

# **ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE ADDENDUM**

**4.00PM, TUESDAY, 18 JANUARY 2022**

**COUNCIL CHAMBER, HOVE TOWN HALL**

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## **ADDENDUM**

<b>ITEM</b>		<b>Page</b>
<b>66</b>	<b>PUBLIC INVOLVEMENT</b>	<b>5 - 10</b>
<b>70</b>	<b>VALLEY GARDENS PHASE 3 REVISED SCHEME WITH DETAILED DESIGN PRINCIPLES</b>	<b>11 - 66</b>





# Brighton & Hove City Council

## Environment, Transport & Sustainability Committee

## Agenda Item 66(b)

**Subject:** Written Questions

**Date of meeting:** 18 January 2022

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:

**(2) Philip Rose – Trees in Saltdean Drive**

The canopy of trees in Saltdean Drive are now too big for the road causing problems with the BT lines and making pavements slippery with excessive leaf fall and bird droppings. The roots are lifting the pavements and damaging crossovers. They were given a light thinning in 2013 and due a full canopy reduction in rota 2017/2018. It is now 9 years since the street trees on Saltdean Drive have been pruned.

Regular maintenance is essential to keep them healthy and prevent damage to both the pavements and nearby properties.

When will the trees on Saltdean Drive be pruned?

**(3) Daniel Nathan – Valley Gardens Phase 3**

How is it possible for key stakeholders in the city to comment upon or ask questions about Valley Gardens Phase 3 Revised Scheme with Detailed Design Principles when background papers and detailed design plans have been withheld from public inspection despite numerous requests to the Chair and senior planning officer?



# Brighton & Hove City Council

## Environment, Transport & Sustainability Committee

## Agenda Item 66(c)

**Subject:** Deputations

**Date of meeting:** 18 January 2022

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of deputations from members of the public. Each deputation may be heard for a maximum of five minutes following which one Member of the Council, nominated by the Mayor, may speak in response. It shall then be moved by the Mayor and voted on without discussion that the spokesperson for the deputation be thanked for attending and its subject matter noted.

Notification of one Deputation has been received. The spokesperson is entitled to speak for 5 minutes.

### **(2) Deputation: Liveable Neighbourhood**

Lower North-East Hanover Residents (LNEHR) is a group that provides a forum where residents in our local area can meet to discuss and improve our local neighbourhood. The area covered by our group is shown in the map in Annex 1.

On behalf of our neighbours, we would like to propose to Brighton & Hove Council, that a Liveable neighbourhood scheme is initiated in our area.

There is strong support from the local community for this scheme. We have a petition in support of the initiative signed by 150+ neighbours and letters of support (included in Annex 2) from:

- Elm Grove Primary School
- St Martin's Primary and Nursery School
- Wellington House Day Service
- Fairlight Primary and Nursery School

Based on feedback from our neighbours, we would like to work with the council to improve our residential areas, by reducing traffic, noise and pollution. Safer streets for walking and cycling, for children to play, for people to rest and socialise, for secure bike storage, for activity areas, and for more trees, plants and pocket parks would bring great benefit to our community. This is particularly important for the three popular primary schools within our local area.

In particular, a number of road junctions have been highlighted as especially dangerous and sections of pavement unsafe, or a barrier to use, including those regularly used to access schools, by the elderly, by children and those with disabilities.

LNEHR is committed to promoting greater social interaction between local residents and greater involvement in tackling issues that lead to an improvement in the quality of life for all in our area; aims which would be supported by the introduction of a Liveable Streets initiative.

**Supported by:**

Matt Black (Lead Spokesperson)

Bernard G Mills

Nick Wells

Linda White

Deniz Birkan

Vanessa Cox

Violet Black

## Annex 1- Map of area



## Annex 2 – Letters of Support

From: St Martins School Office <[school.office@stmartins.brighton-hove.sch.uk](mailto:school.office@stmartins.brighton-hove.sch.uk)>

Date: 10 January 2022 at 16:37:38 GMT

To: vanessa.cox.pendray <[nescox37@gmail.com](mailto:nescox37@gmail.com)>

Subject: Re: Petition to Brighton and Hove City Council for the Neighbourhood Application supporting a Liveable Neighbourhood.

Dear Vanessa,

I can confirm that our deputy head states that main reasons for supporting the possibility of a liveable neighbourhood are:

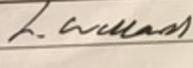
- Electronic traffic slowing signs on Lewes Rd/ Hartington Road
- Benches and litter bins with cigarette stub plates a little way from the school entrances on Hartington/ Melbourne- we can't stop parents from smoking but providing something a little way from the school to make it less intrusive
- More greenery

Kind regards,

Caroline Taylor

Mrs C. Taylor  
School Office  
St Martin's Primary and Nursery School  
Hartington Road  
Brighton  
East Sussex  
BN2 3LJ  
(01273) 707114

Elm Grove School is keen to be involved in the Liveable Neighbourhood Project to so as to improve the community where the majority of pupils live and play. The children are highly motivated to be involved too and have numerous great ideas to contribute. Elm Grove School is situated on a busy, polluted main road. Anything to improve the surrounding streets will be highly impacted.

Name	Address	email <small>optional—if you want to be kept up to date</small>	Signature
LOUISE WILLARD	40 ELM GROVE PRIMARY SCHOOL	<a href="mailto:louisewillard@elmgrove.brighton-hove.sch.uk">louisewillard@elmgrove.brighton-hove.sch.uk</a>	

Comment from Mr Jordan Headteacher Fairlight Primary and Nursery School

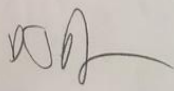
As a Platinum Opal Play school we are a national and international leader in children's' play and therefore feel we are well placed to comment.

Increased play spaces, improved community safety and importantly better air quality are all essential factors for children to have high quality play and something we passionately campaign and advocate with and for young people.

Improved play leads to better health outcomes both physical and mental as well as developing a huge number of other skills including creativity, risk taking, independence, curiosity and perseverance. We celebrate these qualities at Fairlight through our Learning Superhero's.

Therefore, this investment in our local community now will save money and resources for future generations.

If you want to share with me a link for parents to sign a petition I can do this on our website



### Done liveable neibourhoo...

In support of the Lower North East Hanover Residents bid for a Liveable Neighbourhood

Wellington House Day Service for adults with learning disabilities has been in operation on this site for over 30 years and as such it plays a significant part in the local neighbourhood. We support people with a range of physical and learning disabilities and autism to access the community, develop independent skills and provide a range of activities suited to their needs and aims. Having an accessible, clean and pleasant neighbourhood would support us in being a more visible and included part of that neighbourhood which in turn would allow us and the people that attend to contribute their strengths, skills and value to the community.

As we work with a number of people with mobility issues as well as some who can struggle with road safety being situated where we are can be challenging. The hill up Elm Grove and Franklin Rd can be difficult for many people to manage, whilst assisting people in wheelchairs can be a physical risk to carers. Widening and improving the quality and level of the pavements would have a significant impact for the service users and staff. Providing seating areas would allow people who struggle to take a break whilst encouraging more community inclusion. Reducing traffic (particularly around Wellington Street and Franklin Rd) would help to make the area safer and less polluted. Being near to the 'Patch' we use this a lot but improved access into it would help massively as it can be quite difficult to negotiate in a wheelchair or with mobility issues so it prohibits many of our service users from going there.

Daniel Harvey  
Day Options Manager  
Wellington House

<b>Subject:</b>		<b>Valley Gardens Phase 3</b>	
<b>Date of Meetings:</b>		<b>18 January 2022: Environment, Transport &amp; Sustainability Committee</b> <b>27 January 2022: Policy &amp; Resources Committee</b>	
<b>Report of:</b>		<b>Executive Director Economy, Environment &amp; Culture</b>	
<b>Contact Officer:</b>	<b>Name:</b>	<b>Oliver Spratley</b>	<b>Tel: 01273 290 390</b>
	<b>Email:</b>	<b>Oliver.spratley@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>		<b>St Peter’s &amp; North Laine, Regency, Queen’s Park</b>	

Note: The special circumstances for non-compliance with Council Procedure Rule 7, Access to Information Rule 5 and Section 100B (4) of the Local Government Act as amended (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that...it was necessary to ensure that the outcomes of technical matters discussed at the Valley Gardens Member Working Group held on 7 January 2022 were incorporated into the report.

## **FOR GENERAL RELEASE**

### **1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The council's adopted City Plan Part 1 (2016) identifies the Valley Gardens corridor as a Special Area (policy SA3). Valley Gardens Phase 3 is also a Local Transport Plan project which will complete the final and southern-most section of a strategic sustainable transport corridor that will contribute towards the council's and city's economic growth, regeneration, planning, public realm, and transport objectives.
- 1.2 This report details the Valley Gardens Phase 3 scheme design progress which has been informed most recently by a third public consultation, and stakeholder engagement meetings. These processes have significantly helped to inform a design review and the detailed design stage of the Phase 3 scheme. The Phase 3 General Highway Arrangement drawing shown in Appendix 1 has been developed in accordance with the projects Core Design Objectives, and significantly improves upon the agreed Preliminary Design (2019) for all transport users. Appendix 2 provides an update on the spend profile now required to deliver the Phase 3 scheme. Appendix 3 details the consultation and stakeholder engagement processes and how and where they have been taken account of in the design.
- 1.3 Further technical design will be completed over the coming months in preparation for procuring the construction contract through a competitive tender framework.
- 1.4 The Valley Gardens Member Working Group (VG-MWG) will continue to have oversight of the remaining technical work.

## **2. RECOMMENDATIONS:**

### *That the Environment, Transport & Sustainability Committee:*

- 2.1 Approves the Valley Gardens Phase 3 detailed design as shown in Appendix 1: General Highway Arrangement Plan.
- 2.2 Notes that the principles and details outlined in this report will help to inform all final technical matters, with regards to this scheme, in preparation for the procurement of a construction contract by officers in line with the decision made by this committee in February 2019 as outlined in paragraph 7.2 of this report.
- 2.3 Authorises that all Traffic Regulation Orders required for Valley Gardens Phase 3 be advertised in accordance with the standard procedure.
- 2.4 Notes the increased budget requirement due to significant delay in delivering Phase 3, additional stakeholder infrastructure commitments, and significant increases in construction costs, as set out in in Appendix 2.
- 2.5 Recommends to Policy & Resources Committee that it approves capital borrowing of up to £5.0m to address estimated increased scheme costs arising from new Department for Transport design guidance; significant increases in construction costs and risk management; additional infrastructure, including for sustainable transport and events; as shown in Appendix 2.

### *That Policy & Resources Committee:*

- 2.1 Approves capital borrowing of up to £5.0m to address estimated increased scheme costs arising from new Department for Transport design guidance; significant increases in construction costs and risk management; additional infrastructure, including for sustainable transport and events; as shown in Appendix 2.

## **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 Valley Gardens Phase 3 preliminary scheme design was agreed at the February 2019 meeting of this committee. A further stage of public consultation to inform the detailed design stage of the scheme was committed to, completed, and reported at the March 2021 meeting of this Committee. There has been extensive stakeholder engagement and meetings recommenced in July 2020 and have now completed in December 2021. Appendix 3 details the design responses made to address the third public consultation results, which have informed and resolved detailed design matters as shown in *Appendix 1: General Highway Arrangement Plan*, and as outlined in the body of the report, below.

### **Active and inclusive travel infrastructure, and managing traffic**

- 3.2 'Gear Change: A bold vision for walking and cycling' (2020) is the government's Department for Transport's strategy for active travel, which is technically underpinned by 'Cycle Infrastructure design guidance (LTN1/20)'. LTN1/20 and its associated assessment tools have been used to review options for integrating cycling tracks and direct walking routes for pedestrians.



- 3.3 An active travel focus group involving a broad range of stakeholders has participated in three further workshops to review options from August to October 2021, which has resulted in the bi-directional cycle track option being selected for the Palace Pier Junction.
- 3.4 The Palace Pier Junction detailed design is consistent with the preliminary design insofar as it is a signalised crossroads junction that will be managed by the council's Traffic Control Centre. The current roundabout junction is uncontrolled with a very high incidence rate of collisions and casualties, particularly those involving motorised vehicles and cyclists.
- 3.5 The Palace Pier junction will feature a highly efficient and smart traffic signal system that will support walking and cycling and manage the current high volumes of traffic on this section of the Major Road Network (MRN).
- 3.6 Palace Pier and St James's Street junctions generally record the highest number of casualties and collisions across the city. The design will create a safer environment for all road users and reduce casualties and collisions compared to the current highway layout.
- 3.7 Pedestrian and cycle crossing points at the Palace Pier Junction will be direct, allowing people to cross, walking, wheeling, and cycling in one stage, which improves upon the preliminary design. The new arrangement is also more efficient for traffic movements compared to the preliminary design, which will reduce congestion.
- 3.8 The VG-MWG also agreed that the footway width on the north-west side of the St James's Street Junction has been reviewed in response to stakeholder requests. As a result, the minimum width in this location has been increased to 4.24 metres. This is the maximum width possible to ensure an appropriate traffic lane alignment. Overall, on the eastern side of the scheme (from Edward Street Junction to Manchester Street) there is an increase of footway of approximately 440 m<sup>2</sup>. St James's Street junction design includes the new crossing point on the south side of the junction and the crossing point to the north of the junction is widened.
- 3.9 The computer-based traffic model has been upgraded and used to improve the highway layout which has been updated to reflect contemporary layouts used in highway and regeneration schemes in busy urban areas such as those delivered by Transport for London (TfL).
- 3.10 Traffic modelling simulations have been presented to the Valley Gardens VG-MWG. The Phase 3 scheme presents the most sustainable new highway arrangement, with significant improvements for the walking and cycling experience.
- 3.11 The new cycle track shown in Appendix 1 at Palace Pier will be constructed in reallocated road space, as will much of the new footway. The bi-directional cycle track has been selected to create continuity with the existing cycle track network. The bi-directional track is suitable for all users including tourists and younger people given the design legibility and arrangement. Cyclists will be separated

from general motorised traffic and have direct crossing points at the Palace Pier junction.

