

WRITTEN QUESTIONS

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

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.

(i) Aquarium Roundabout- Andrew Peters

“Could the Chair provide the taxi trade with information as to when any resolution will be made in relation to the existing ‘No Right Turn’ (West) at the junction of the Queens Hotel/Kings Road whereby there will be no longer the ability to use the roundabout to loop back around to head back westbound? The Chair will recall that this was demonstrated to herself and Nick Hibberd on February 11 2019 and that this issue was raised in the Trade Submission dated November 21 2018 and raised as part of the trades Deputation request at the Committee on November 27 2019”

(ii) 1-3 Old Steine- Gary Farmer

“With the current road and bus layout directly outside 1-3 Old Steine currently being a 3 lane pinch point and the current plans at this point increasing to a 5 lane north/south bottleneck and pedestrianised area adjacent how do the plans for this take into consideration the historical, environmental, health concerns and physical geography at this exact point and only here without referencing other areas of the scheme?”

(iii) St James’s Street- Nic Roe

“Removing almost three meters of paving around the junction of St James's Street in order to fit five lanes of traffic - one of the busiest crossing points in the city is recklessly dangerous. It cuts back the space that is currently used for pedestrians. Does that not directly contradict the key ambition of the Valley Gardens project to create a better and safer environment for pedestrians?”

(iv) Traffic Movements- David Rochford

“The scheme has been adjusted giving three southbound carriageways including a bus lane but only two northbound, including a bus stop that will make it effectively single carriageway when occupied. The team have stated bus movements to this stop are uncertain as buses using the stop have not been decided. How can effective modelling be undertaken when the inputs are unknown and why is northbound traffic not given the same level of importance as southbound? Has the traffic modelling been rerun for variations proposed

and are the original results in respect of congestion, journey times and pollution unchanged?"

(v) Consultation- Paul Crawford

"On the 25th of January, in a statement reported by The Argus, Cllr Mitchell gave an undertaking that "a further two rounds of consultation will be proposed following a meeting of the environment, transport and sustainability committee on February 7".

When will these consultations take place, in what form, what will be their scope, and can the Chair give an explicit guarantee that Phase 3 in its entirety will be consulted upon, including carriageway layouts and junction treatments and that no irrevocable contractual or financial commitments will be made until these consultations are complete, and their outcomes analysed and published?"

(vi) Local Enterprise Partnership Funding- Daniel Nathan

"We note from a Brighton & Hove City Council press release on the 7th of February, a quote from Cllr. Gill Mitchell stating "We are very pleased to have been successful in our bid for £6 million of funding for the scheme from the Local Enterprise Partnership. Yes or No, has the LEP informed Brighton & Hove City Council it is satisfied that its Valley Gardens Phase 3 funding conditions have been met?"