

<b>Subject:</b>	<b>Items referred from 24 October Full Council meeting</b>		
<b>Date of Meeting:</b>	<b>26 November 2019</b>		
<b>Report of:</b>	<b>Executive Lead Officer for Strategy, Governance &amp; Law</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Mark Wall</b>	<b>Tel: 01273 291006</b>
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<b>Wards Affected:</b>	<b>St Peter's &amp; North Laine, Queen's Park, Regency</b>		

**FOR GENERAL RELEASE**

**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To receive the following deputation referred from the full Council meeting held on the 24 October 2019.

**2. RECOMMENDATIONS:**

- 2.1 That the Committee responds to the deputation either by noting it or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options and writes to the deputation spokesperson setting out the committee's decision(s).

**3. CONTEXT / BACKGROUND INFORMATION**

**Deputation – Valley Gardens**

- 3.1 To receive the following extract from the minutes of the full council meeting held on the 24 October 2019, which detail the deputation as set out below:

**(1) Deputation concerning Valley Gardens**

Spokesperson Serena Burt

Supported by:

John Healy

Roger Rolfe

Simon Thetford

Denise Taylor

David Sewell

Diana Palmer

Adrian Bristow

Julia Basnett

Andrew Peters

Gary Farmer

Daniel Nathan

Ward affected: All

## **COUNCIL**

**4.30pm 24 OCTOBER 2019**

### **HOVE TOWN HALL - COUNCIL CHAMBER**

#### **MINUTES**

**Present:** Councillors Phillips (Chair), Robins (Deputy Chair), Simson, Allcock, Bagaean, Barnett, Bell, Brennan, Brown, Childs, Clare, Davis, Deane, Druitt, Ebel, Evans, Fishleigh, Fowler, Gibson, Grimshaw, Hamilton, Heley, Hill, Hills, Hugh-Jones, Janio, Knight, Lewry, Lloyd, Mac Cafferty, Mears, McNair, Miller, Moonan, Nemeth, Nield, O'Quinn, Osborne, Peltzer Dunn, Pissaridou, Platts, Powell, Rainey, Shanks, C Theobald, West, Wilkinson and Williams.

#### **PART ONE**

### **37 DEPUTATIONS FROM MEMBERS OF THE PUBLIC**

#### **(3) VALLEY GARDENS**

- 37.1 The Mayor reported that three deputations had been received from members of the public and noted that there was a Notice of Motion listed at Item 45 (3), Home to School Transport – Policy Panel on the agenda which related to the first deputation. She was also aware of an amendment to the notice of motion from the Green Group and would therefore take the motion and the amendment directly after the deputation had been made and responded to.
- 37.21 The Mayor then invited Ms. Serena Burt as the spokesperson for the third deputation to come forward and address the council. She also stated that as Item 45 (4) Notice of Motion on Valley Gardens listed on the agenda referred to the same matter, she intended to take the motion immediately after the deputation had been presented and responded to.
- 37.22 Ms. Burt thanked the Mayor and stated that, I'm here today to briefly talk you through an alternative plan for Valley Gardens phase 3. This has been drawn up by leading architects, engineers and design professionals from our city - on behalf of us all.

The plan is based on the best elements of the Council's own original design options. We don't consider it definitive and so further input is invited and welcomed. Our current version removes most of the transport disbenefits from the current council scheme, provides a much better cost benefit ratio with significantly closer alignment to Transport for the South East's stated strategy. It would achieve a more positive outcome on almost every measure than the current official one - identified as offering 'low value for money' by the Local Enterprise Partnership Coast 2 Capital.

Our core proposition achieves the following:

- The creation of city-wide routes to the centre for cyclists and pedestrians complete with better access to attractive new green spaces increasing biodiversity.

- The creation of a dedicated two-way bus and taxi lane to link North Street to a contiguous public transport corridor at Marlborough Place and retaining the city centre's natural transport hub complete with the three iconic "deco" bus shelters.
- The creation of a 'mixed use' pedestrianised seafront gateway to explore the east of the city instead of separating Kemptown from the centre with the current proposed scheme.
- The creation of a dedicated cycle hub at Pool Valley with a crossing to the seafront, safely clear of pedestrians at the front of the Pier as well as public transport and general traffic.
- Moving cycle lane away from the Steine gardens perimeter makes access better for the public realm and essential for use as event space.
- The creation of a remodelled roundabout to ensure the safest and most environmentally friendly free movement of general traffic - and removing the need to redevelop the junction at Duke's Mound.