- 3.12 Madeira Drive will be retained as one way entry only from the Palace Pier Junction and the new cycling facilities will connect with the Madeira Drive cycle scheme. There will be no exit for general traffic (except cyclists using the cycle track) at the junction at Madeira Drive. This will ensure that the new controlled junction, which will bring significant safety benefits and new capabilities to manage congestion, is as efficient as possible and can manage the current volumes of traffic using the Major Road Network, A259 and A23 at peak times.

### **Brighton Palace Pier**

- 3.13 The public highway area adjacent to Brighton Palace Pier will be maintained to ensure that service vehicles can access and deliver directly to the reinforced weight bearing section on the forecourt. This access is required so that prefabricated sections of the Palace Pier structure can be replaced periodically. Further technical work will be conducted to integrate Hostile Vehicle Mitigation (HVM) at strategic points to protect the seafront. HVM assets can be multi-purpose, formed to function to deflect moving vehicles and as barriers, seating and/or planters. This principle will inform the final selection of HVM with final detail to be considered by the VG-MWG, Heritage officers, and Counter Terrorism Unit. Further stakeholder meetings will be held as required on these matters.

### **Public Transport**

- 3.14 Bus routing has been optimised with two key changes now featuring in the optimised Phase 3 scheme. Firstly, a one-way link eastbound from Castle Square running past the War Memorial on the first short (western) section of St. James's Street. This change will ensure that buses can flow efficiently from North Street or the bus interchange in the south-west corner of Old Steine. South bound buses will now access this interchange area via the bus 'loop'. Secondly, a northbound bus priority lane has been introduced to serve the new northbound bus stop for all Lewes Road Services, located on the north-east side of the War Memorial, on Pavilion Parade. The northbound priority bus lane provides better journey time results than other bus priority options, and therefore, replaces the preliminary south bound lane shown in the earlier plan.
- 3.15 Taxi ranking has been retained. Both the permanent rank by the Royal Albion Hotel and the night-time rank by Revenge will also feature within Phase 3. An additional taxi rank is included in the scheme on the south-west side of the Palace Pier junction for west bound journeys.

### **Outdoor Event infrastructure**

- 3.16 Events stakeholders have been consulted during the development of the scheme. The location of the cycle track in the south-west area of Phase 3 has been realigned to provide space that will be used as footway except for when events operators need to set up and service events. The south, east, and west of the Old Steine Gardens will be accessible for set up and de-rig of events. This will both safeguard the sustainability of events and minimise the time that the

new cycle track will need to be closed - to ensure the safe craning of temporary events structures and storage containers, onto and off the site. During the period of event operation, the southern section of footway between the gardens and cycle track can be used as an enclosed cell for, and managed by, event operators. Event organisers will manage this area as an access point for operational day to day deliveries, while the footway to the west remains open as will the entirety of the cycle track.

- 3.17 Following discussion with UK Power Networks (UKPN), upgrading the high voltage substation located in the Royal Albion Hotel 'moat' is the preferred option to provide sustainable three-phase power for events. Connectivity to the upgraded substation will be trenched across to the Old Steine Gardens and new three-phase power units will be integrated into the site. Furthermore, technical events experts have been consulted who have advised that the best option for event organisers is to select large battery back-up power systems which can feed directly off three-phase power points. All these improvements will completely remove the need to have back up diesel generators on site.
- 3.18 The reorientation of the footways across the gardens will support pedestrian flows, removing severance and the 'traffic island effect' which is consistent with Phases 1 & 2. Footways will be level with new protected lawns to ensure that event operators can continue to accommodate structures in the future (i.e., Brighton Speigeltent). Heritage lighting columns will be refurbished and located in the central area away from the events areas. New lighting systems or furniture will be modular and demountable so that the space remains flexible for events use.
- 3.19 An events turf protection system will be added to the lawned areas of Old Steine Gardens to reduce the impact that events operations and structures have on soil structures whilst in situ. Access to waste-water points will be maintained and potable water access points will be improved where possible.
- 3.20 Additional events infrastructure costed for now includes 3 three-phase power units, upgraded High Voltage substation; trench over to gardens with new cabling, protective lawn system, water access improvements amounting to approximately £365,000, plus the cost of the construction of the new pavement sub-structure for the events access loop in the south-west area of Old Steine.

### **Landscape design**

- 3.21 The principles of the hard landscaping strategy will be informed by those used for Phases 1&2. In particular, the surfaces used in the new public space between the War Memorial and Royal Pavilion will be selected and varied appropriately to mitigate the risk of skateboarding in a sensitive heritage setting. The highest quality materials are not financially viable given the need to limit the overall scheme cost. The VG-MWG, Heritage Officers, the Conservation Advisory Group, Brighton Society, and Regency Society, and the Royal Pavilion Museum Trust will be consulted prior to the final selection of the material specification to be used in construction of the new public spaces.
- 3.22 The new cost spend profile as shown in Appendix 2 accounts for an enhanced Street Furniture & Drainage allowance, and feature lighting.

- 3.23 A significant number of new trees and planters will be added within new public spaces and built-out footways to enhance and protect the pedestrian environment. Trees will also be replanted in some locations where they have been previously lost, such as alongside the War Memorial. Replacement trees will be as mature as possible.

### **The Brighton War Memorial**

- 3.24 The War Memorial is an area managed by City Parks and is not public highway. The War Memorial structures are maintained by the Council. Valley Gardens Phase 3 will significantly improve the heritage asset setting in this central area of the city. Project Officers are continuing to consult on these matters via the VG-MWG, and via Councillors with links to the Mayor's Office, Remembrance Committee, and British Legion.
- 3.25 A conditions survey has recently been completed to help inform the maintenance of the War Memorial and the immediate setting.

### **Utility upgrades**

- 3.26 Access to sustainable power for events and transport is a key outcome of Phase 3. The existing substation located in the Pool Valley area will be upgraded to facilitate three-phase power for events and at other times for electric taxi charging. Electric vehicle rapid charging for buses would require an additional substation which could not be funded by the Valley Gardens Phase 3 budget.
- 3.27 Lighting infrastructure has recently been upgraded and maintained across Old Steine Gardens to support improved night-time safety and for the Winter Markets programme. The funding secured through the recently successful Safer Streets Funding Grant bid will be used and invested to upgrade and future proof the lighting assets and infrastructure across the Phase 3 area including the War Memorial. Lighting in Phase 3 can also have the dual purpose of illuminating appropriate sections of the Royal Pavilion Gardens to support improvements planned across that adjacent site and the new gateway linking with the new Phase 3 public space. This work will be reported to the VG-MWG.

### **Wayfinding and public art**

- 3.28 Wayfinding will broadly be introduced to guide people to their destinations or to the best route depending on the chosen mode of transport. Cyclists will be guided by appropriate signage. Wayfinding Monoliths as used across the central city area will be integrated into the Phase 3 area. Adjacent destinations such as St James's Street and Kemp Town Quarter, and the Eastern Seafront (currently being master planned by BHCC Regeneration) will be clearly signposted.
- 3.29 Community public art projects will be shaped during the construction contract procurement. This will engage young people to design artwork for the construction compound hoardings. The hoardings will also include interpretation boards to explain the construction works. Funding for permanent physical public art (statues or sculptures) is not included within the Phase 3 budget and any such proposal coming forward would require separate funding.

## **Construction and Circular Economy**

- 3.30 Construction plans, such as works timings and temporary traffic management plans will broadly follow the principles of and learn the lessons from Phases 1&2. The first draft of construction phasing has been presented to the VG-MWG. Key principles include;
- Minimise disruption
  - Maintain access as much as possible
  - Minimise construction impacts at peak times
  - Protect the natural environment and the community from the construction activities
  - Clear and advance communication including highly visible signing and local information
- 3.31 Temporary traffic lanes will be introduced so that works can be progressed, and communications will be regularly provided directly to stakeholders and via all council channels of communication to provide advance warning, and a full horizon of programmed construction works.
- 3.32 The construction contract will be procured through a competitive tendering process to ensure value for money and to ensure social value – which will support the aims of the Community Wealth building strategy.
- 3.33 Circular economy (CE) principles which ensure that resources required for asset lifecycles are always repurposed where possible, will help shape the Phase 3 scheme such as those specified and executed for Phases 1&2, which reused kerb stones for loading bays. Where possible resources and materials will be repurposed or reused on site or stored for future project or highway maintenance use.

## **Significantly enhanced benefits**

- 3.34 Following the LTN 1/20 design review and optimisation process and input from the Valley Gardens Active and Inclusive Travel Focus group of stakeholders, a final detailed design junction design has been developed and selected which is consistent with, and improve upon, the preliminary design as shown in Appendix 1. The scheme introduces benefits for all forms of transport by optimising the traffic signal phases, which also benefits pedestrians and cyclists. The Phase 3 detailed design layout therefore reduces congestion and journey times on the A259 eastbound and westbound approaches compared to the preliminary design and current layout in peak time, particularly for eastbound traffic. It is also anticipated that forthcoming secondary legislation will result in local Highway Authorities being able to enforce moving traffic offences. For example, with these new powers, transgressions into 'yellow box' junctions' will be enforceable by the Council by the time the scheme is delivered. Highway Authorities will be expected to use these powers to improve connectivity, boost active travel and increase air quality by reducing congestion.
- 3.35 Further scheme optimisation was integrated into the General Highway Arrangement, based on traffic modelling results. Overall journey times have been significantly improved relative to the original preferred option identified through

the initial options appraisal. This work has resulted in improving the economic case BCR (Benefits cost ratio) for delivering Phase 3 from 1.2 to greater than 2.0 which also accounts for the increased cost spend profile as set out in Appendix 2.

- 3.36 Furthermore, the scheme now features an additional 160 metres of bi-directional cycle track and 110 m of single directional cycle track compared to the original outline preferred option. The scheme is committed to delivering at least 30 and up to 41 new trees and this may be surpassed subject to species selection by the Council's Arboriculture Officers.
- 3.37 The new public spaces will make the city more resilient providing more space to comfortably move across the area unimpeded with the removal of clutter. Furthermore, these improvements will help shape the central area to be a destination as a high quality civic and amenity space.
- 3.38 Valley Gardens Phase 3 will interface with the Royal Pavilion Museum Trust Gardens restoration scheme. Following engagement work it is anticipated that the adjacent project will provide a new gateway on the eastern side of Royal Pavilion Gardens - which will be a key linkage with the new public space between the War Memorial. This new gate will unify the east of the city with the Royal Pavilion and Valley Gardens Phase 3.
- 3.39 The three bus shelters (1950 – styled on the 1930's Old Steine tram shelter) opposite the War memorial, will be decommissioned. These Grade II listed structures were subject to the second Valley Gardens Phase 3 public consultation exercise in 2018. Suggested uses included, tourist information kiosk, café/gallery, and other business and community uses. Early stakeholder engagement, optioneering and feasibility work has commenced to consider feasible future change of uses and to consider how best to conserve the structures in the new public plaza. Separate project resources will be required and any alteration to the structures will also be subject to planning permission and listed building consent.
- 3.40 New segregated cycle tracks will link up with Phases 1 & 2 to complete the bi-directional cycle route to the seafront and link up the National Cycling Network Routes – which will significantly reduce levels of pedestrian-cyclist conflict and provide legible routing for accessible cycling and Bikeshare users, including tourists. The design takes account of existing constraints in this central area such as the location of mature Elm trees.

### **Benefits Management Plan**

- 3.41 The Valley Gardens Phase 3 Benefits Management Plan features in the publicly available Valley Gardens Phase 3 Stage 2 Report, which also outlines the scheme monitoring methodology. These technical processes will be refined as part of the construction contract or carried over and managed by council project officers across three years post-construction completion from 2024.

## **Review of the Environmental Impacts**

- 3.42 The preferred option was assessed in terms of the criteria of an EIA as noted in the *Review of Environmental Impacts* technical note (2019), which is an Appendix to the publicly available Valley Gardens Stage 2 Report, which concluded at that time that no significant negative environmental impacts would result through the delivery of the Phase 3 preliminary design.
- 3.43 The St James's Street Junction and Palace Pier junction design is now optimised for sustainable operation and traffic management/flows, compared to the preliminary design. The Phase 3 scheme will be monitored for three years following construction, commencing 2025 being the first full calendar year after the scheme opens, with year-on-year improvements on air quality anticipated once delivered.
- 3.44 In 2020 a new air quality monitor was installed at the junction of St James's Street which is providing an additional baseline data reference point for current and future Phase 3 air quality monitoring. Monitoring of air quality and noise will be reported to ETS Committee as it is completed throughout the monitoring years. Nitrogen dioxide diffusion tube monitoring will continue for five years after the scheme is implemented as part of local Air Quality Management.
- 3.45 Other transport policy measures will support environmental improvements. Furthermore, new fleet/ engine technology and traffic management capabilities are anticipated to support year on year improvements in terms of air quality and reduction in noise levels.
- 3.46 Modal shift for local trips will support improvements by making sustainable travel choices possible and accessible which requires Valley Gardens Phase 3 delivery plus an increase in last mile EV delivered freight logistics is also evolving.

