

WRITTEN QUESTIONS

A period of not more than fifteen minutes shall be allowed at each ordinary meeting for questions submitted by Members.

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:

(1) Councillor Davis- 20mph speed limits

The 20mph speed limit has been an emotive subject but nobody can deny that slower moving vehicles lead to less serious injuries and a safer environment for pedestrians and cyclists.

This month TfL have introduced a blanket 20mph speed limit to their central streets alongside an enforcement team to further enhance city centres and so my question is, would this administration consider following suit and rolling out a city wide 20mph speed limit?

(2) Councillor Wares- Cityclean Modernisation Programme

As it has not been included on today's agenda, come September it will be 8 months since this Committee has been updated on Cityclean's modernisation programme. The Administration recently entered into a secret deal with the unions and next month will be the end of the two years we were told it would take to fix Cityclean. Clearly, the Administration are nowhere near fixing the problems and it seems they are now reluctant to report to this Committee. Please would the Chair confirm that a comprehensive update report will be brought to 29th September 2020 ETS Committee for Members to scrutinise and question in a format as described in the Chair's letter dated 1st June 2020 to me.

(3) Councillor Wares- Graffiti Strategy

The graffiti strategy much lauded by the Administration was on the postponed 17th March 2020 agenda for Committee to consider. Since then it appears to have fallen off the radar, yet our city remains graffiti hell for our residents and visitors. Please could the Chair advise if the Administration's graffiti strategy has now been shelved.

(4) Councillor Wares- Old Shoreham Road temporary cycle lane

The temporary cycle lanes in Old Shoreham Road have been in place since around the 11th May and have been much publicised. As of today, the cycle lanes would have been in use for six weeks. Please could the Chair provide daily usage data for each of the east and west bound lanes between Sackville Road and Hangleton Lane.

(5) Councillor Wares- Refuse Collections

We have two refuse rounds in Patcham and Hollingbury that constantly give rise to complaints. They include parts of Cuckmere Way and surrounding streets, Ladies Mile Road, Windmill View and all of the Mackie Park estate. These routes have been a problem for many years and have not improved during the last two years of Cityclean's modernisation. Please could the Chair confirm precisely what the problems are, what is being done to fix them and when those solutions will be delivered. Please could the Chair confirm to residents when a missed collection will be a rare exception as opposed to a weekly norm.

(6) Councillor Wares- Carbon Neutral 2030

The Administration at ETS frequently refers to initiatives that are helping towards the council being carbon neutral by 2030. However, we have no idea what the starting position is, what level of reduction an initiative provides (and how sustainable it is) and thus there is no means by which to track progress. Would the Chair agree to bringing a six-monthly report to ETS that details how carbon neutrality is being delivered through initiatives and allows Members and the public to see progress. Otherwise we just have meaningless noise and rhetoric that has no way of being substantiated.

(7) Councillor Wares- Licensing Fees & Charges

By reference to the reported decision of West Sussex County Council to waive licensing fees this year for cafes and restaurants and the like, perhaps such as pubs, to have tables and chairs on the pavement, would the Chair advise if she would support Brighton and Hove doing the same. Premises still have to apply for licences and officers need to agree but it would help many of our businesses as they recover from the pandemic.

(8) Councillor Wares- Potholes on Carden Hill

Potholes on Carden Hill have been reported for months by councillors and residents. There are literally dozens of holes, some big and deep. The council is aware because most now have a white square sprayed around them. However, this is a main bus route and is becoming even more dangerous with vehicles swerving to miss the craters. At least the white paint helps highlight where they are, but please could the Chair ask highways officers to increase the priority for repairs before there is a nasty accident.

(9) Councillor Heley- Temple Street

In January, this committee voted in support of the closure of Temple Street. Whilst we understand the impacts that Covid-19 has had on officer workload, campaigners and councillors are frustrated by the lack of progress on this road. The pandemic has exacerbated the need for closure, with very narrow pavements making it difficult for social distancing and increased use of the road as a rat run. Is it possible to use an emergency TRO in order to quickly close Temple Street?

(10) Councillor Heley- Committee Meetings

We have not had a full meeting of this committee since January, which means we have had 6 months with no opportunity to scrutinize the administration or to contribute in taking this city forward with progressive new policies in the policy areas of Environment, Transport and Sustainability. Why was the March meeting 'postponed' but never rearranged, and the May meeting 'cancelled'?

(11) Councillor Heley- ULEZ

The covid-19 pandemic has made the need to tackle air pollution more urgent. In October last year, myself and my Green Colleagues submitted a letter to this committee on the topic of implementing an Ultra-Low Emission Zone in the city, to which the Chair confirmed the council will explore. Please could we have an update on the progress of this?

