking scheme (CPZ) in Hanover and Elm Grove – Mr Wilf Nicholls (Spokesperson)**

The subject of our deputation concerns the proposed CPZ in Hanover and Elm Grove. As I am sure you are aware there is a lot of concern in our Community and we want the Council to listen to Residents and Businesses. I have listed some of our key points below:

- In our area CPZ is likely to mean a **HUGE** reduction in parking places and **MORE parking congestion** – you will be **LESS** likely to park near your home!!
- The cost of a permit for each vehicle is currently £108 per annum and there is only to be **1 PERMIT PER HOUSEHOLD – this is a blatant attack on families and the community!!**
- The Council does make a '**PROFIT**', Motorists in Brighton and Hove pay out more for parking and fines than any other UK city. Figures released from the Department of Communities and Local Government show drivers pumped £38 million into Brighton and Hove City Council coffers last year'. **The Argus**
- Full parking restrictions are proposed from 9am – 8.00pm daily, including weekends and bank holidays!!
- Local businesses including Pubs, Garages and shops will suffer and may even close
- The Audit Commission recently found the Council guilty of not taking the views of residents seriously, particularly with regard to CPZ
- We believe that the consultation process is flawed and would like to know why only one pack was sent to each household why not one per Council Tax payer
- Why have the Council not imposed Parking Restriction thus far in our area.

We are broad and diverse group of residents and businesses that have come together through grass roots opposition to the CPZ proposal including from Hanover where 3 separate groups had sprung up. Through our petition, we have canvassed the feeling of business and none are in favour of the scheme - our local small businesses, Pubs, shops, studios, cafes, take aways etc that make up the fabric and character of our community are very worried about the negative affect this proposal will have – in these difficult times some may even close or relocate. Ironically, this will encourage more car use and force residents to drive to supermarkets, who will be one of the few beneficiaries of this scheme.

We do understand there are problems in certain streets but do not believe CPZ is the answer. CPZ by it's nature is divisive and pushes problems from street to street, community to community our issue is with the Council and not neighbours,

we have to remain focused, and as a community come up with sustainable solutions that will benefit everyone. This proposal is not linked to any coherent transport strategy for supporting green initiatives and dealing with congestion. Despite the huge income raised by the Council from parking, Brighton busses are irregular and over priced, we have seen no evidence of improvements in the transport infrastructure and until this happens it is wrong to penalise car owning residents. Additionally, an outcome of the Council failing to manage the conversion of family housing to HMO's has resulted in a disproportionate increase in cars in some streets.

The permits cost too much, the highest in country, there is no ring fencing of income for sustainable transport or community initiatives, the cost does not reflect size of car CO2 emissions. The proposed restrictions are heavy – include weekends 9.00 -8.00pm and designed to maximise income and not meet the needs of residents. This is a blatant revenue earner for the Council and like so many initiatives 'packaged' as green, like train travel, will end up privatised and the income being taken out of the community and into the pockets of big business.

The consultation is misleading on capacity and ease of parking, the process lacks any data for people to make an informed decision about parking space reduction. Our own figures across Hanover and Elm Grove suggest a 50% reduction in resident parking places, you will know from your own streets, this is not workable as overnight the streets are full with resident's cars after work, where will they go? Experience in Hove and Preston Park has shown not enough places for residents at night who have to drive around in circles for ages trying to find that elusive space – this will have a negative impact on pollution and street safety. The scheme suggests it will be easier to park outside your home, with the space reduction; this will not be the case. Other parking areas now have waiting lists for permits from 8 months upwards, further evidence that CPZ fails to meet resident demand.

Displacement has been given as a 'threat' – if you vote against, you inherit other people's congestion – this is not choice, or consensus just passing problems on. The Queens park scheme has resulted in empty streets during the day and more cars parking in Hanover. Those on the borders of existing schemes face congestion as a consequence

The referenced parking problems during the day apply to a minority of streets and are not representative of the majority of streets across the zone – this can be evidenced by photos.