## **Traffic Regulation Orders and parking**

- 3.47 The scheme had doubled the number of Blue Badge bays from four to eight parking bays. Four doctors parking bays are also provided in the area by Brighton Language College which includes an oversized loading bay that will accommodate UK and EU coach drop off and serve local businesses. Cycle parking will be integrated with appropriate drop kerbs to facilitate improved security and access for cargo bikes and other vehicles used for active travel.
- 3.48 The extents of the scheme remain broadly unchanged. However, Prince's Street will not be opened-up at its northern end and will not be subject to any changes in terms of traffic regulation. The southern end of Steine Street will be future proofed in terms of access, which would allow for the one-way traffic direction to be reversed if required at a future date following a period of scheme monitoring. Traffic Regulation Orders (TROs) related to Valley Gardens Phase 3, will be advertised in accordance with standard procedure in Spring-Summer 2022. At this time a Red Route is not included in the Phase 3 scheme.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 'Do nothing' for Phase 3 is not an option due to the need to realise the benefits of and interface with Valley Gardens Stages 1 & 2, to complete the overall project, and to address City Plan SA3 Policy.
- 4.2 The delivery of Phase 3 cannot be delayed further due to the need to ensure that the overall value for money for the project is achieved and so that the external funding that has been secured does not need to be returned. Failure to deliver the project could also jeopardise future funding bids.
- 4.3 The Phase 3 options appraisal was completed in 2018, as comprehensively set out in the publicly available *Valley Gardens Stage 1 & Stage 2 report*.
- 4.4 The key layout principles are maintained for the scheme as agreed in February 2019 following the second public consultation and significant changes to the plan. Following the third public consultation, July-September 2021, that sought views on detailed design aspects, the scheme's technical work has been progressed. The project team recommenced work in early 2021. Key work has included updating the traffic model which has been used to test junction signal arrangements, lane designation, and bus stop locations. The Detail Design Phase 3 scheme now proposed provides significant improvements in terms of sustainability across transport, accessibility, public space, heritage setting, and events. In October 2018 a Design South-East design review panel unanimously agreed that the preferred option was the best option to take forward for further development.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 The development of the Valley Gardens Phase 3 scheme planning and design, has now been subject to three public consultation exercises, and key stakeholder design workshops, at key stages of the project.
- 5.2 The first of three public consultation exercises in the form of a survey which was held in June 2018. The survey elicited valuable insight in terms of public perception of the existing quality of the public highway, public spaces, and transport infrastructure. This information helped set objectives and identify options for the Phase 3 project. All options (44) identified were then assessed against the project's core design options, as agreed by this committee (June 2018). The best four options were then compared through the 2<sup>nd</sup> stage of the options appraisal, and thus compared in terms of benefits, according to Department of Transport appraisal principles and the government's 'Five case business case' framework.
- 5.3 This options appraisal process enabled the project team to identify an outline preferred option that is technically robust in terms of sustainability. This preferred outline option was then put out to public consultation (October-November 2018) alongside key stakeholder design workshops that were held.
- 5.4 Responses to the second consultation showed that most people, including some business owners or managers, agreed or strongly agreed with proposals for walking, cycling and public transport proposals. Additional feedback from these engagement processes led to significant revisions being made to the outline



preferred option and the plan was updated into a preliminary design. Officers then presented the preliminary design to Committee in February 2019, and it was agreed that the plan would be used to advance the development of the scheme. The recommendations of that report noted that the scheme would be subject to a third (and final) public consultation, to help inform detailed design matters.

- 5.5 The third public consultation exercise was completed from July-September 2020. The results of which were reported to this Committee in March 2021. More than 400 responses from residents of the city were received and over 40 from owners or managers of local businesses.
- 5.6 Appendix 3 includes the design response to matters raised through the third public consultation and stakeholder requirements and requests. The results of the public consultation and further stakeholder meetings which completed in December 2021 as noted in Appendix 3, have informed the scheme general highway arrangement as presented to this Committee as shown in Appendix 1.
- 5.7 Officers will continue to ensure that all technical matters are dealt with in terms of specification, installation of highway and utility assets and ongoing access.
- 5.8 Internal officers have been consulted during the schemes design process with some technical matters still to be determined, such as a pilot underground bin system in the Pool Valley area. This matter will be considered further if it is determined such integration is feasible.

## **6. CONCLUSION**

- 6.1 The scheme once delivered will reinforce the city's resilience and demonstrate the Council's commitment to reinforce sustainability in terms of transport infrastructure, and quality of place and the environment.
- 6.2 The scheme will provide a significant increase in accessible public space for everyday civic uses, to enhance the visitor offer and to create a regenerated high-quality heritage setting and amenity space and providing a better link with the Royal Pavilion.
- 6.3 A new bus interchange will feature new facilities including green roofed bus shelters. Events will be sustainable running off renewably sourced energy, eliminating the need for diesel generators. A key section of the city's active and inclusive travel network will be established with walking and cycling and wheeling unimpeded with direct tree lined routes to the seafront - and traffic will continue to flow on an optimised state-of-the art junction arrangement, on the seafront and St James's Street junction. The delivery of Phase 3 will enable the benefits of Phases 1 & 2 to be fully realised, such as the completion of a central park destination and the completion of a sustainable transport corridor in the central area of the city, as well to contributing to supporting sustainable economic development.

## **7. FINANCIAL & OTHER IMPLICATIONS:**

Financial Implications:

- 7.1 The council has secured £6.0 million Local Growth Fund (LGF) capital funding from the Coast to Capital Local Enterprise Partnership (LEP) and has committed £1.840 million match funding consisting primarily of Local Transport Plan (LTP) capital funding and Section 106 contributions from approved developments (including Brighton Language School).
- 7.2 In February 2019 ETS Committee approved the preliminary design and delegated authority to officers to procure a single design and build contract to deliver the scheme (or individual contracts). This was subject to a third public consultation exercise to inform detailed design aspects of the scheme. However, due to further reviews that took place during 2019 before the LGF funding Agreement was signed in January 2020 and the Covid-19 impact, the public consultation was delayed and completed in late 2020.
- 7.3 As a result of the significant delay the project has been exposed to significantly longer periods of construction price increases and market volatility. The increased cost estimate spend profile set out in Appendix 2 now includes a significantly higher contingency allocation of £2.380 million.
- 7.4 Furthermore, stakeholder engagement has resulted in further commitments being made in terms of sustainable infrastructure provision, such as those for events, and the need to optimise the scheme through further design work in accordance with active travel infrastructure design guidance, which is now completed. The projects outputs and benefits have therefore significantly increased.
- 7.5 The total spend-profile requirement to deliver the project is now estimated at £12.839 million. This spend profile reflects the factors experienced during the delivery of Valley Gardens Phases 1 & 2.
- 7.6 Capital borrowing of up to £5.0 million will support the existing funding of £7.840m LGF grant, Local Transport Plan allocations and Section 106 contributions. The council will continue to explore other funding opportunities to support this project. The financing costs will be addressed through the budget setting process and reported back to Policy & Resources [P&R] Committee in February 2022.
- 7.7 The construction contract tender price will be known by early Summer 2022 following the competitive tender process is completed. The final construction contract tender cost will be reported back to this Committee and P&R Committee, with any additional funding reported into through the Capital Investment Programme and future years LTP reports.

*Finance Officer Consulted:* Rob Allen *Date:* 06/12/21

Legal Implications:

- 7.8 The proposed Valley Gardens Phase 3 would be constructed within the existing highway boundary.
- 7.9 The required Traffic Regulation Orders will be subject to statutory consultation and will need to come to this Committee for final decision should there be six or

more unresolved objections, or should the proposed orders be referred to Committee for decision following a “call-in”.

- 7.10 As noted in the report, any future alterations to the three bus shelters in the Old Steine will require planning permission and listed building consent.

*Lawyer Consulted:* Hilary Woodward

*Date:* 05/01/21

Equalities Implications:

- 7.11 The Valley Gardens Phase 3 Equalities Impact Assessment (EqIA) was drafted in late 2018 following workshops with the Get Involved Group (GIG) / Possability People. This EqIA was appended to the February 2019 Valley Gardens ETS Committee report.
- 7.12 In 2020 GIG/Possability People conducted an Accessibility Audit of the Phase 3 area which has been used to rectify existing conditions and to inform design matters and principles to be included in the scheme, such as removing clutter and obstruction across the existing footways. Telephone boxes that are poorly located in Phase 3 area, will be relocated, and upgraded with telecommunication systems, subject to the planning permission.
- 7.13 Wider stakeholder engagement has resulted in an uplift in the number of Blue Badge parking bays across the scheme from four in the preliminary design to eight bays in the final scheme. Appendix 3 lists the key stakeholder engagement meetings held during the schemes design including those meetings with representatives of disability groups.
- 7.14 The EqIA has been updated in accordance with the proposed Final General Highway Arrangement and will be finalised once the scheme has been constructed so that the EqIA reflects the ‘as built condition’.
- 7.15 The scheme provides an inclusive and accessible space by:
- Improving access for mobility impaired users
  - Improving access for visually impaired users
  - Providing connectivity between green / public spaces
  - Providing wide unobstructed footways where possible
  - Improving access to the seafront
  - Providing / maintaining access to essential services
  - Providing opportunities for resting and seating
  - Providing eight Blue Badge parking bays

Sustainability Implications:

- 7.16 Phase 3 will complete the Valley Gardens Project which will complete a new sustainable transport corridor for the city. Active travel network routes will be completed - and active travel choices will be supported with infrastructure that will support modal shift and reduce unnecessary private car trips.
- 7.17 Cargo bicycle access and parking will be incorporated to support the ‘last mile deliveries’ which will reduce the number of large freight vehicles entering the central city area and reduce damage to the fabric of the highway.

- 7.18 Additional bus priority lanes and updated bus interchange infrastructure with an improved pedestrian environment will improve the public transport experience. The substation will be upgraded so that diesel generators will no longer be required to run events which will reduce noise and pollution in the area – electric taxis can be charged – and Bikeshare hubs will be futureproofed for EV charging subject to how operator will provide an EV fleet.

Brexit Implications:

- 7.19 None.

**Any Other Significant Implications:**

Crime & Disorder Implications:

- 7.20 The scheme will make the public realm safer for all users of the public highway. The new orientation of the footways across Old Steine Gardens follow the principles of Phase 1 & 2 so that the green spaces throughout Valley Gardens draw people into them and as a result have a practical and civic sense of place. Both collectively and individually spaces will no longer be performing poorly as 'traffic islands. The spaces will be reunified with the civic fabric of the city and have a heightened sense of perceived and actual self-surveillance through increased use by more diverse groups of people. As noted in paragraph 3.7 lighting in the green areas and public spaces will be improved through a successful bid for Government Safer Streets funding grant. Lighting will be upgraded across the area generally using Phase 3 budget such as street lighting of roads.

Risk and Opportunity Management Implications:

- 7.21 A construction risk register will be developed in preparation for the procurement of a construction contract and consultants will be required to use the council risk register template. The current increases cost estimate is a key risk in terms of project delivery. The design stage risk register has been updated by the project team. The implications of not delivering Phase 3 are significant as the third phase is required for relating the benefits of Phases 1&2 which requires full connectivity for all forms of transport throughout to the seafront.

Public Health Implications:

- 7.22 Valley Gardens Phase 3 will deliver new public space which will allow for more comfortable and practical physical distancing if required in a Covid-19 or similar public health pandemic scenario – this will make the city more resilient.
- 7.23 The Phase 3 scheme will deliver an integrated, sustainable transport corridor which includes new infrastructure to support and increase active travel. Increased pedestrian and cycling movements across and through this city centre corridor are key objectives to increase positive health outcomes and to improve air quality. The scheme will include future proofing infrastructure for electric charging points for all vehicles where there is scope to do so, to promote cleaner travel.

- 7.24 A new air quality monitor has been installed in 2020 on the east side of Old Steine. The new layout accommodates direct walking and cycling infrastructure and is a sustainable baseline from which tangible improvements in public health outcomes can be achieved and sustained through the sum of the council transport and public health policy and strategy initiatives.

Corporate / Citywide Implications:

- 7.25 The Benefits Management Plan included in the publicly available Valley Gardens Stage 2 Report captures all council and stakeholder/partner service interests to ensure continuity and, wherever possible, improvements in service delivery. Scoping of a potential underground bin system pilot, is still to be determined subject to Ground Penetrating Survey results. The VG3 project team and City Clean Programme Manager will collaborate on this matter to determine feasibility. The final design will make a significant contribution to the council's Corporate Plan objective to invest in and to develop an active and sustainable travel network and a significantly more sustainable city.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Valley Gardens Phase 3 revised scheme: General Highway Arrangement
2. Valley Gardens Phase 3 Updated Spend profile
3. Valley Gardens Phase 3 Stakeholder Engagement: Detailed design stage July 2020 – December 2021

### **Background Documents**

1. 2013 Valley Gardens Concept Design Approved Scheme for Valley Gardens Phases 1&2 Report and minutes: June 2018 ETS Committee – Agenda item 7: Valley Gardens Phase 3
2. Valley Gardens Phase 3 - Stage 1 Report: Preliminary Design Approach (August 2018)
3. Valley Gardens Phase 3 - Stage 2: Options Development and Assessment Summary (Technical Note, Aug 2018)
4. Report and minutes: October 2018 ETS Committee – Agenda item 29: Valley Gardens Phase 3 – (Royal Pavilion to Seafront) Approval of preferred option for consultation and further development
5. Report and minutes: November 2018 ETS Committee – Agenda item 45: Valley Gardens Phase 3 – (Royal Pavilion to Seafront) Approval of outline Business case
6. Report: March 2021 ETS Committee – Agenda item 86: Valley Gardens Phase 3 progress update (public consultation results)
7. Valley Gardens Project Phase 3 – An Accessibility Audit by The Get Involved Group (GIG), Possability People November 2020 (appendix 3 of the March 2021 ETS Committee Report - Agenda Item 86)
8. Report and minutes : February 2019 ETS Committee – Agenda Item 66: Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design







27







BRIGHTON AND HOVE CITY COUNCIL  
VALLEY GARDENS PHASE 3 - RIBA STAGE 3 HIGHWAY SCHEME COST ESTIMATE

						Previous Years	2021/22	2022/23	2023/24	2024/25
							Total	Total	Total	Total
						Prelim Design and Surveys	Design	Tender/Mobilise/Start on Site	SITE WORKS	SITE WORKS / RISK
Item	Description	Quantity	Unit	Rate	Amount					
Sub Total Main Construction Costs					£ 9,323,075	£ -	£ -	£ 885,000	£ 6,854,000	£ 1,584,075
Sub Total Fees & Other Costs					£ 1,836,000	£ 410,000	£ 267,000	£ 273,000	£ 270,000	£ 105,000
SCHEME ESTIMATE SUB TOTAL					£ 10,648,075	£ 410,000	£ 267,000	£ 1,158,000	£ 7,124,000	£ 1,689,075
Sub Total Contingencies and Risks					£ 2,190,923	£ -	£ -	£ 2,190,923	£ 1,200,000	£ 693,948
SCHEME ESTIMATE TOTAL INCLUDING CONTINGENCIES AND RISKS					£ 12,838,998	£ 410,000	£ 267,000	£ 3,645,898	£ 8,324,000	£ 2,383,023
TOTAL CUMULATIVE SPEND						£ 410,000	£ 677,000	£ 2,131,975	£ 10,455,975	£ 12,838,998
Drawdown LEP					£ 6,000,000	£ 262,000	£ 247,000	£ 1,454,975	£ 4,036,025	£ -
Drawdown S106					£ 20,000		£ 20,000	£ -	£ -	£ -
Drawdown BHCC Capital					£ 1,840,000	£ 148,000	£ -	£ -	£ 1,692,000	£ -
Drawdown Public Works Loan Board					£ 4,978,998		£ -	£ -	£ 2,595,975	£ 2,383,023
					£ 12,838,998	£ 410,000	£ 267,000	£ 1,454,975	£ 8,324,000	£ 2,383,023



### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

#### Options and preferred option development

MWG	Date	Process/Agenda topics
Design Review Panel: D:SE	May 2018	Review contemporary public highway design and explore case studies to inform VG3
Public consultation I	May-June 2018	Consult the public on existing quality of transport and public realm in VG3 area >900 responses
Design Review Panel: D:SE	October 2018	DSE unanimously agreed preferred option as best to take forward for further development
Public consultation II	October – November 2018	Consult on preferred option to inform development of the preliminary design
B&H Transport Partnership	October 2018	Stakeholder engagement meeting
Historic England	November 2018	Stakeholder engagement meeting
Taxi Forum	November 2018	Stakeholder engagement meeting
Quality Bus Partnership & coach operators	November 2018	Stakeholder engagement meeting
Brighton Language College	November 2018	Site visit
Future member of VGF formed the following year 2019	November 2018	Site visit
Equalities Workshop Possability People - attended chpta.co.uk - invited Switchboard.org.uk - invited Hkproject.org.uk - invited Trustdevcom.org.uk - invited Tarner.org.uk / Tarner CC	November 2018	Stakeholder engagement meeting
Tourism Alliance	November 2018	Stakeholder engagement meeting
Representative of Marlborough House & Blenheim House	November 2018	Stakeholder engagement meeting
Sea Life Centre	December 2018	Stakeholder engagement meeting
Emergency Services	December 2018	Stakeholder engagement meeting
Quality Bus Partnership	December 2018	Stakeholder engagement meeting
Active Travel focus group	December 2018	Stakeholder engagement meeting
Sainsbury's	December 2018	Stakeholder engagement meeting
2 X GP surgeries	December 2018	Stakeholder engagement meeting
Marlborough Theatre & Public House	December 2018	Stakeholder engagement meeting

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Brighton Experience – Public Art development group	December 2018	Stakeholder engagement meeting
YHA	December 2018	Stakeholder engagement meeting
Healy's Solicitors	December 2018	Stakeholder engagement meeting
Brighton Language College	December 2018	Stakeholder engagement meeting
Chair of Taxi Forum	December 2018	Stakeholder engagement meeting
Active Travel focus Group	December 2018	Stakeholder engagement meeting
B&H Bus Company	December 2018	Stakeholder engagement meeting
Royal Albion Hotel	December 2018	Stakeholder engagement meeting
Event Organisers	December 2018	Stakeholder engagement meeting
Brighton Palace Pier	December 2018	Stakeholder engagement meeting
GVA	December 2018	Stakeholder engagement meeting
Graves Son & Pilcher	December 2018	Discussion/introduction
Conservation Advisory Group	December 2018	Stakeholder engagement meeting
Regency Society	December 2018	Stakeholder engagement meeting
Brighton Society	December 2018	Stakeholder engagement meeting
Emergency Services - Police	December 2018	Stakeholder engagement meeting
Emergency Services - Fire & Rescue Services	January 2019	Stakeholder engagement meeting
Brighton Royal Pavilion	February 2019	Stakeholder engagement meeting
Palace Pier	February 2019	Stakeholder engagement meeting
Palace Pier & Sea Life	February 2019	Stakeholder engagement meeting

### Post preliminary design

Local and Parliamentary MP's (Brighton Pavilion and East Brighton)	2019/20	Stakeholder engagement meeting
Event Organisers (Fringe Festival)	May 2019	Operational Site visit
VGF informal mediation	July 2019	Stakeholder engagement meeting
Air Quality monitor installation at St James's Street junction east side	August – January 2020	Project monitoring purposes
Pride	January 2020	Stakeholder engagement meeting
B&H Bus Company	January 2020	Stakeholder engagement meeting
Event Organisers	January 2020	Stakeholder engagement meeting
Cargo Bike operator(s)	June 2020	Stakeholder engagement meeting

## Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

### Stakeholder Engagement and third Public Consultation submissions July – October 2020

No.	Source	Type (all workshops held virtually)
1.	Active Travel Focus Group	Workshop (further meetings to be held)
2.	Sustrans	Workshop
3.	Bricycles	Workshop
4.	Living Streets	Workshop
5.	Two Wheels	Workshop
6.	Bikeshare Co and bikeshare BHCC contract manager	Workshop
7.	Possability People plus Accessibility Audit	Workshop and Accessibility Audit. (further meetings to be held)
8.	BADGE	Submission by email
9.	Last mile Freight - Cargo bike operator and officers	Workshop and site visit
10.	Regency Society	Workshop
11.	Brighton Society	Workshop
12.	Brighton & Hove Bus Co and Metro Bus	QBP Workshop
13.	Buswatch	QBP Workshop
14.	Stagecoach	QBP Workshop
15.	Taxi Forum	Workshop
16.	Conservation Advisory Group	Meeting
17.	Events	Workshop informed by previous Member Task & Finish Group Meeting
18.	Royal Albion Hotel	Tourism Alliance meeting and 8 September 2020
19.	Blue light services	Workshop (further meetings to be held)
20.	Motorcycle Action Group	Meeting
21.	Palace Pier	Tourism Alliance meeting
22.	Marlborough Pub / Princes Street	Public consultation submission
23.	Valley Gardens Forum	2 July 2020, informal mediation meeting
24.	Valley Gardens Forum	7 September 2020 Meeting
25.	Valley Gardens Forum	Third Public consultation submission
26.	Marlborough House	Email submission
27.	Brighton Language School	Public consultation submission
28.	YHA	Public consultation submission
29.	Tourism Alliance	Meeting
30.	Madeira Drive Traders Assoc	Meeting

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

31.	Royal Pavilion Museum Trust	Meeting
32.	Brighton Experience (Public Art)	Meeting
33.	Historic England	Meeting
34.	Urban Design Group	Submission
<b>Other</b>		
35.	East Brighton MP	Briefing/stakeholder engagement January 2021
36.	Brighton Pavilion MP	Briefing/stakeholder engagement March 2021
37.	Local Ward Councillors	01 October 2021
38.	Revenge Club	May 2021 Stakeholder engagement meeting
<b>Stakeholder meetings and workshops July 2021 – December 2021</b>		
39.	Brighton & Hove Bus Company (X3)	28 July & 8 October and 17 December
40.	YHA, Old Steine	25 August
41.	SAG	2 September
42.	Active Travel Focus Group (X3) included representatives of Living Streets, Bricycles, Possability People, Sustrans, Brighton University etc.	12 August, 9 September & 29 September
43.	QBP (X2)	7 Sep & 12 October (National Express invited but did not attend)
44.	UKPN	27 September
45.	Events Focus Group (X2)	4 October & (14 October - Brighton Fringe only)
46.	Taxi Forum	4 October
47.	Tourism Alliance	8 October
48.	VGf	8 October
49.	British Legion via VG-MWG (X2)	12 October & 5 November
50.	Royal Albion Hotel	15 October
51.	St James's Street Qtr Alliance	22 October
52.	Equalities Workshop – Possability People, BADGE, etc	01 November

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

#### Meetings of the *Valley Gardens Member Working Group* (formerly known as *Valley Gardens Task & Finish Group*)

MWG	Date	Agenda topics
VG-Task & Finish Group	15 January 2020	General inaugural meeting
VG-Task & Finish Group	11 February 2020	Events
VG-Task & Finish Group	30 July 2020	MWG ToR review, DRAFT Public Consultation Plan (detailed design) Stakeholder engagement detailed design
VG-MWG	16 February 2021	Detailed design Contract procurement update, Public consultation report, Stakeholder engagement update. ETS Report for March 2021
VG-MWG	13 October 2021	War Memorial Part I
VG-MWG	5 November 2021	War Memorial Part II
VG-MWG	12 November 2021	War Memorial Part III
HVM workshop	29 November 2021	Hostile Vehicle Mitigation Part I
VG-MWG	3 December 2021	Revised VG3 scheme and War Memorial setting update
HVM workshop	16 December 2021	Hostile Vehicle Mitigation Part II
Bus Company and Buswatch	17 December 2021	Traffic modelling – viewing the microsimulation
VG-MWG (action follow up to the 3 December Meeting)	17 December 2021	Footway design

Further VG-MWG meetings to be held to inform final matters such as material selection for hard and soft landscaping in public spaces which may be subject to value engineering at a later stage.

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

#### Final General Highway Arrangement scheme allocations

Feature	Location	Existing	Prelim design 2018	Proposed Final highway arrangement	Difference	Units
<b>Pay and Display</b>	Marlborough House	13		0	-13	no.
	YHA	2		0	-2	no.
	Albion Hotel	15		0	-15	no.
	Old Steine/Princes St	7		0	-7	no.
	<b>Total</b>	<b>37</b>		<b>0</b>	<b>-37</b>	<b>no.</b>
<b>Disabled Bays</b>	Marlborough House	0		3	3	no.
	Albion Hotel	0		3	3	no.
	Old Steine/Princes St	2		2	0	no.
	<b>Total</b>	<b>2</b>	<b>4</b>	<b>8</b>	<b>+ 6</b>	<b>no.</b>
<b>Doctors Bays</b>	Old Steine/Princes St	4		4	0	no.
	<b>Total</b>	<b>4</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>no.</b>
<b>Solo M/C parking area</b>	Old Steine/Princes St	1		0	-1	no.
	Marlborough House	1		1	0	no.
	<b>Total</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>-1</b>	<b>no.</b>
<b>Taxi Rank</b>	Albion Hotel	11		18	7	m
	Old Steine SB (south of St James)	33		22	-11	m
	Pier	0		12	12	m
	<b>Total</b>	<b>44</b>		<b>52</b>	<b>+ 8</b>	<b>m</b>



### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Feature	Location	Existing	Prelim design 2018	Proposed Final highway arrangement	Difference	Units
<b>Loading Bay</b>	Albion Hotel	11		0	-11	m
	Old Steine/Princes St	11		28	17	m
	Old Steine SB (south of St James)	0		10	10	m
	YHA	11		0	-11	m
	Steine Loop	28		0	-28	m
	Pool Valley	0		17	17	m
	Castle Square	10		0	-10	m
	Pier	17		13	-4	m
	St James Street	0		11	11	m
	<b>Total</b>	<b>88</b>		<b>79</b>	<b>-9</b>	<b>m</b>
<b>Bus Stand</b>	Steine Loop	0		45	45	m
	Old Steine SB (south of St James)	56		22	-34	m
	<b>Total</b>	<b>56</b>		<b>67</b>	<b>+ 11</b>	<b>m</b>
<b>Bus Stop</b>	Steine Loop	87		95	8	m
	Old Steine SB (south of St James)	33		21	8	m
	Old Steine SB (north of St James)	16		0	-16	m
	Old Steine NB (north of St James)	0		41	41	m
	Castle Square	0		29	29	m
	Pavilion NB	70		0	-70	m
	<b>Total</b>	<b>206</b>		<b>186</b>	<b>-20</b>	<b>m</b>
<b>Bus stand at YHA future proofed for additional bus stop would result in net gain when/if brought into service c. + 10 m</b>						
<b>Trees (new)</b>	Steine Loop	0		22	22	no.
	Pavilion NB	0		19	19	no.

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

	Total	0		41	41	no.
Feature	Location	Existing	Prelim design 2018	Proposed Final highway arrangement	Difference	Units
<b>Benches (new)</b>	Steine Loop	0		6	6	no.
	Steine Gardens	0		18	18	no.
	Pavilion NB	0		12	12	no.
	Total	0		36	36	no.
<b>Cycle track (new)</b>	North of St James	0		260	260	m.
	Steine Loop	0		218	218	m.
	Palace Pier junction	0		393	393	m.
	Total	0	700	871	871	m.

## Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Public consultation results (as reported March 2021 ETS Committee) with design response included in updated final General Highway Arrangement

### VALLEY GARDENS 3 PUBLIC CONSULTATION July – September 2020, REPORT November 2020

#### Results

##### Number of Responses

Source of responses	Number	%
Online	460	99.4
Paper Copies	3	0.6
<b>Total</b>	<b>463</b>	<b>100</b>

##### Businesses (where named)

- Brighton and Hove Community Housing CIC
- Brighton Language College
- Pavilion Gardens Café
- Peake Puckering Ltd
- The Bristol Bar
- Brighton and Hove Motor Club
- AJT Managed IT Services Ltd
- Oakhelm Construction Ltd
- Brighton MOT Centre
- City Point Brighton
- Graves Son and Pilcher
- Free Range Professionals

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

- Get Your Voice Heard
- Whiskey Bravo Productions Ltd
- The Bike Tailor
- Regency Surgery
- Southern Transit Bus Company
- Frankie's Grinder Ltd
- Frankie Vaughn's Sandwich Trolley
- Cogapp
- Fern and Pine Garden Design Studio
- Origin8 Creative
- The Life Tutor
- Mooch
- Lever Property Group

40 The local BID has been contacted at each stage of Public Consultation

Which category of organisation or group are you representing?	Number
Campaign Group	7
Charity/ voluntary sector group	4
Environment, heritage, amenity, or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)	7
Professional body / representative group	5
Transport user group	6
Other	24

## Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

### Organisations or Groups (where named)

- North Laine Traders Association
- Surdi CIC
- Brighton and Hove Clarion Cycling Group
- MAG Brighton
- Sussex Community NHS Foundation Trust
- Friends of the Earth
- Compass Travel
- Brighton Bike Hub
- Valley Gardens Forum CIC
- Transport Futures East Sussex
- Bricycles and Cycling UK
- Urban Design Group

### Two open comments question were asked:

**Q1 Please give us your comments on the details of this design and**

**Q2 Any other improvements you would like to see added to the agreed design?**

The two tables below show all comments grouped by general themes. For ease of reporting, the area has then been split into sub-areas (A to H) to show what has been said or suggested relating to specific areas. Design response/comments are limited to topics that have registered 5 or more public comments in any given area.

Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
Positive comments / Is an improvement / looks good / safer	100	More improvements introduced –surpassing the preliminary design on key aspects and detail – as noted below
Worried about congestion / longer journey times / not enough space for cars	85	Signals will be managed by latest technology so that traffic control centre can monitor and adapt timings to reduce

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
		congestion. Routes are direct for general traffic with adequate capacity
Concerned about pedestrian/ cycle conflict / remove shared space / need segregation / different colour markings	76	Shared surfaces in the preliminary design and Phase 1 & 2 interface replaced with segregated cycle tracks and footways
Comments on/ concerns about cycle lane routing / break in cycle lane / cycle junctions and connections	53	Cycle track length increased from 350 to 510 metres – plus 110 m of single directional track - all incorporated into junction layout where possible -
Worried about increase in pollution	44	The Review of Environmental Impacts (2019) predicted no significant impacts on air quality, and further design changes have now optimised flows to achieve better traffic management/flows and sustainable transport infrastructure, compared to Preliminary Design. it is anticipated that air quality will not exceed legal limits across the Phase 3 site as a result of delivering the scheme. Air quality will be monitored for three years after the scheme construction is completed, including a new air quality monitor installed on the east side of Old Steine. Over time, continued investment in strategic, citywide policy measures such as active travel measures and new engine technology and traffic management capabilities will also support year on year improvements in reducing emissions. Modal shift for local trips / improved sustainable travel choices – requires Phase 3 delivery. Increased last mile EV delivered freight also evolving.
Questions / concerns / suggestions on proposed traffic routing / flow	44	Traffic modelling shows significant improvements compared to preliminary design Journey times. Peak time control capabilities introduced though three stage only signalisation system for optimal capacity. Additional approach lane introduced eastbound A259 compared to preliminary design
No need to change or add more major junctions	39	Main junction currently performs poorly especially in peak time with exit blocking and uncontrolled priority arms all merging. New design improves junction management and

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
		reliability of traffic throughput in peak time. No major junctions added.
Worried about impact on businesses / will deter visitors and tourists	26	New public space is an amenity for tourists and businesses and creates better setting for heritage assets
Worried about maintenance of public space / deter anti-social behaviour / homeless / street drinkers	23	Maintenance to be built into the construction contract for the 3-year monitoring period. Spaces more accessible - better quality - will be used by more people not just single groups of people as demonstrated by Phases 1&2
General negative comments / waste of money / will destroy Brighton / Unnecessary	23	Economic case optimised through updated design and stakeholder engagement
Suggestions for / unclear or unhappy with proposed bus routes through this area	22	Bus routes have been optimised – one way Castle Square - and infrastructure upgraded
Placement of bus stops will cause traffic congestion	21	Bus stops have been relocated with one way system from Castle Square
Worried about decreased accessibility for elderly / disabled / vulnerable	19	Removal of clutter and new crossing points introduced. Direct access to the seafront
Want different pedestrian crossings / diagonal / not puffin / countdown	16	Diagonal crossing typology is not the most efficient option for minimising signal stages required. Updated design is the most efficient possible for all modes to create balanced design for all.
Not enough bus stops / Too far between stops / No clear bus interchange	16	The B&H Bus Company advised that the King & Queen stop to be operational when Phase 3 delivered. New interchange infrastructure to be installed
Concerned about / Against loss of parking	16	Blue Badge bays increased from four to eight bays compared to preliminary design.
Worried about dangerous junctions / dangerous exits / difficult for large vehicles	15	Junctions significantly safer than existing layouts – further mitigation to be introduced
Proposed bus stops will not provide enough capacity / pavement space / too many services for these stops	14	The same capacity is provided with future proofing if changes are required in the future
How does this integrate with other schemes e.g., phase 1&2, Madeira Drive temporary closure	14	Madeira Drive will remain one way entry. All traffic entering Madeira Drive exits at Dukes Mound

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
Unhappy with consultation process	12	City Transport has introduced additional tools for future engagement processes
Questions and queries over access arrangements	11	
Keep cycle lanes away from bus stops	11	Cycle tracks will only be in proximity to bus stops where site constraints require them to be so
Request to make access only / keep access only	10	Principle of access only maintained at Pool Valley and no changes to Princes Street. Steine Street to be monitored.
Want cycle / pedestrian / bus priority at lights	10	Advance release for cyclists were practical such as link across to St James Street
Include clear markings and signage for cyclists	10	Additional cycle track now provided. Cycle track to be coloured for clear legibility
Unclear where the bus stops are / Confusing	10	Bus stops now confirmed – Bus Stop H removed. All buses use SW loop. Bus stop rationalisation and future proofing
Concerns about 5 lanes of traffic / creating barrier for East of the city / How are facilities used on this side	9	New crossing point and efficient signal staging for regular crossing frequency and adequate crossing time. Lanes provide capacity for peak time Flow on new smart signal technology which will minimise queuing. Phase 3 regeneration will benefit adjacent areas providing amenity space drawing in and boosting local economy.
Worried about increase in noise	8	Noise assessment conducted. Speed limit to be better managed with more traffic calming
Use improved roundabouts or more experimental junction e.g., cyclops	8	Informal Roundabouts only suitable for single lanes - main junctions would therefore require larger footprint and active travel and inclusive accessible routes/direct links could not be established with roundabout typology. Cyclops design now incorporated into the plan for cyclists
Increase bus layover provision / too much reduction	7	This has now been significantly increased - plus, the use of Pool Valley for buses as well as coaches.
Cycle lanes are too narrow	7	Cycle lanes are 4 metre where possible
More imagination in public space / public art / cafes / other ideas	7	Public space design has been developed – further work to be reported to members and stakeholder to add high quality



### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
		materials – further discussion with Councillors on the Member Working Group to be had as well as Public Art's stakeholders and conservation groups. Art Deco bus shelter reuse will be a separate project building on the ideas provided through the 2018 Stage 2 Valley Gardens Public consultation.
Would like pavement to be wider	6	Overall increased footway space on both east and west side. Overall total of more than a football pitch worth of new public space and built out footways/kerbs. Kerbs reduced only where constraints require so that bigger gains can be achieved overall. Footway width now increased to 4 metres at St James Street on north side of the junction and more than 5 metres on south side by the new crossing point (widths increased compared to preliminary design)
Separate cyclists from traffic / hard segregation / different colour / shrub border	6	Hard (vertical segregation where required to make legible – e.g., on the seafront close to junctions
Concerns about drainage / want permeable paving	6	Resin bound material quality to be checked to ensure permeability
Concerns about rat-running	6	New Traffic regulation - signage on Steine Street to allow access only
Worried about emergency vehicles access	6	Emergency Services have been consulted.

Q2 Any other improvements you would like to see added to the agreed design?	Number of comments on this topic	Design change / design team comment
More trees / greenery / planting / flowers / wildflowers / edible plants	54	The plan currently shows an increase in trees. There are limited planting opportunities across site due to the formal setting and events programme
Want more Blue Badge Bays	28	Blue Badge parking bays increased from four to eight bays
Want to see pedestrianisation or shared space	25	The plan includes new public spaces
Would like to see improvement of existing areas or infrastructure	21	New services and future proofing for utilities will be built into the scheme. New events infrastructure

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

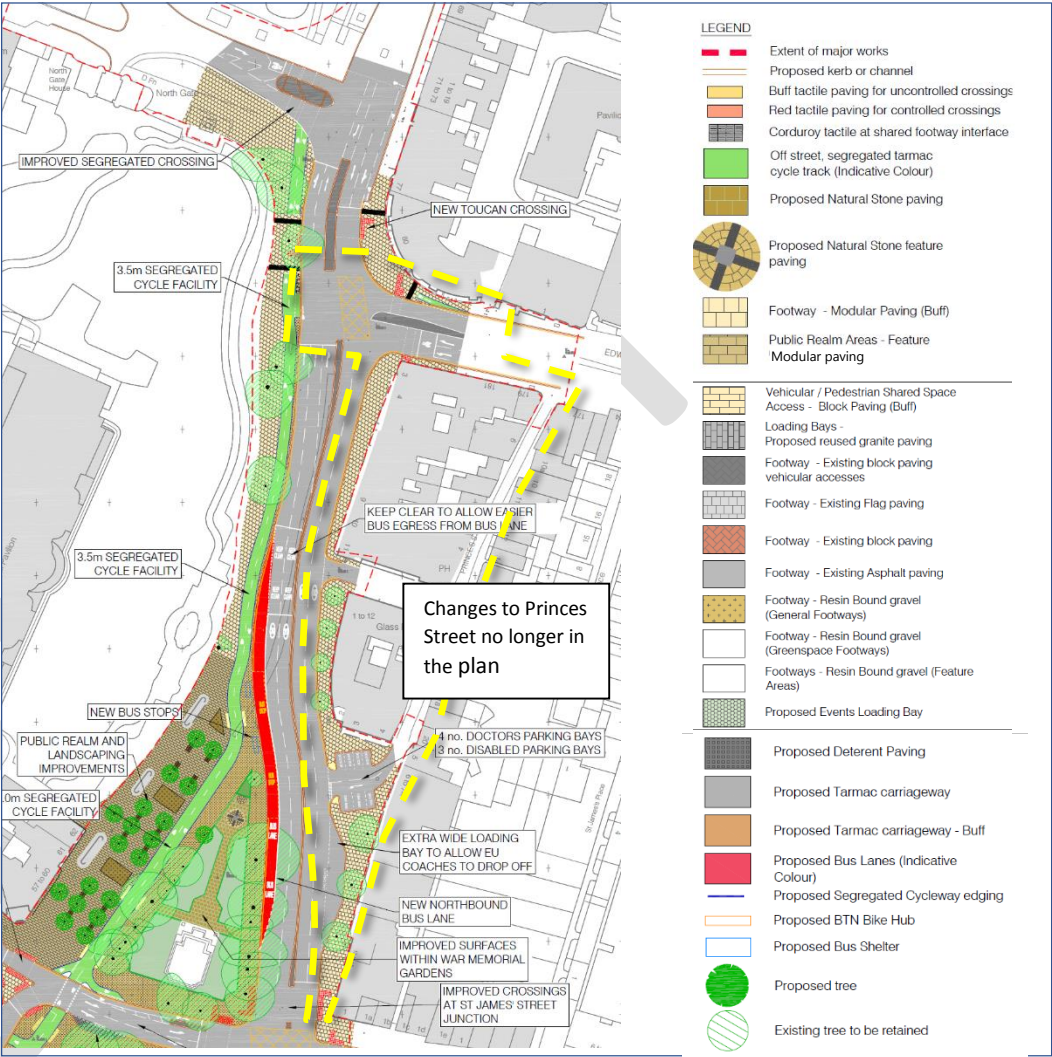
Q2 Any other improvements you would like to see added to the agreed design?	Number of comments on this topic	Design change / design team comment
Too car centric / need sustainable transport priority corridors / change purpose of lanes	19	Sustainable transport corridor is in the plan. Option to review and introduce further bus priority once initial scheme settle in. The Scheme connects the cycling network and NCN and new direct routes for walking and wheeling
Need more seating	19	Additional seating is included. Street Furniture will be temporarily removed when events are programmed.
Need improvement on existing cycle lanes / want additional cycle lanes	18	Originally 350 metres now an Additional 160 metres of bidirectional cycle track + 110 of single directional cycle track
Requests for additional crossings / moving crossings / retaining crossings	17	The plan includes two new crossing points compared to do nothing. One on the north side of the Place Pier junction and one on the south side of St James's Street junction
More/ move cycle parking / safer cycle parking	17	Dropped kerbs will be provided so that cycle parking can be accessed by cycles including tricycles such as cargo bikes
Need better cycle connections to streets on the East	16	New cyclops cycle track will be integrated into the new Palace Pier Junction as shown in Appendix 1, with a link across to Manchester Street and new cycle lanes that will connect to a new cycle track all the way to the Marina. An East Bound cycle link is provided to St James Street
Need more public bins / concerned about litter	13	Bin locations will be confirmed through the Valley Gardens Members Working Group and in discussion with City Clean. A location in Phase 3 is being identified to trial an underground bin system.
Include public toilets / disabled toilets	12	No toilets will be delivered through Valley Gardens Phase 3, however, early plans to add an accessible toilet as part of the Art Deco Bus Shelter restoration and change of use project tbc is being scoped
Need new parking alternatives / park and ride / underground parking	12	These are possible complementary measures/projects not to be delivered directly by Phase 3
More focus on walking / want dropped kerbs / more pedestrian access	12	Dropped kerbs will feature across the scheme
More motorcycle bays	10	A motorcycle bay is provided close to the current location

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q2 Any other improvements you would like to see added to the agreed design?	Number of comments on this topic	Design change / design team comment
More loading / trader's bays / delivery provision	8	Loading bays are provided at Royal Albion Hotel, by Brighton Language College, on the east side, South Bound approach to Palace pier, and on the link between the war memorial to serve the Bikeshare that will be re-provided in the area. One of the bays in Pool Valley will also become a loading bays to serve the YHA and other businesses
Need more short stay parking / provision to drop off and pick up	8	Short stay parking is not a priority in the Phase 3 area
Want more BTN Bikeshare hubs	8	The Bikeshare hub is to be re-provided. The provision may be expanded and future proofed for EV charging
Want drinking / water fountains	7	Two water fountains are to be allocated to the scheme and will be installed subject to Health & Safety and SCRIF project resources being reconfirmed.
Improve or increase street lighting / use heritage style lights	6	As with Phases 1 & 2 all heritage lighting will be refurbished and upgraded and reintroduced into the green areas and War Memorial.
Move or remove taxi ranks / loading bays/ bus layovers	6	Taxi ranks are re-provided in the area. A new rank is provided on the west side/upper promenade Palace Pier junction

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area A – Edward Street / Prince’s Street / Sainsburys and Doctor’s Surgery Parking



