A259 (King's Road) Seafront Highway Structures ('Arches')

Renewal Programme – Full Business Case

Brighton & Hove City Council

Document Reference: 8078
Date: January 2026

Brighton & Hove City Council

PROJECT CENTRE
part of Marston Holdings

DOCUMENT CONTROL

Project Centre has prepared this report in accordance with the instructions from Brighton & Hove Council. Project Centre shall not be liable for the use of any information contained herein for any purpose other than the sole and specific use for which it was prepared.

Job Number	Issue	Description	Originator	Checked	Authorised
8078	V1	FBC A259 (King's Road) Seafront Highway Structures ('Arches') Renewal Programme	[redacted] Nov 25	[redacted] Nov 25	[redacted] Nov 25
8078	V2	FBC A259 (King's Road) Seafront Highway Structures ('Arches') Renewal Programme	[redacted] Dec 25	[redacted] Jan 26	[redacted] Jan 26

CONTENTS PAGE

1. INTRODUCTION

1.1 This Full Business Case (FBC) follows the Outline Business Case (OBC) which was accepted by DfT in June 2024. This document sets out the Brighton & Hove City Council (BHCC) bid for inclusion in the Department for Transport (DfT) Major Road Network (MRN) programme for the essential maintenance and improvement of the structures supporting the principal east / west A259 seafront road corridor.

1.2 The main seafront road through the city is supported by Victorian arches which are approaching the end of their useful life and are in urgent need of replacement to avoid collapse and the closure of the road which would bring severe negative impacts for transport, the economy and employment as well as affecting tourism and impacting negatively on the environment.

1.3 This section of the MRN is doubly significant in that its central location supports tourism and the economy of the City.

1.4 The scheme location is shown in Figure 1 below and Figure 2 shows the MRN and SRN in the area.

1.5 This document sets out the Strategic Case, Economic Case, Management Case Commercial Case and Financial Case and is supported by the benefit cost appraisal which is appended.

1.6 This bid is unique in that there is no viable alternative but to replace and improve these structures given they are essential for supporting the highway structure and providing a valuable asset for the City.