(12) Councillor Heley- Shelter Hall

Like many of my colleagues, my inbox is full of concerns about the narrow path next to Shelter Hall on the A259, a popular passage for people cycling, walking and running along the seafront. Why is the council prioritising the building works of Shelter Hall over the provision of safe, socially distanced space for residents?

(13) Councillor Heley- Electric Vehicle Charging Points

It has been great to see the rollout of Electric Vehicle charging points across the city in recent months, but I am frequently contacted by residents frustrated by the lack of dedicated parking bays next to the charging points. Will more dedicated bays be marked in the upcoming weeks and months?

(14) Councillor Heley- Disabled cycling provision

Organisations like Pedal People are doing great work in the city to make cycling more accessible. What specific examples can the council give of how they are actively including disabled cyclists (too often wrongly assumed to not be cycling themselves) in both the temporary and permanent plans to expand cycling provision in the city?

(15) Councillor Lloyd- Madeira Drive

One of the few benefits of the Covid-19 crisis has been the welcome drop in unnecessary traffic across the city. We have all enjoyed the clean air, the peace, the clear night skies and roads that were safe for our children to cycle on. Sadly, the traffic has now returned and the roads are once again polluted and unsafe. The closure of Madeira Drive was a welcome initiative and I know how many of our residents have enjoyed the traffic free space. Can we assume that Madeira Drive will remain a traffic free space from now on?

(16) Councillor West- Active Travel

Two of the many important insights that lockdown has shown us are how many people could save a trip to the office through meeting virtually, and when traffic is tamed how encouraged people are to cycle.

To realise our ambition of the city becoming carbon neutral by 2030 we have to crack the stubborn carbon footprint of transport. And, I feel we will only achieve this if we prioritise reducing the need to travel, along with developing active travel and sustainable shared travel systems, over that of private vehicle use.

Will the administration support this sustainable transport hierarchy, and commit to developing Brighton & Hove as an exemplar Active Travel City?

(17) Councillor West- Litter

With Boris prematurely easing lock down, Brighton & Hove has seen visitors flock to our beaches and into our parks. With Covid far from under control, and infections rising once again, residents are rightly worried about the safety of so many visitors failing to maintain social distancing. Seafront bars opening for takeaway food and drink, have been ill equipped to properly serve all their customer's needs, with public urination and littering rife. We appreciate the Council have requested visitors to stay away and endeavoured to control numbers accessing the beach, while also reopening public loos and most recently raised the fine for littering. However, with uncertainty surrounding holidays abroad and in the UK this summer, this season may be remembered as the summer of day-trippers.

While the city won't be able to stop people visiting, it can plan to cope better than it has so far with meeting the challenge. What concerted action is the administration taking to work with the hospitality businesses to help them take responsibility in providing more staff training, bins, loos and customer signage to reinforce good behaviour? And similarly, what extra resources are being put into council services to provide more bins, cleansing, pop up loos, and communications. Together we can better protect our beaches and parks from being spoiled and the image of the city tarnished. Is the administration leading a city-wide and cross departmental strategic response?

(18) Councillor Shanks- Francis Street

In June 2017 the issue of Francis Street was discussed at ETS. The issues followed the development of the Open Market by Hyde Housing including blocks of flats on Francis Street. The Barrows and Corola Court flats. The following improvements were agreed.

"A -a raised entry treatment at the entry to Francis Street from Ditchling Road to improve the pedestrian route and reduce excessive driver speeds
B -changes to the amount and provision of tactile paving at the junctions of London Road and Ditchling Road with Francis Street;
C -an Access Only restriction so that no driver can pass from one end of the street to the other without having a legitimate purpose to be in the street;
D -using planters, maintained by residents, to help 'green' the street and help protect pedestrian areas outside homes;
E -a change in parking controls to a restricted zone where there is no loading and no waiting except in signed bays;
F -additional bollards on the southern side of Francis Street near Ditchling Road and at its junction with London Road to protect pedestrian movements;
G -the slight relocation and replacement of damaged street lighting column;
H -removal of redundant road markings at the junction of Francis Street/London Road; and

I -a left turn ban (except for cyclists) sign from London Road into Francis Street."

None of this has been done. When I became a councillor, I contacted both Hyde and council officers and after some discussion as to where the drawings were I felt something would happen. However, nothing has, hence my current question.

Will the council listen to residents and implement the agreed proposals above, and review the possibility of blocking the end of the street including modal filters so it cannot be used as a rat run and will improve the street for residents who have no outside space in their flats. This would be in line with the LCWIP proposals to improve walking and cycling in the city and in line with the Covid 19 transport response.