Preliminary design 2018 agreed 2019

Final General Highway Arrangement Dec 2021

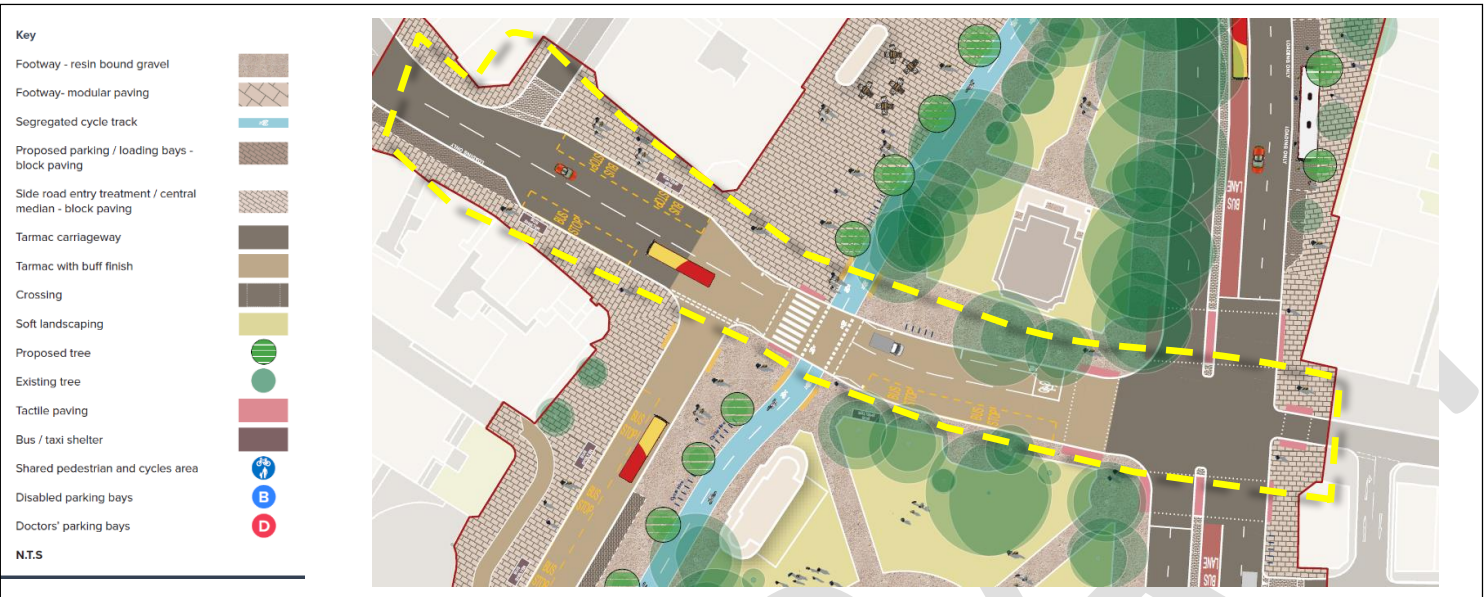
### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number of comments on this topic	Design change / design team comment
Don't want Prince's Street to be a through road onto Edward Street / Dangerous to have a through road / Pavements too narrow	13	Changes to Princes Street are no longer in the plans.
Improve the junction so cyclists can easily leave / join the cycle lane from Edward Street / Unclear how cyclists navigate	10	Changes to Edward Street are relatively limited in terms of all modes of transport due to the current volumes of traffic
Too much parking loss at Doctors surgeries / need to retain disabled and doctors' spaces / want to pick up and drop off spaces	8	All four doctors' bays are retained in the area. There is also an area for loading
Worried this will impact on the outdoor seating of the café (Frankie's)	6	Changes to Princes Street no longer in the plan
Pedestrians have to cross four lanes of traffic / why a staggered crossing?	5	Staggered crossing feature where they are required. Direct crossing is included at St James Street and Palace Pier Junction
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change / design team comment
Would prefer Prince's Street pedestrianised or shared space	5	No change to Princes Street – remains no entry at northern end

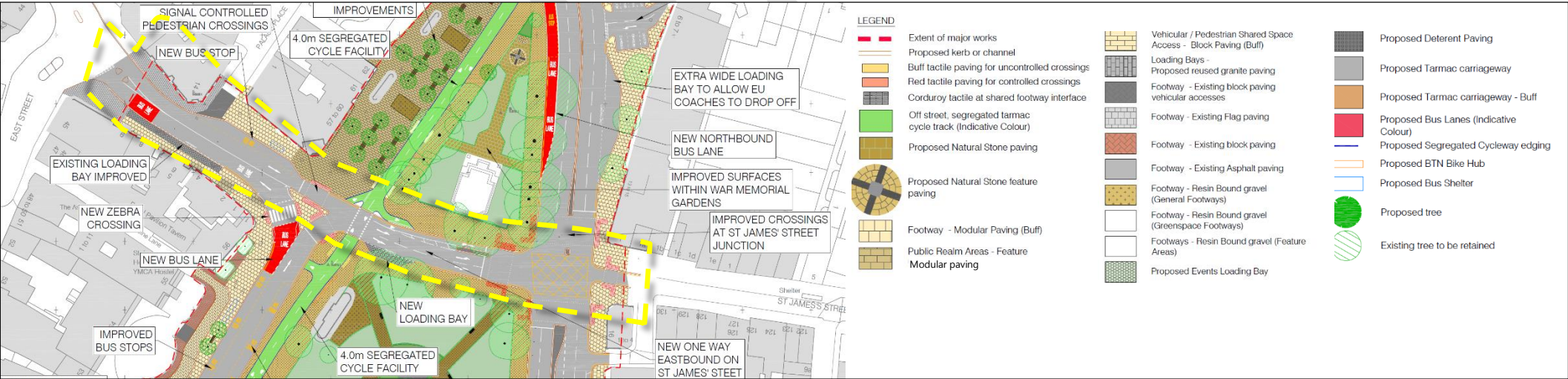


Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area B – North Street / Castle Square / St James’s Street



Preliminary design 2018 agreed 2019 (Above)



Final General Highway Arrangement Dec 2021

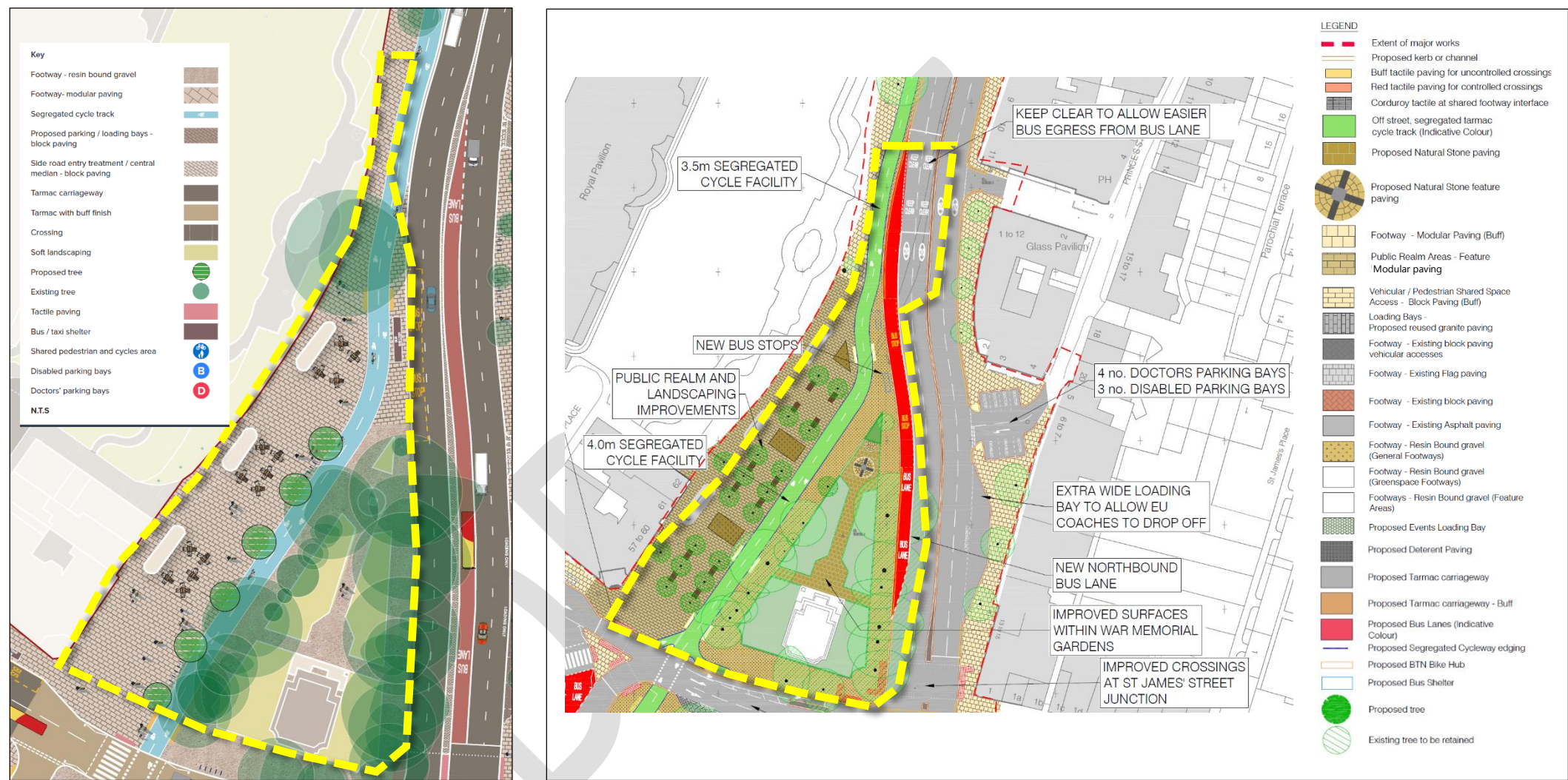
### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change / design team comment
Placement of bus stops North of Steine Gardens will cause a pinch point / bus stops are in the carriageway	8	Bus stops no longer required in this location due to new one way east bound link
Worried about cycle/pedestrian conflict Southwest of the War Memorial/ need a crossing on the cycle lane / something to slow cyclists here / Pedestrians travelling East/West have to cross the cycle lane	7	Crossing points across cycle tracks now provided with Zebra crossing markings to give pedestrian priority across cycle tracks
Not clear how cyclists would access St James's Street	7	New east bound cycle lane link now included
The new Castle Square bus stops do not have enough capacity for the number of passengers or services here	6	One stop is provided and new stops for Lewes Road service just north of the War Memorial
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or design team comment
Want a cycle lane between North Street and St James's Street	5	East bound cycle lane now included
Pedestrianise St James's Street	5	Not in scope of this project



Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area C – Public space in front of Royal Pavilion / Art Deco Tram Shelters / War Memorial <sup>1</sup>



Preliminary design 2018 agreed 2019

Final General Highway Arrangement Dec 2021

<sup>1</sup> This area does not include comments about the North/South cycle lane which is Area H



### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

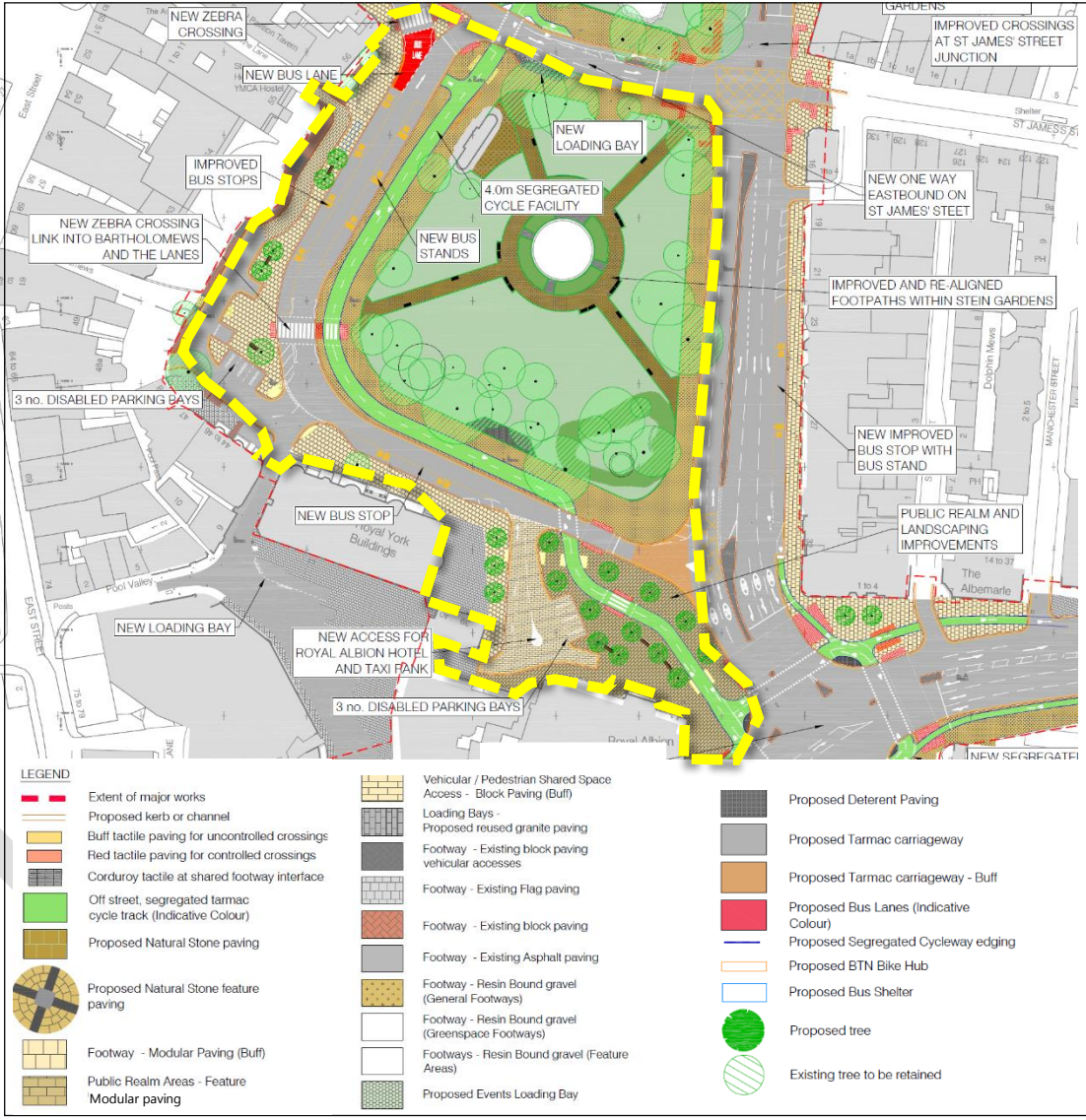
Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Would prefer to maintain the Northbound bus route past the Royal Pavilion / Keep the shelters for their current use / want public transport hub in this area	11	Public transport interchange in SW corner of Old Steine – similar provision at North of War Memorial for North Bound with introduction of North bound bus lane. Three Deco bus shelter to be reused as kiosks subject to further discussion with Historic England. (Uses to include information point for public transport and tourist information / bike doctor, café, gallery etc tbc – separate project tbc)
Happy with the new pedestrianised space / the removal of traffic from the West	9	Now includes more detail, higher quality landscaping – more construction drawings to be produced with conservation stakeholder to be consulted through the Valley Gardens Member Working Group
Happy to see the War Memorial will be more integrated / continue upkeep of the War Memorial	5	War Memorial setting to be significantly improved with new high-quality landscaping. British Legion being consulted and final material selection and construction drawings to be presented to the Valley Gardens Member Working Group