Figure 1 Scheme Location

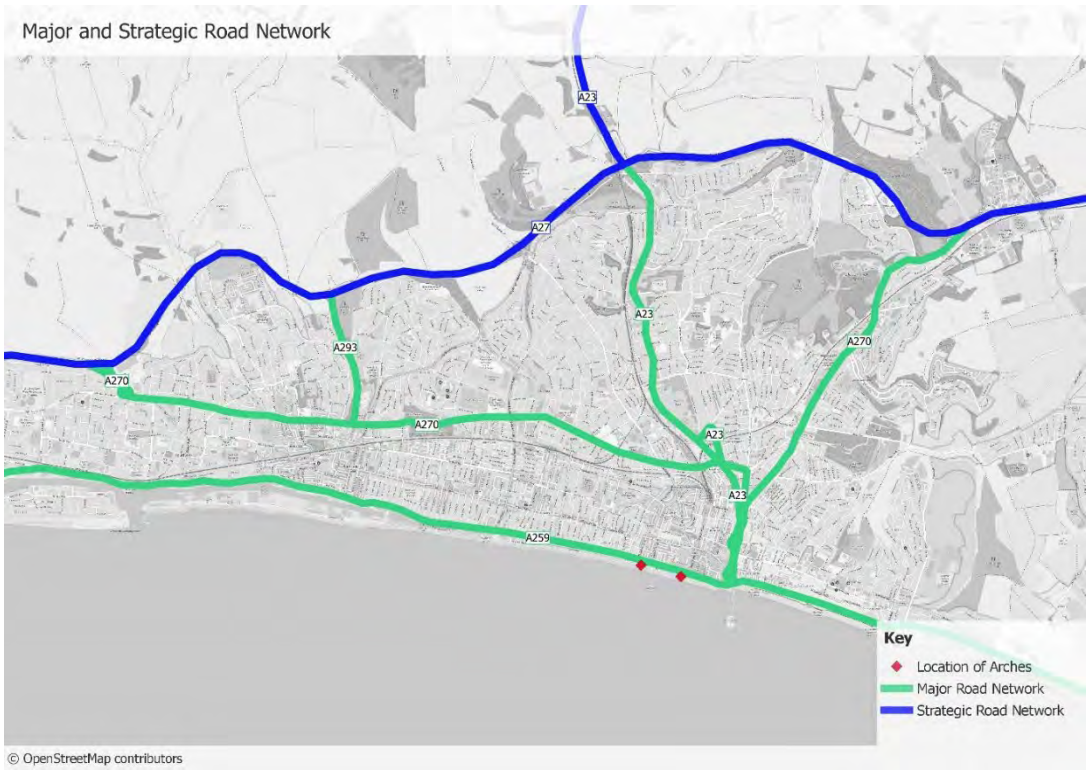


Figure 2 MRN and SRN in the area

2. STRATEGIC CASE

2.1 Background

2.2 The A259 Kings Road is a major arterial route passing along the seafront at Brighton, varying from a wide single carriageway to dual carriageway. This route is of vital importance to the highway network and to the economic health of the area.

2.3 Traffic data from permanent traffic counters has been used in the assessment of the scheme, the locations of these are shown in In the vicinity of the proposed scheme. The available DfT data (count site reference 36871) show the route currently carries a two way average weekday traffic flow of 22,231 vehicles, including 1% HGVs. The BHCC traffic data shows higher flows of 26,277 with peak flows up to 1,850 vehicles per hour. Both the BHCC and DfT traffic count data shows traffic levels are relatively consistent over the years since the Covid 19 pandemic as shown in Figure 3.

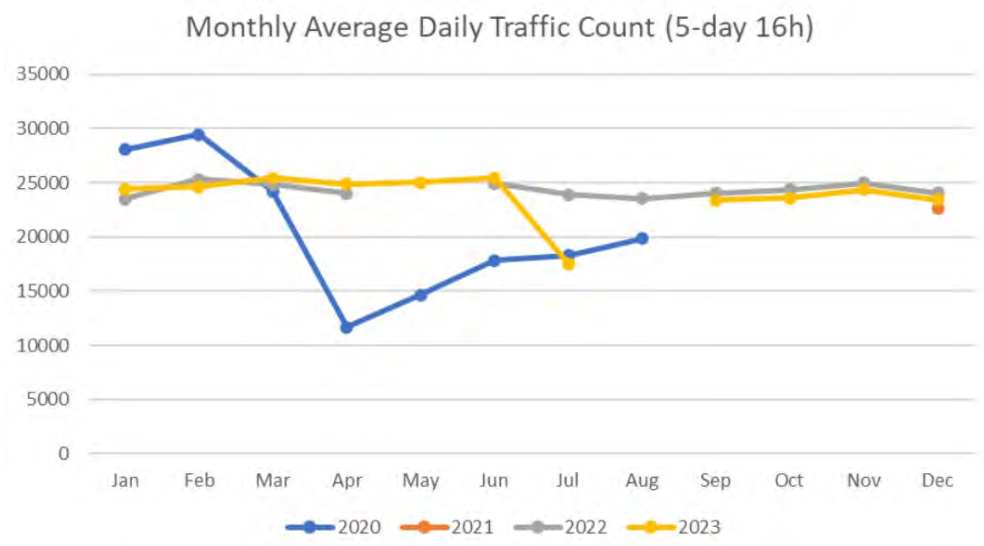


Figure 3 BHCC Traffic Flows on A259 (Site 800)

2.4 The following Figure 4 illustrates the average daily traffic profile for westbound traffic recorded in 2024. The weekend traffic profile indicates a similar volume of traffic and daily profile to the average weekday. Traffic data recorded for the period 01/01/2024 to 01/01 2025.