Only one vote per household not democratic it penalises families – a referendum of all adults and businesses in the area is more representative of the community.

The scheme does not provide for households that need more than one car, for example those that have a company car or are shift workers that work late when there is no public transport.

The scheme makes no account for key workers, our teachers, nurses and Doctors either living or coming to work in the scheme - at schools like this we need to retain quality staff.



No confidence that the parking scheme will address the real concerns of the community.

Local Estate Agents, who have signed the petition, have advised that a plus point in sale of homes in the area is 'Free' parking.

Nationwide have stated nationally that difficulties in parking, created by a CPZ will reduce home value by about 6.5%

We believe the Council have ignored bad parking practice in the area in the hope of frustrating residents to favour the introduction of the scheme.

It's a great shame the Council has wasted tens of thousands of pounds, dividing communities and perusing a scheme that suits no one – Carline Lucas our newly elected MP has said that she is concerned about the effect on business and jobs and that the scheme is flawed in its present form, she said if elected, she would attend this evening.

We call on our politicians to have the courage to take responsibility and work with the community to resolve the issues and develop long term and viable plans that bring communities together and not pitching neighbour against neighbour, community against community. Enough of divide and rule by CPZ, there are too many cars, a starting point is to reduce commuter parking and schemes like LVZ in Cardiff are low cost and a model of good practice in the community coming together, reducing traffic without hindering business and community life.



**Councillor Rachel Fryer**

Brighton & Hove City Council  
King's House  
Grand Avenue  
Hove BN3 2LS

**Date:** 17 May 2010

**Our Ref:**

**Your Ref:**

Dear Councillor Mears

As you know, Portslade Community College is a National Challenge School. In order to improve the school, Stuart McLaughlin, with a proven track record at Falmer School, became the Head at Portslade Community College. Even under the most skillful head it takes a school at least two years to improve the and this is what has happened successfully at Patcham High School which is now in the top 100 improving schools in the country.

However I understand that the DCSF has demanded that the Local Authority immediately does more than give Portslade Community College a new Head and that it should become an Academy with Rod Aldridge as the sponsor.

As a result, parents and teachers at Portslade Community College feel very aggrieved that

- 1) They have not been given enough time to improve
- 2) The public consultation about this has only just begun and the decision will be made in 3 weeks time; this is not an acceptable length of time
- 3) They have no input as to who should be the sponsor
- 4) They have no input as to any alternative option.

It won't surprise you to hear that I feel we should pursue the alternative route being offered by the DCSF which is to become a National Challenge Trust School. Whatever your views on this I'm sure you'll agree with me and parents in Portslade that this is insufficient time to give Portslade Community College a chance to improve under its current head and insufficient time to hold a full consultation into what is a very important decision.

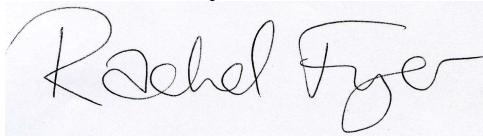
Therefore I would like to request that you immediately write a letter to the DCSF requesting a deferment on the decision of whether to become an Academy until September 2011, by which time the Head will have been given two years to improve the school and the DCSF can see the hopefully improved exam results. And that if it is felt that action is still necessary the DCSF should work together with the Local

Authority, the school and the community to see what further steps can be taken to improve the school.

This proposal does also pose serious questions regarding education provision across the city: to have two schools with the same sponsor and almost the same specialism will have a negative impact both on the diversity of education offered and also potentially on admissions as there are no guarantees that either school will stay in the Local Authority admissions system in the longer term. It also means that parents in either Falmer or Portslade catchment area not wishing to send their child to an Academy with this sponsor or specialism will have no choice other than to do so.

It is important that influential representatives from this council make it clear to the DCSF that it is important to the local community to work with them in a cooperative manner rather than imposing things on them without sufficient consultation.

Yours sincerely

A handwritten signature in black ink on a light blue background. The signature reads "Rachel Fryer" in a cursive, flowing script.

Councillor Rachel Fryer