Residents, businesses and public sector professionals across all sectors of the local economy have already offered valuable input. We genuinely believe that something close to this plan is one that the entire city can get behind.

We therefore respectfully ask Full Council to note our proposal and ask the ETS Committee to give full and proper consideration to this plan.

37.23 Councillor Pissaridou replied, thank you for bringing this deputation to Full Council this afternoon. I can see that you are representing a number of businesses and organisations today on behalf of the Valley Gardens Forum.

The deputation serves to underline that there is still a considerable amount of interest in this final phase of the Valley Gardens project, and that there is agreement that investment is urgently needed to assist in regenerating this city centre area. The benefits of doing so will also be felt in areas that are adjacent to it, such as St James's Street and The Lanes.

Although it has been in the media, what I am pleased to be able to say personally today, is that the Local Enterprise Partnership (which is known as the LEP) completed its review and consideration of our Business Case earlier this month. In doing so, it has also taken into account a number of representations that it has received from various sources. The conclusion is that the LEP has finally approved the £6 million pounds worth of external funding for the project. That is a significant milestone for the city and the council, and everyone who has been involved so far.

Once we have entered into the Funding agreement with the LEP, the next stage will be to progress the development of the preferred design that was agreed by the council's Environment, Transport & Sustainability Committee over 8 months ago in February. This will involve the appointment of a new project team and carrying out further engagement with local people and communities, including the Valley Gardens Forum. Plus, the new Councillor Task & Finish Group that we have agreed to set up for Valley Gardens will have oversight of the next stages for Phase 3 and will include stakeholders in its meetings and discussions.

As an Administration, we are committed to implementing changes that will bring the biggest overall benefits to the most people. That does mean moving away from car usage in the city centre to improve air quality and reduce congestion; it does mean creating more green space to protect the local environment; and it does mean creating

more public space to enhance the landmarks that draw people to the city, including the Royal Pavilion and the seafront.

This final phase of the Valley Gardens project will form a vital part of our move to become a carbon-neutral city by 2030 through investment in a safe, accessible, sustainable and high-quality transport network that supports walking, cycling, and public transport. It will also give public space back to the local community, allowing the city's residents and visitors the opportunity to enjoy this area of our city once more.

What I am sure you are aware of, and must emphasise again today, is that the decision made in February was arrived at following considerable debate and discussion by councillors at many council meetings. That debate, and discussion has been informed by thorough public consultation, and heavy scrutiny and challenge. Therefore, the design that has been agreed by the council will be the starting point for the next stage of design, and the final design will need to take into account the budget, time and resources that we have available to complete it.

Undoubtedly, things will change as the design is worked on, but we must remain true to the overall vision for the area and the core objectives that the council has agreed. If we are serious about addressing climate change, improving air quality and future-proofing the city for the years to come, then we must be bold in our vision and we must act now.

I have noted that the proposed option that you have put forward in the deputation includes a considerable number of changes to the agreed design, including: -

- a roundabout at the Palace Pier;
- two extra traffic signal junctions near the Royal Pavilion;
- significant changes to Pool Valley;
- a new crossing on the A259.

Whilst I acknowledge your claims within the deputation, the implications of some of these changes do not appear to have been technically assessed or fully quantified, but we will consider whether any of the ideas put forward can help further support the improvements within the agreed design, while maintaining value for money.

I do recognise that this deputation will be discussed and considered further at the Environment, Transport & Sustainability Committee next month, but thank you again for presenting it today. I hope that my response has helped to explain the point that we have now reached, and how we intend to move forward with this exciting project.

## **45. NOTICES OF MOTION**

### **(4) Valley Gardens**

37.24 The Mayor then invited Councillor Miller to move the Notice of Motion on behalf of the Conservative Group.

37.25 Councillor Miller stated that the need for the redevelopment of Valley Gardens was recognised however, the current scheme was flawed, and he believed would be a waste of public money. The funding from the LEP was welcome but he felt that further consultation was needed to resolve the traffic issue as well as a full environmental impact assessment (EIA). There had been a lack of consultation with the residents

affected and he believed the process should be put on hold until other options could be considered.