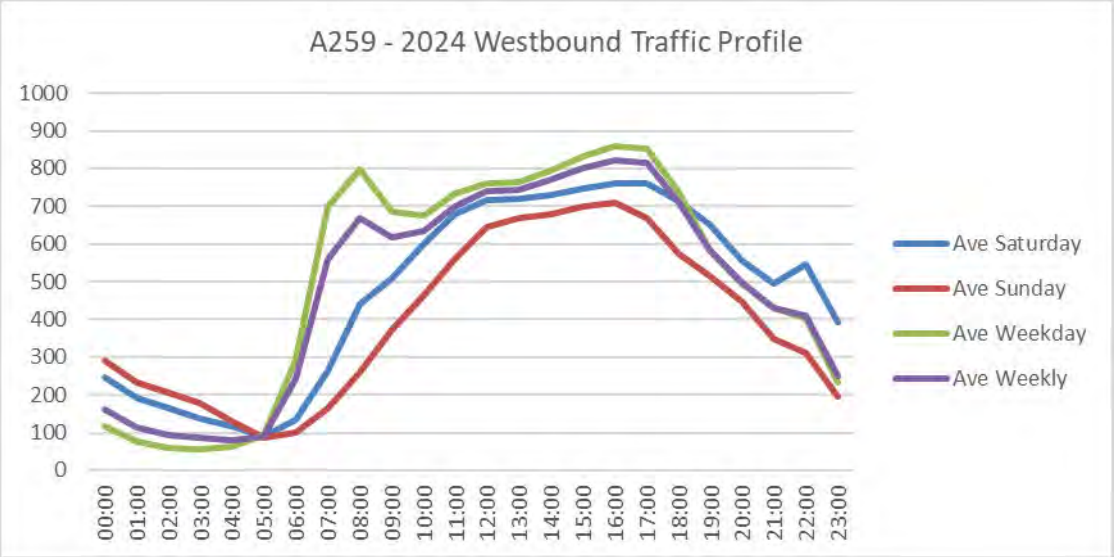


Figure 4 A259 - 2024 Traffic Flow Profile

2.5 The route is subject to a speed limit of 30mph. The 85th percentile speed (7am-7pm) for westbound traffic during 2024 was 25mph.

2.6 The cycle route, which runs to the south of the westbound carriageway, is part of the National Cycle Route, carrying around 1,466 cyclists per day. Figure 5 below shows the average daily cycle profile. Appendix I contains daily and seasonal profiles of the cycle data.

