

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 Cabinet Member may speak in response. The deputation will be thanked for attending and its subject matter noted.

(a) Deputation concerning parking management for Brighton & Hove – Mr Robert Rosenthal (Spokesperson)**THE PROBLEM**

1. Excessive car ownership and multiple car households.
2. Street space used for long term parking by garages, traveller and recreational vehicles as well as abandoned vehicles.
3. Piecemeal CPZs/Resident Parking Schemes which create local conflict and displace long term parking, multiple household vehicles and those unwilling to pay for permits to neighbouring areas.

THE SOLUTION: A CITY-WIDE SOLUTION

1. Every household to be issued with one FREE vehicle parking permit.
2. The existing system of a patchwork of separate zones would be phased out to be replaced by a simple 'inner' and 'outer' zone system to protect central residents and deter drive-ins to the centre.
3. Households without a car can return the permit for a rebate on Council Tax. This allows the Council to reward households without vehicles. The amount of the rebate to be significantly greater than the cost of an additional permit (see 3 below) to deter a black market in permits.
4. Any household can apply and pay for additional permits. This allows Councils to deter any household from multiple vehicle ownership. Each successive additional permit should cost incrementally more than the previous. The extent of the incentive /disincentive can be varied as the scheme progresses.
5. Trade vehicles have to pay for permits to park on the road as they do at present.
6. The entire city is included in this plan.
7. Vehicles park anywhere that is permitted.
8. No demarcation of parking spaces, white lines, signage and posts or parking permit machines are necessary. No associated costs are therefore involved. EXCEPT in key tourist locations eg seafront where visitor/resident shared bays continue to be used.
9. Wardens patrol streets as at present, issuing tickets to any vehicles without valid permits.
10. Visitor permits to be bought from newsagents as scratch cards, by mobile phone or bought online. No additional machines are necessary.
11. The cost of permits and parking wardens to be accrued from parking fines and purchase of additional permits.
12. Council to provide low cost, off road long term parking space away from residential areas in peripheral sites. Possible sites to be investigated.

(b) Deputation concerning byelaws relating to pleasure grounds, public walks and open spaces – Mr M Murray (Spokesperson)

1. It is now thirteen years since the Unitary Authority of Brighton & Hove City Council has been in being and it has become increasingly clear that the old, but extant, byelaws of the former Brighton Borough Council relating to Pleasure Grounds, Public Walks and Open Spaces have become increasingly unenforceable. As a result, the behaviour of a growing minority of the users of the excellent facilities the citizens enjoy has come to blight the pleasure of the majority.
2. This irresponsible behaviour has become especially noticeable in Stanmer Park and the Stanmer Park Stakeholders Group resolved to bring the matter to the attention of the Council by preparing a set of proposed byelaws to cover all the areas of most concern and repeated abuse.
3. The attached draft proposal (Item 20(b) Appendix 1) has been prepared by a legal executive member of the Friends of Stanmer Park in consultation with the Brighton & Hove Environmental Action Group and the Stanmer Park Stakeholders Group. It is based on the original Brighton Borough Council byelaws, a number of other Local Authority recent byelaws and the 2006 recommended example byelaws issued by the Office of the Deputy Prime Minister.
4. It is requested that these proposed byelaws be referred to officers for further refinement and public consultation before, hopefully, being adopted by Council. Furthermore, it is strongly recommended that they should then be published on the Council's excellent website.

(c) Deputation concerning an application to have Tivoli Crescent North (Withdean Road to Tivoli Crescent section) included within Brighton & Hove Council controlled parking Zone A – Peter Meekings (Spokesperson)

- Since the creation of Parking Zone A in Oct 2009, Tivoli Crescent North, which lies just outside the northern border of the Zone, has suffered extreme overcrowding of parked cars due to :
 - commuter car users not wanting to pay the charges in Zone A and therefore parking just outside the zone
 - residents in Zone A not wanting to pay for a Residents Permit and therefore parking just outside the zone
 - residents in Zone A with cars and vans they only use occasionally 'dumping' those vehicles for long periods of time just outside the zone.
- In October 2009 the residents of Tivoli Crescent North formed an 'action committee' which lobbied local Ward Councillors and in November 2009 submitted a petition to B&H Council asking for the introduction of controlled parking in Tivoli Crescent North. We were told no further controlled parking arrangements would be made in our area for at least 3 or 4 years.
- The congested parking in Tivoli Crescent and Tivoli Crescent North became so bad that it created a dangerous blind junction between these two roads which required the introduction of yellow lines at the junction in May this year. This, of course, meant cars and vans displaced from this stretch of road

causing *further* parking congestion in the rest of Tivoli Crescent and Tivoli Crescent North.

- Upon learning recently that residents of Tivoli Crescent were continuing to campaign to be included in Zone A, we have canvassed all residents in Tivoli Crescent North and of the 26 households, 23* (88%) have signed a petition requesting that Zone A be extended to Tivoli Crescent North between Withdean Road and Tivoli Crescent for the following reasons :
 - to stop *exactly the same* parking overcrowding currently experienced in Tivoli Crescent North as is being experienced in Tivoli Crescent
 - to prevent the *further* chronic over-spill parking in Tivoli Crescent North that would *certainly* take place if Tivoli Crescent *alone* were included in Zone A.
 - to give residents of Tivoli Crescent North access to street parking within a reasonable distance of their home
 - to maintain a unity between Tivoli Crescent and Tivoli Crescent North
 - to encourage commuters to use the extensive and under-utilised Zone A parking provided for them in Woodside Avenue and Hampstead Road

This request from the residents of Tivoli Crescent North is not a knee-jerk reaction to the application from our neighbours in Tivoli Crescent but a *re-statement* of the desire expressed in the petition we submitted to the Council in November 2009 for controlled parking in our road.

* Of the three non-signatories, 79 Tivoli Crescent North is currently unoccupied and the occupants of 85 Tivoli Crescent North are on holiday.

