

WRITTEN QUESTIONS FROM MEMBERS OF THE PUBLIC

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

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

The following 6 written questions have been received from members of the public.

(a) Mr Hildreth- GMB Professional Drivers National Organising Secretary

“Brighton & Hove a 20mph City?

Why have Brighton & Hove City Council not consulted the GMB Brighton & Hove Taxi Section or the local Taxi Trade Forum representatives. The Taxi trade forum is a conduit for our industry to consult with our regulators and for the council to consult with us the regulated.

With over 1800 licensed drivers and approximately 950 licensed vehicles the stakeholders in our industry have a vital role to play with respect to consultations of this kind.

I would request that this issue is suspended until consultation with the Taxi Trade is completed”.

(b) Miriam Binder

“Do Councillors agree that an accessible public transport system, including buses, taxi cabs and mini-cabs, is fundamental to the ability of residents and visitors to engage in public life and is therefore fundamental to the concept of independent living? That being the case does the council monitor:

- The provision of accessible public transport.
- The experience of accessible public transport users.
- The process of addressing problems and complaints specific to the mobility impaired or other disadvantaged, physically or mentally, users of public transport”

(c) Robert Curtis

“At a recent meeting of the local action team for the London Road area Dr Caroline Lucas stated that she believed the parking charges for the area had gone up too far, too fast for the area and that this area should not have been included in the central

zone tariff. Can the committee confirm that they are not prepared to listen to their MP on this issue or are they prepared to listen to her and reconsider the parking zone designation of the London Road area?"

(d) James Paterson

"My own business has seen a 50% reduction in turnover this year (parking increases and two major developments). Over the last few years the Government has recognized the difficulties faced by small businesses and helped by reducing business rates; why doesn't Brighton and Hove council, in an attempt to show willing to small businesses, reduce the parking charges in the London Road area, using the opportunity as a positive marketing tool for their failing image when it comes to business? Together we could publicise the decision as an amicable arrangement, recognizing the immediate needs of this high street".

(e) Ann Townsend

On October 25th Councillor Davey noted that the levels of pollution are too high on and around the London Road, yet the bulk of all car journeys here are surely caused by cars exiting Brighton city centre, as well as the hundreds of buses using the junction daily as he mentioned, a junction highly restricted for cars. Why should the London Road area be penalised by central Brighton parking tariffs for pollution that is not actually being caused by shoppers to the area, whereas the council's immediate objective should be to prevent stationary traffic to reduce pollution?

(f) Roy Brown

"If the present transport design on and around the London Road is not conducive to a pleasant shopping experience and traders have suffered unduly since its implementation, and then again since the parking charges increase, what measures will the council introduce to help businesses in this area other than the Mary Portas Bid and a Public Realm officer who thinks business looks fine on the London Road?"