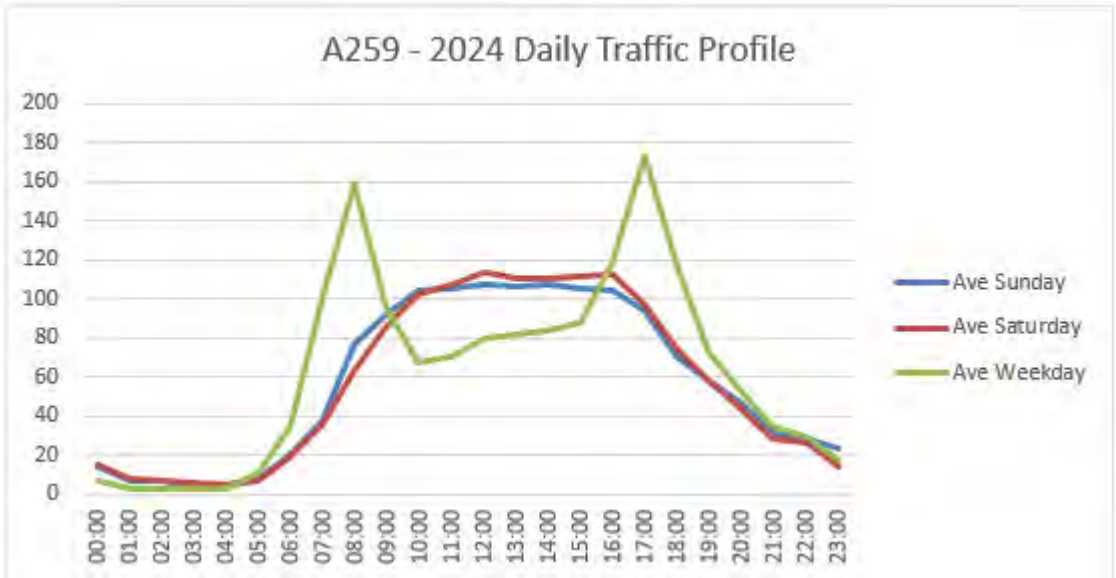


Figure 5 Cycle Traffic Daily Profile

2.7 **A detailed description of the physical scope of the scheme**

2.8 A section of the A259 MRN is supported by 365 Victorian Arches which are at or nearing the end of their life and have been found to be in a very poor structural condition following structural surveys and inspections in line with DMRB Management of Highway Structures Code of Practice.

2.9 Assessment was undertaken initially as part of the 2009 Structural Assessment. In addition, a Principal Inspection carried out on Phase 4 (see Figure 7) in 2017 identified cracking in the roof slab, it has been necessary to prop these arches ever since as there is a risk of failure. The arches in Phase 4 are monitored regularly due to these structural concerns. Inspections we carried out in April 2025 which confirm the need for the replacement of the arches, this report is in Appendix A

2.10 The internal propping is to support the filler beam roof slab and is designed to be capable of supporting 8t deadweight and 5kn/sqm live load. The propping has been installed so that access to the arches is maintained; however, this is under constant review as there may come a time when the arches require further temporary propping and strengthening works.

2.11 Therefore the findings of these surveys demonstrate that the arches that form Phase 4 are structurally deficient and in part have failed structurally to withstand the imposed loads due to cracking and movement with the slabs and walls. As the whole structure is formed from linked arches, which all exhibit decay in varying degrees means the entire structure must be replaced and strengthened at the same time, as outlined within our proposals. It is anticipated that within 5 years these arches will be unusable requiring significant propping and therefore the tenants removed from the arches.

2.12 For Phase 5 (see Figure 7) there are a number of concerns regarding structural movement and cracking of the arches that form this section, as identified within Principal Inspections from 2015-2022. The nature of failure of the filler beam deck is in shear and therefore these structures are monitored regularly; it is anticipated that structural failure will occur within sections of the Phase 5 arches within 5 years. It is anticipated that

within 10 years these arches will be unusable, requiring significant propping and therefore tenants removed from the arches.

2.13 The conclusion of the assessments by structural engineers is that the arches need to be addressed as soon as possible to avoid structural failure. The assessments can be provided if needed.

2.14 If no action is taken to address the critical state of the structures the 'Do Minimum' scenario would require the closure of the westbound carriageway of the A259 and the adjacent cycle route.

2.15 This section of the MRN is particularly important as these arches serve as a key part of the Brighton seafront and the wider economy. It is essential to mitigate the long term risks to the major seafront artery (A259) that the structures are rebuilt.

2.16 The closure of the A259 would result in an adverse impact on tourism and the reputation of Brighton together with a loss of revenue from city centre car parks near to the structures which would be underutilised. Additionally, the concreting up of the arches would be a significant cost.

2.17 Closure of an adjacent section of A259 in 2012 as a result of structural failure of the supporting arches lead to significant delays to traffic and the knock on negative effects to business and tourism in the area for around 12 months while a repair was put in place. The closure is shown in Figure 6

Figure 6 Westbound Lane Closure on A259

2.18 The vital works needed are entirely consistent with the Council's 'Local Transport Plan', and will contribute to its overall strategic goals, including safety, economic growth and a local transport system that is fit for purpose. Regenerating this area of seafront as part of the works will enhance the visitor attraction and generate job opportunities by allowing new business to operate and trade within the newly built structure. This chapter also sets out how the project meets DfT, Transport for the South East and BHCC objectives