- 37.26 Councillor Nemeth formally seconded the motion and stated that plans had been drawn up behind closed doors and there was a need for public involvement. The Valley Gardens Forum had raised a number of valid points and they knew what they were talking about, but their concerns had not been taken into consideration. He supported the need to pause the process and take the opportunity to improve the eco credentials of the project.
- 37.27 Councillor Bell stated that the scheme had been railroaded through with concerns raised by businesses, communities and residents ignored and a lack of consultation. There was a need for a joined-up scheme that was supported collectively by all affected and hoped this could be achieved.
- 37.28 Councillor Fishleigh stated that there was a need for an environmental impact assessment and a new transport infrastructure to take account of the Town & Country Planning regulations. She believed there was a need to look beyond party politics, in order to be able to agree a viable scheme that would benefit the city. She also asked for a recorded vote on the motion and hoped this request would be supported.
- 37.29 The Mayor noted that it was Councillor Fishleigh's maiden speech and congratulated her on behalf of the council.
- 37.30 Councillor West stated that it had taken time, but the project's completion was in sight and would provide better facilities for everyone in the city. There would be an opportunity to comment on the final design stage and the Member Stakeholder Working Group was due to reconvene which would enable a broader conversation on the proposals. He reminded the council of the objective for the city to be carbon neutral by 2020 and hoped that councillors would support the scheme going forward.
- 37.31 Councillor Pissaridou stated that she understood the concerns raised in relation to the EIA but noted that the new scheme had been assessed and there was no requirement for a full EIA. However, the situation would continue to be reviewed during the development of the Scheme and design process. There would be further consultation and the configuration of traffic signals and movement of traffic taken into account as part of any engagement during Phase 3.
- 37.32 Councillor Peltzer Dunn noted the comments and queried if the actions being referred to in the motion were being taken into consideration as part of the process, why then the Notice of Motion could not be supported.
- 37.33 Councillor Robins stated that he believed the matter had been through various stages at committee and noted that a previous Opposition Spokesperson had championed the Scheme and therefore questioned the opposition to it.
- 37.34 Councillor Miller stated that the current Scheme was not right for Valley Gardens and cost benefit ratio was questionable. There was a clear need for further consultation and to take on board the views of the local community, local businesses and the residents deserved more. He hoped that the motion would be supported.
- 37.35 The Mayor thanked Ms. Burt for attending the meeting and speaking on behalf of the deputation. She explained that the points had been noted and the deputation would be referred to the Environment, Transport & Sustainability Committee for consideration.

The persons forming the deputation would be invited to attend the meeting and would be informed subsequently of any action to be taken or proposed in relation to the matter set out in the deputation.

37.36 The Mayor noted that Councillor Fishleigh had requested a recorded vote and sought the support of the Council to the request which was confirmed. She therefore asked for a recorded vote to be undertaken on the following motion:

This council requests the Environment, Transport & Sustainability Committee to:

- (1) Ensure that Valley Gardens Phase 3 is subject to a full environmental impact assessment; and
- (2) That the Duke's Mound junction proposal will be subject to a full public consultation in the context that it not only impacts Valley Gardens Phase 3 but also impacts on the A259 coastal road and the Waterfront/Blackrock development.

37.37 The Head of Democratic Services undertook a recorded vote, the results of which are detailed below:

		For	Against	Abstain			For	Against	Abstain
1	<b>Allcock</b>		√		28	<b>Lewry</b>	x		
2	<b>Appich</b>	Not Present			29	<b>Littman</b>	Not present		
3	<b>Atkinson</b>	Not present			30	<b>Lloyd</b>		√	
4	<b>Bagaeen</b>	x			31	<b>MacCafferty</b>		√	
5	<b>Barnett</b>	x			32	<b>McNair</b>	x		
6	<b>Bell</b>	x			33	<b>Mears</b>	x		
7	<b>Brennan</b>		√		34	<b>Miller</b>	x		
8	<b>Brown</b>	x			35	<b>Moonan</b>		√	
9	<b>Childs</b>		√		36	<b>Nemeth</b>	x		
10	<b>Clare</b>		√		37	<b>Nield</b>		√	
11	<b>Davis</b>		√		38	<b>O'Quinn</b>		√	
12	<b>Deane</b>		√		39	<b>Osborne</b>		√	
13	<b>Druitt</b>			Ab	40	<b>Peltzer Dunn</b>	x		
14	<b>Gibson</b>		√		41	<b>Phillips</b>			Ab
15	<b>Grimshaw</b>		√		42	<b>Pissaridou</b>		√	
16	<b>Ebel</b>		√		43	<b>Powell</b>		√	
17	<b>Evans</b>		√		44	<b>Platts</b>		√	
18	<b>Fishleigh</b>	x			45	<b>Rainey</b>		√	
19	<b>Fowler</b>		√		46	<b>Robins</b>		√	
20	<b>Hamilton</b>		√		47	<b>Shanks</b>		√	