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area D – Steine Gardens / South and West of Steine Gardens / Royal Albion Hotel public space / Pool Valley / Youth Hostel Association



Preliminary design 2018 agreed 2019



Final General Highway Arrangement December 2021

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

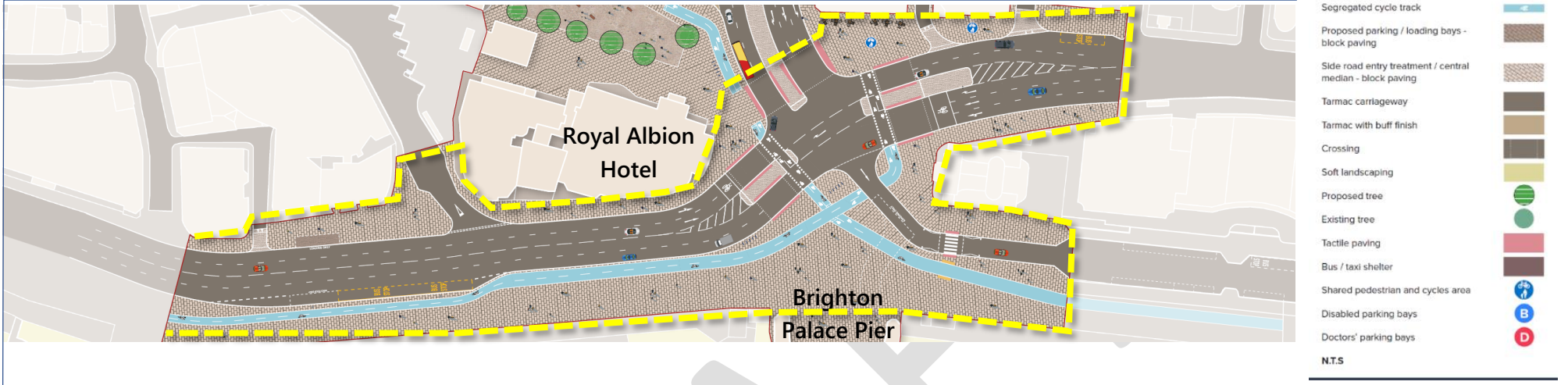
Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
New public space outside Royal Albion Hotel is an improvement	5	Royal Pavilion setting to be significantly improved within the public highway with new high-quality landscaping. RPMT being consulted and final material selection and construction drawings to be presented to the Valley Gardens Member Working Group
The cycle lane and pedestrian crossings in the Southeast corner are conflicting	5	Updated with clear zebra crossing on cycle track to give pedestrian priority. Update in the Highway Code will reinforce this new hierarchy
Concerned the new area of public space outside Royal Albion Hotel will not be used / needs a feature / What's the purpose of it?	5	Service access for the Royal Albion Hotel now included. Three Blue Badge Bays and Taxi rank. Tree lined boulevard for pedestrians and the cycle track to link u with the sea front directly.

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
Would like to see improvements to Pool Valley / Should be included in the scheme	7	Some improvements anticipated through other project work tbc. VG3 may deliver an underground bin system to reduce clutter at street level. Subject to surveys and feasibility assessment.
Need more delivery / drop off provision for Royal Albion / Youth Hostel / Residences here	6	Service access area now included with loading bay also included in Pool Valley
Request for an additional crossing / realignment of a crossing / keep existing crossing:	5	Crossing points rearranged at Castle Square. Crossing point near Royal Albion required for desire lines.
<ul style="list-style-type: none"> <li>Between the South of North Street and the North West of Steine Gardens / Better aligned to the alleyway to East Street</li> </ul>	(4)	Crossing point is aligned to alley way
<ul style="list-style-type: none"> <li>Crossing at Pool Valley rather than Royal Albion</li> </ul>	(1)	

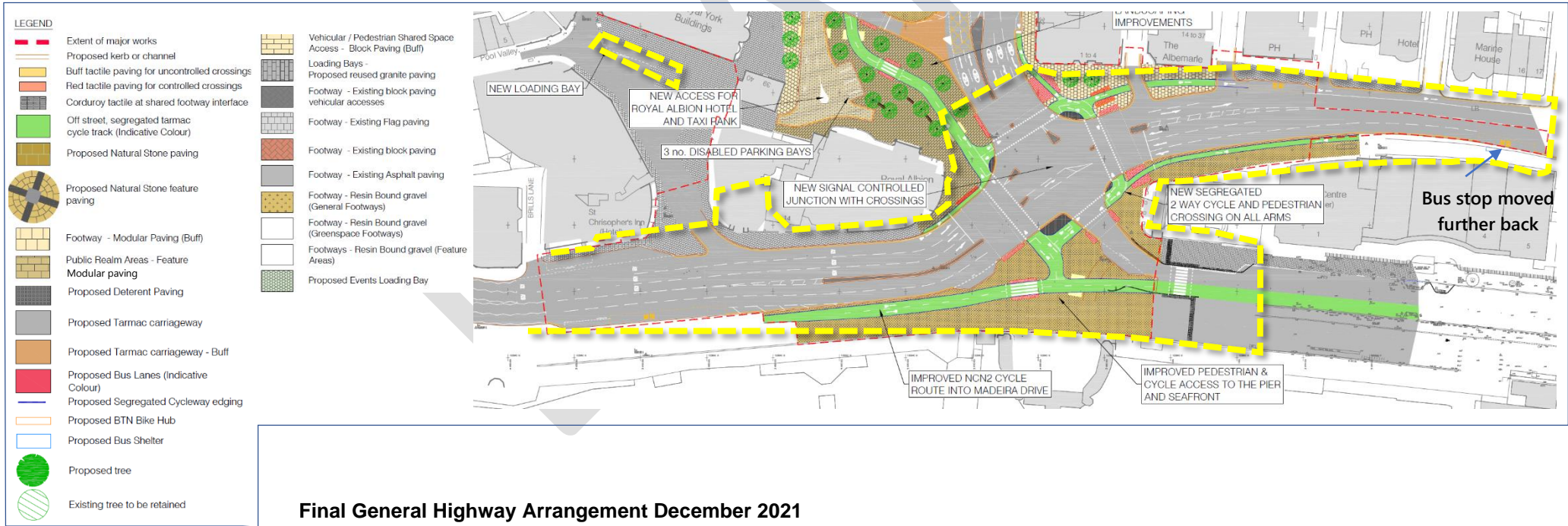


Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area E & F – Palace Pier Junction / Marine Parade / Grand Junction Road & Entry to Madeira Drive



Preliminary design 2018 agreed 2019 (Above)



Final General Highway Arrangement December 2021

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Removing the roundabout will cause congestion / traffic won't flow as well	52	The current arrangement is outdated, uncontrolled and not fit for purpose. The new design will improve peak time traffic flows eliminating exit blocking on the junction and with new capabilities to adjust signal timing to manage flows that vary at different times of the day.
Replacing the roundabout is unnecessary / no problem with how it works now	43	The current arrangement is outdated, uncontrolled and not fit for purpose. The new design will improve peak time traffic flows eliminating exit blocking on the junction and with new capabilities to adjust signal timing to manage flows that vary at different times of the day.
Worried about increased pollution from removing the roundabout	23	The Review of Environmental Impacts (2019) predicted no significant impacts on air quality, and further design changes have now optimised flows to achieve better traffic management/flows and sustainable transport infrastructure, compared to Preliminary Design. it is anticipated that air quality will not exceed legal limits across the Phase 3 site as a result of delivering the scheme. Air quality will be monitored for three years after the scheme construction is completed, including a new air quality monitor installed on the east side of Old Steine. Over time, continued investment in strategic, citywide policy measures such as active travel measures and new engine technology and traffic management capabilities will also support year on year improvements in reducing emissions. Modal shift for local trips / improved sustainable travel choices – requires Phase 3 delivery. Increased last mile EV delivered freight also evolving.
Concerned about pedestrian / cycle conflict outside Palace Pier / separate cyclists and pedestrians here	19	A full complete bidirectional cyclops and clear segregation now included with zebra crossing giving pedestrian priority.

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Removing the roundabout will be an improvement for cyclists and pedestrians / safer	17	A full complete bidirectional cyclops and clear segregation now included with zebra crossing giving pedestrian priority.
In favour of removing the roundabout	13	The new layout provides significant benefits and improves upon the preliminary design with single stage crossing points for cyclists and pedestrians
Don't agree with the area of shared space outside Harry Ramsden's / goes against government guidance / not sure what the point of it is	10	Segregated cycle track now provided
How will traffic change direction without the roundabout? / No easy access to turn or head Westbound	10	The Old Steine loop can be used for the very low numbers of driver requiring this manoeuvre
Cycle junction in front of the pier confusing / right of way between North/South and East/West?	9	This has now been revised with clearer routing and pedestrian priority
Too many sets of traffic lights along A259 / traffic will back up / phase lights	8	Traffic systems will be state of the art with the Palace Pier junction and St James's Street junction having the most sustainable layout possible with only three stage signals required - that are linked together and can be controlled and adapted in terms of green time across each of the three signal phases depending on traffic at different times of the day/year.
Better provision for East/West cyclists to join the North/South route / too many breaks in the lanes	7	Cycle tracks are now connected-up and segregation introduced instead of shared surfaces
Where does the cycle lane in shared space outside of Harry Ramsden's lead to?	5	Cycle tracks are now connected-up and segregation introduced instead of shared surfaces

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
Would like to see more trees / greenery in the area outside the Palace Pier	11	Tree planting is not possible due to the archways holding up the highway by the pier. Some greening / planting of low-lying shrubs / succulents etc in the small island on each of the four corners of the Place

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
		Pier junction – tbc. More trees by Royal Albion will line the pedestrian and cycle track routing
Too much priority given to cars on A259 / replace one lane with a cycle lane on Grand Junction Road	8	Cycle track now included on Marine Parade east side of the junction as well as the complete bi-directional-cyclops around the entirety of the junction. West side out of scope of the project
Keep the roundabout but upgrade/ improve / different style / more experimental junction	7	All options considered at the early stage of the project – not viable to have a controlled roundabout due to the footprint required and less efficient spatially – can not integrate active travel etc. Informal design not possible due to volume of traffic and number of lanes required
Would like a cycle lane on Marine Parade	5	Initial interface Included with future project to deliver cycle route to the Marina in the pipeline
Increase disabled bays on A259	1	Outside scope of this project. Blue badge bays increased to eight across Old Steine
Need to have a means of giving priority to emergency vehicles travelling East	1	Emergency Services consulted