2.19 The works are part of the wider redevelopment works along Kings Road, Brighton. To date the Kings Road works have included the erection of an observation tower (i360), Phase 1 redevelopment of arches 36-61 and 62-73, Phase 2 redevelopment of arches 75-105, followed by regeneration to Phase 3 development of Shelter Hall arches 150-155. The bid relates to the redevelopment of arches 17-35 (Phase 4) and arches 125-149 (phase 5) which are of a similar nature to those already undertaken. The plan below in Figure 7 shows the phasing of the arch strengthening in the vicinity of the bid site.

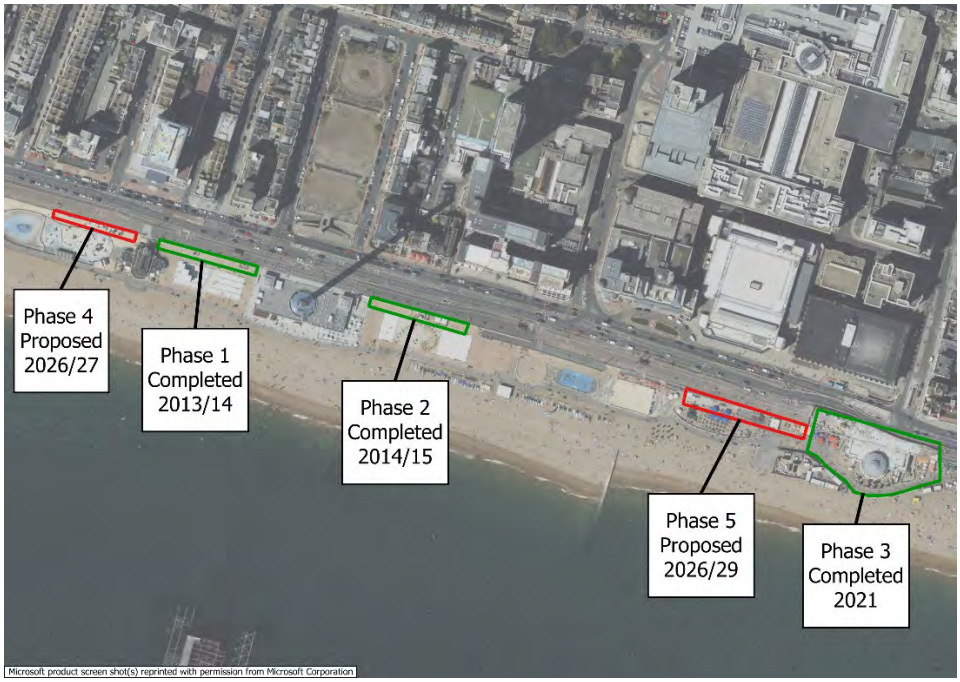


Figure 7 Location of Arches Renewal Phases

2.20 Works have been completed to repair Shelter Hall (Phase 3), involving major sub-structural strengthening and rebuilding of the structure that supports the A259 at the West Street Junction, just to the east of the Phase 5 arches which this bid seeks funding for.

2.21 The photos in Figure 8 below show the significant works to support the A259 in Shelter Hall during the construction phase.