21	<b>Heley</b>		√		48	<b>Simson</b>	x		
22	<b>Henry</b>	Not present			49	<b>Theobald C</b>	x		
23	<b>Hill</b>		√		50	<b>Wares</b>	Not present		
24	<b>Hills</b>		√		51	<b>Wilkinson</b>		√	
25	<b>Hugh-Jones</b>		√		52	<b>Williams</b>		√	
26	<b>Janio</b>	x			53	<b>West</b>		√	
27	<b>Knight</b>		√		54	<b>Yates</b>	Not present		
							14	32	2

37.38 The Mayor confirmed that the motion was lost by 14 votes to 32 with 2 abstentions.

**Our headline amendments are as follows:**

We propose maintaining the public transport route between Pavilion and war memorial which will be fed by a dedicated bus lane travelling south from VG Phase 2. We retain the city's only central bus hub which maintains easy transfer from one route to another. This should improve bus journey options and travel times and therefore increase adoption of shared and public transport over private vehicles.

We are concerned that, due to lack of connectivity, the proposed pedestrianised area in front of the Pavilion currently has no destination other than itself. The position of the cycle route to the north narrows the pavement here, countering the desire to walk through to VG phase 2. We believe that a much improved and stronger pedestrian crossing can be achieved through the Pavilion gardens themselves. This new path would cross from the North Gate on Church Street to a new gateway and a revived Palace Place. Such a route is optimally positioned to converge with pedestrian flow from North Street on to the corner of Castle Square, crossing into Steine Gardens.

We propose more substantial pedestrian crossings, with clearly defined diagonal crossing paths, to allow a free flow of pedestrians bridging West of Steine with East and into the gardens themselves. A new feature archway could be used as a townscape device to further celebrate the access to the East. To our mind this is a significant gesture which is aligned with strategic city-wide ambitions to connect the Kemp Town communities with enhancements to Madeira Drive, Blackrock and the Marina.

We have suggested an altered cycle path to connect VG phase 2 to the seafront. By prioritising an altered pedestrian route through the Pavilion gardens, this new cycle route will use less populated parts. The most significant pedestrian crossing of the cycle route is at the bottom of Castle Square, where pedestrians will also have clear crossing priority with the bus. Smaller crossings of the route will be necessary to access bus stops.

To accommodate the proposed cycle route we have suggested moving the current listed bus stops, rebuilding these to the east and extending the pavement in front of them to accommodate a greater number of bus passengers.

By retaining the north south bus connection in front of the Pavilion, the National Express can be relocated to the public space north of the Royal Albion hotel, to use this route. In turn, Pool Valley is revitalised as a public space with the opportunity to create the city's bike hub - with facilities for hire, maintenance, education and storage - which links to the seafront away from the roundabout and importantly avoiding head on conflict with the concentration of pedestrians around the pier frontage.

We propose a roundabout in front of the pier to ease the flow of cars out from Pavilion Parade, in the interest of improved air quality and visitor experience. The roundabout is shown in an altered location to previous iterations, so that a wider pedestrian crossing can be accommodated flowing from Steine Gardens to the pier frontage.

Accommodating the requirement for delivery access to the pier is also a key consideration here. The avoidance of cycle crossings and clear allocation of delivery bays is important to maintaining the safe flow of deliveries, as life blood to the pier operation.

**Key**

- Footway - resin bound gravel
- Footway- modular paving
- Bi-directional, segregated cycle track
- Proposed parking bays - block paving
- Side road entry treatment / central median - block paving
- Tarmac carriageway
- Tarmac with buff finish
- Crossing
- Soft landscaping
- Proposed tree
- Existing tree
- New Kiosk

**N.T.S**

**Scale bar**

10m 20m 30m

**Valley Gardens Forum**  
**New Phase 3 Proposal**  
**10 October 2019**



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