

**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:

**(ii) Graffiti Reduction Strategy – Robert Rosenthal**

“Given that the council accept responsibility for graffiti removal on its own property, who exactly will be responsible for monitoring, reporting and actioning removal of graffiti i) on council managed housing ii) within council managed public open space and parks iii) on council owned refuse wheelie bins iv) on council owned communal refuse bins v) on council owned boundary walls vi) on council owned street furniture.

Who will be responsible for monitoring, reporting and actioning graffiti on public utility street installations in particular street lamps and telephone exchange boxes?

**(iii) Valley Gardens EIA and Traffic Modelling – Daniel Nathan**

“So it turns out the hard deadline to complete Valley Gardens Phase 3 - cited by elected councillors over the past eighteen months, never in fact existed. As there is no longer the urgency to complete VG3 by March 2021, will the Chair and this committee finally commit to the environmental impact and comprehensive traffic modelling studies that we hope will shape the final plan and verify its role in improving air quality, reducing congestion and reducing carbon emissions - and thus ensures that the final scheme provides residents, businesses and visitors to the city with a scheme that benefits us all?”

**(iv) Local Transport Plan- Katy Rodda**

“In 2013 the All-Party Parliamentary Cycling Group report ‘Get Britain Cycling’ said councils need to spend £25 per person on cycling to make a difference. A generous estimation of the proposed Local Transport Plan funding for cycling in 2020/21 is around £250,000, less than £1 per Brighton & Hove resident - half the average of £2/head spent by English unitaries, as revealed in a study last week.

What does this say about BHCC’s commitment to active travel? How does the council expect to achieve any modal shift to address the Climate Emergency and improve equitable mobility without adequate investment?”

**(v) Loading Bay Survey – Adrian Hart**

“We are grateful for the intervention of Councillor Childs, who having noticed that the Valley Gardens scheme’s lack of loading provision at Richmond Place will affect his partner’s business is making enquiries to ensure provision is made. The lack of loading across the whole scheme impacts not just businesses, but also residents and others who rely on deliveries of goods and medicines & those who need to be picked up and dropped off due to impaired mobility. Does the Chair agree and commit to undertaking a survey of everybody surrounding the project area and relocating or increasing loading bays/areas as necessary?”

**(vi) AQMA Valley Gardens – Martin Christie**

“Brighton & Hove City Council planning policy requires all major developments to provide a transport assessment to consider the impact on AQMAs. Why is it that the council’s own transport schemes don’t assess the impact on AQMAs Why isn’t there a cumulative transport assessment on the impact on AQMAs for Valley Gardens, North Street, the Old Steine, Duke’s Mound, the A259 and Madeira Drive. Does the Council’s transport team operate under different rules to everybody else?”