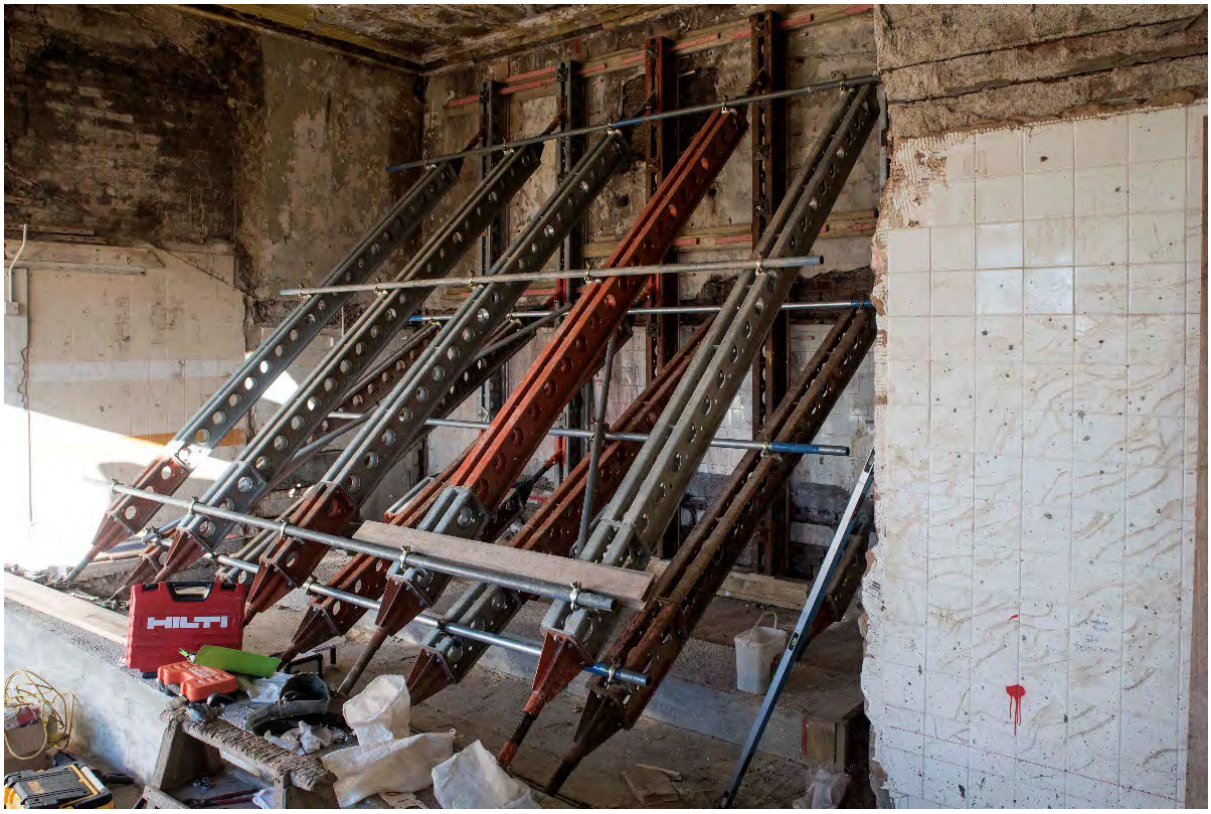


Figure 8 Shelter Hall Support During Works

2.22 The proposed scheme to reconstruct the seafront arches will provide a stable highway structure for the long term, maintaining the existing provision for pedestrians, cycles and vehicle traffic.

2.23 The scheme complements other recent / proposed projects in the area to maintain and enhance the transport link and economic vitality of the City's seafront. These are set out in the table below.

Table 1 Complementary Schemes

Location	Description	Planned construction
A259 Kings Road / West Street	Shelter Hall - major sub-structural strengthening and rebuilding of the structure that supports the A259 at the West Street Junction	Constructed 2015 - 2021
A259 Kings Road	Kings Road Arches Phase 1 – Section west of i360	Constructed 2011 -2014
A259 Kings Road	Kings Road Arches Phase 2 – Section east of i360	Constructed 2013 -2015

2.24 The scheme fits within the City Council LTP. The wider programme of works entails ensuring the integrity of the road support and safety of road user, as well as the enabling commercial use of the arches with installation of shops and other tourist and retail establishment under the road structure.

2.25 Phase 5 of the works are within the boundary of a Development Area of the adopted City Plan Part 1, and run parallel to the frontage of the strategic allocation (DA1) for the redevelopment of the Brighton Centre conference centre and Churchill Square shopping centre. The A259 is the primary access to this site. Proposals for redevelopment (called the Waterfront project) have been developed over a number of years by the council and the previous landowner, but have not been finalised.