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

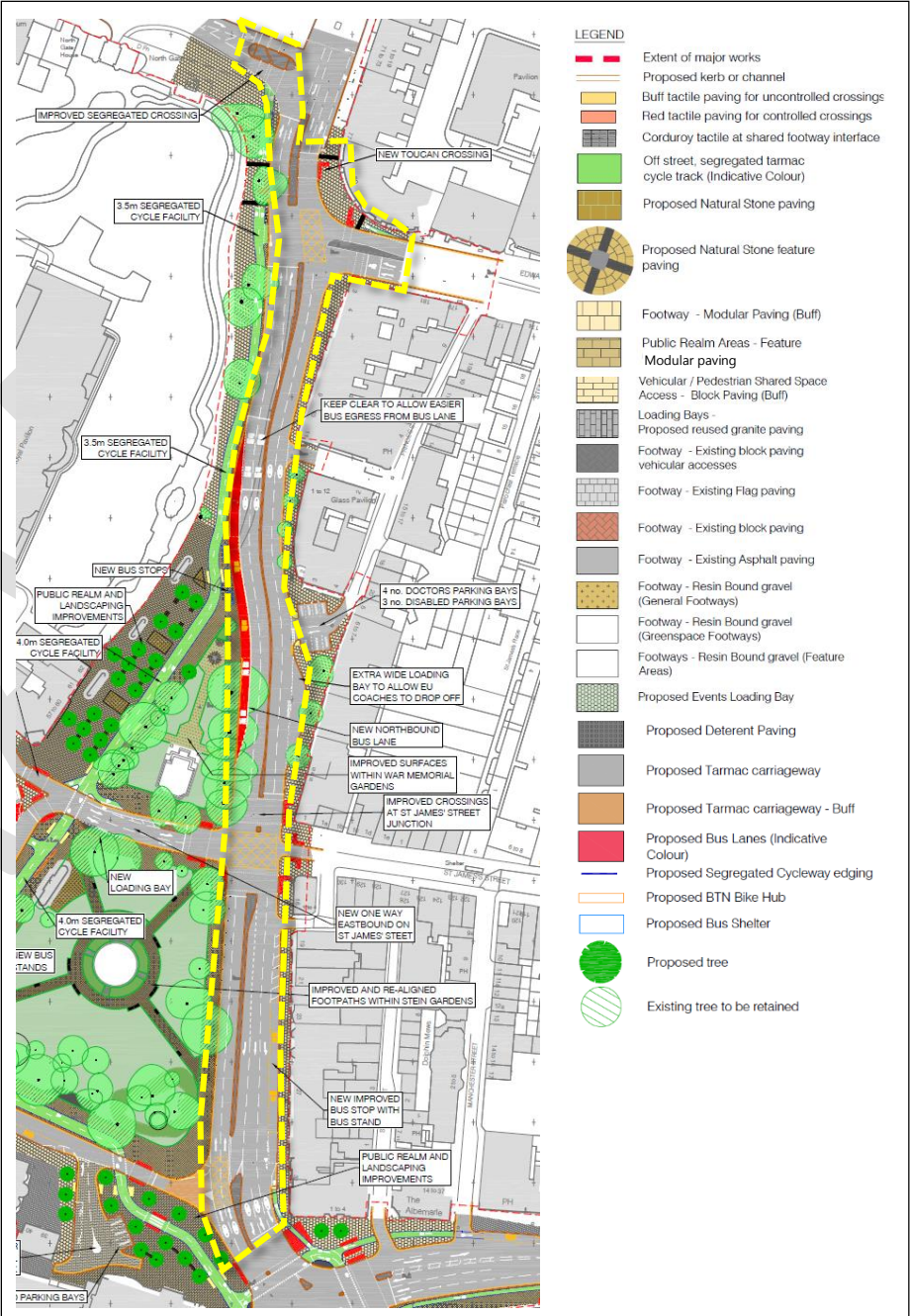
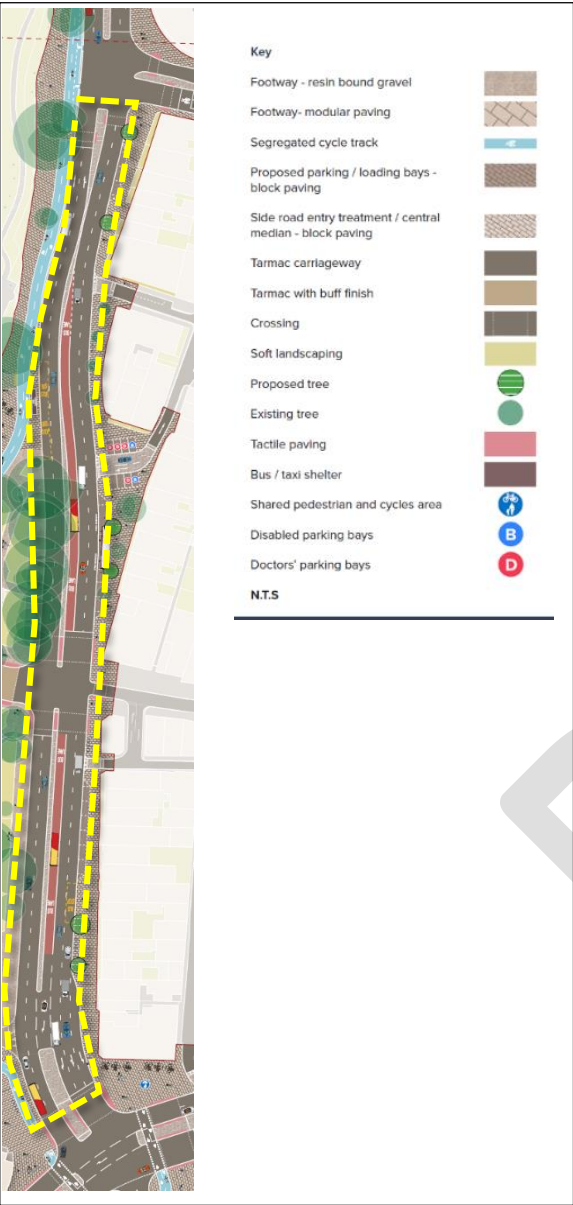
#### Area F – Madeira Drive (& Duke's Mound)

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Duke's Mound traffic lights are unnecessary / confusing	12	Dukes Mound signalisation scheme has been delivered
Worried that Duke's Mound junctions will cause congestion on A259	6	Dukes Mound signalisation scheme has been delivered
Improve cycle access at Duke's Mound / Breaks in lanes	5	Dukes Mound signalisation scheme has been delivered. Further improvements could be delivered as part of the Eastern Waterfront Masterplan currently out to consultation
Supportive of the one-way entry only plans	5	This is maintained in the final design

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
Would like to see Madeira Drive pedestrianised / keep car free / No need for cars here / access only	18	Eastern Waterfront Masterplan currently out to consultation
Reopen Madeira Drive to vehicles / needs to be open to traffic for businesses	11	Not in scope – one way to be maintained
Want a full segregated cycle lane on Madeira Drive	6	This has been delivered as part of the EATF Emergency Active (Covid) Travel Fund and could be made permanent subject to further decisions required at ETS Committee



Area G – Eastern side of the plan / Traffic lanes North and South



### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Preliminary design 2018 agreed 2019

Final General Highway Arrangement December 2021

Q1 Please give us your comments on the details of this design	Number	Design change and/or design team comment
Bus stops in locations that will cause congestion / bus stops in the road Includes: <ul style="list-style-type: none"> <li>Pavilion Parade Northbound bus stop located in the road</li> <li>Southbound stop East of Steine Gardens is placed in the road</li> </ul>	8 (4) (3)	North bound bus lane introduced to prevent this issue arising. Southbound stop in dedicated area
Too many traffic lanes / reduce the number of traffic lanes / reassign to other transport modes / Traffic to remain routed on both sides	7	Simplified routing allows for road space reallocation and the creation of new public spaces. Lanes included to allow for future additional bus priority to be introduced as other policy ensure are introduced and people have access to travel choices such as connected cycle lanes etc.
Pavilion Parade bus stop will not have enough capacity for all services / passengers	6	One stop is included at castle Square. Buses flow modelling improve significantly due to dedicated north bound lane
Bus stop at Pavilion Parade conflicts with the cycle lane	5	The cycle track is segregated
Removal of the existing Southbound bus stop decreases capacity / makes interchange difficult	5	Bus Stop H delays buses and will be removed

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

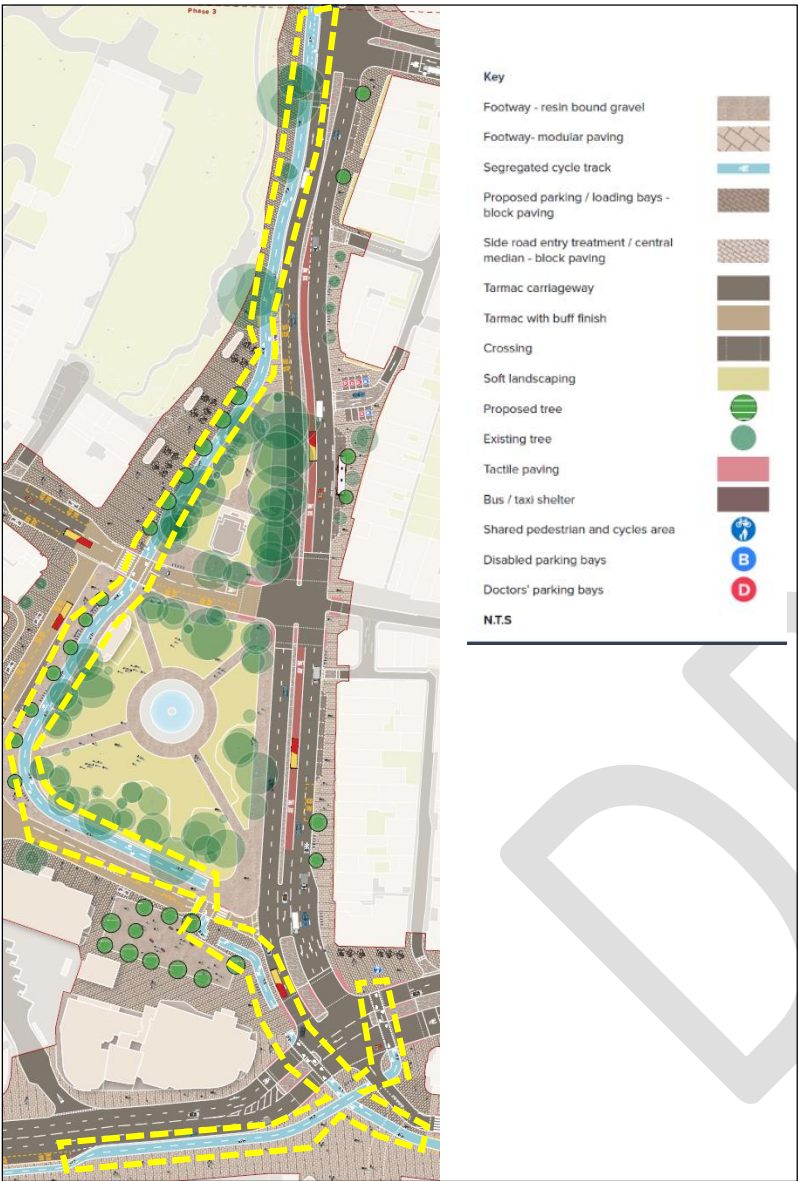
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or design team comment
Introduce traffic calming / dangerous entrances to side roads with high pedestrian footfall / change access arrangement to side roads	7	Old Steine has a speed limit of 20MPH. Traffic Lanes will be narrowed to help calm traffic
More crossing points on the East side of the plan <ul style="list-style-type: none"> <li>• Crossing point on Pavilion Parade / Princes St / Doctors' surgeries</li> <li>• Crossing point in the South East / Revenge / Steine Gardens</li> </ul>	6 (4) (3)	Crossing points have been maximised to allow for balance between all modes of transport in a busy urban area

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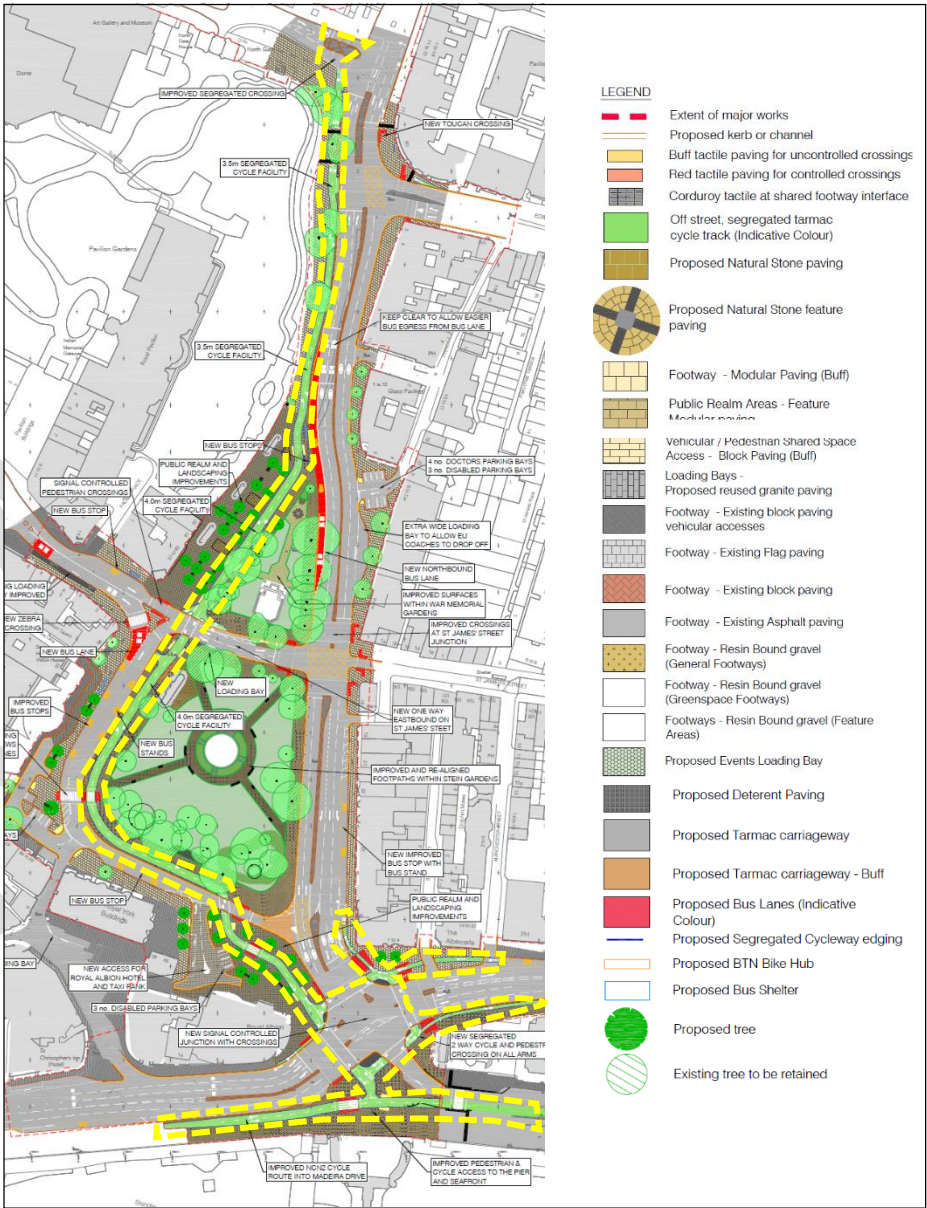


Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area H – North/South Cycle lane



Preliminary design 2018 agreed 2019



Final General Highway Arrangement December 2021

### Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or design team comment
Happy to see the introduction of an off-road cycle lane / safer away from traffic	11	Bi-directional selected to interface with VG Phases 1 & 2 and to support legible leisure/tourist routing as well as commuter and younger people/accessible cycling. Single direction lanes would require two stage rights at Palace Pier junction which was not preferred.
Good to have cycle connection to the seafront / this has been a missing link	11	Required/justified
Worried about conflict with pedestrians through public space/ would like cycle lane a different colour / clearly marked	11	This is included in the design
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or design team comment
Would prefer cycle lane on East side / more direct route / quicker	13	Not possible due to the need to include bus priority on east side