2.26 The recent sale of the Churchill Square shopping centre to IKEA gives the city council the opportunity to resume discussions about the Waterfront project. It is a potential multi-million-pound scheme that could include a new replaced or modernised Brighton Centre at the heart of a new urban quarter in the city centre. The Churchill Square shopping centre could be modernised or completely replaced, with entirely new streets and spaces above, for example.

2.27 As well as a new venue and conference centre, the project has the scope to deliver jobs, new regional retail and leisure destination, improved public realm and urban design, housing and office space, and improved seafront connectivity.

2.28 A new Brighton Centre would ensure the City can continue to compete with the bigger venues for large conferences and major act tours to support our local economy. Whilst the Waterfront development is not considered fundamental to the funding bid for the arches, the wider benefits of the scheme should be taken in to consideration.

2.29 The city council is looking at how to make the heart of the city a more 'liveable city centre' – a proposal to create a more accessible, pleasant and vibrant city centre, which continues to thrive but meets the council's ambition for Brighton & Hove to be a Carbon Neutral city by 2030.

2.30 The Waterfront Development Project is partially dependent on the A259 Seafront Arches project. With reference to TAG Unit A2.2, which states the key features of a dependent development are '(1) there is a clear intention to develop a specific site' and '(2) the existing transport network cannot reasonably accommodate the additional traffic associated with the development'. It is considered that (1) is certain, based on Policy DA1 in the City Plan. (2) would be assessed in principle and in more detail, as proposals are developed.

2.31 The Waterfront Development Project itself aims to provide shops, seafront landscaping, tourist attractions etc which would be adjacent to the highway; however, these need people to be able to travel there to be financially sustainable. The new owners of Churchill Square would review previous development proposals, and in particular their relationship with

the Arches and how they could connect with the seafront. For example, previous proposals had considered a direct pedestrian subway link via the Phase 5 arches number 138 and 139.

2.32 The Waterfront Development once completed will have an impact on the traffic flows along the A259 and public transport throughout the city, with an expected increase in number of tourists and visitors, especially during the festive and holiday periods. A transport assessment will be commissioned by the applicant to assess the effect on the network and public transport services, exploring necessary mitigation. Without a city centre traffic model, as described earlier, the effects have not been assessed within this application.

2.33 **The objectives of the scheme**

2.34 **Economic growth benefits:**

- The scheme will ensure the continued economic growth of the city and enable key strategic developments to be realised. The arch strengthening will provide for a 120-year life extension of the structure and enable weak structures that also house businesses within the space/voids fronting the Lower Promenade to be refurbished and continue to provide commercial floorspace and other opportunities that will generate additional economic activity and revenue and help further regenerate the area.

2.35 **Transport and scheme related economic benefits:**

- These works will ensure the condition of these structures will be maintained for the next 120 years and therefore the carriageway, cycle lane (National Cycle Route) and footway of the A259 will be able to continue to perform their strategic function for vehicle and people movements approaching the city centre. The failure of the structures could significantly affect east-west movements and therefore severely impact on journey times and increase the cost of some journeys.

- The works will provide opportunities to improve the public realm and further add to the attractiveness of the seafront, by reducing severance and increasing connectivity between the promenade and the Waterfront site and the city centre, in addition to decluttering and improving street furniture.

2.36 **Social benefits:**

- The strengthening of the city's seafront structures that are active (approximately a 2.5 km section) will also help the regeneration of the more rundown parts of the seafront. Wherever possible, works will maximise the internal areas to be brought into use (or be upgraded) as commercial premises which will add vitality, activity and new business opportunities to this location.
- The proposed works will not affect severance, other than during any essential demolition and construction period. Comprehensive and safe diversion route for pedestrians and cyclists will be incorporated into the design and provided.
- These works will increase commercial opportunities in this part of the seafront, and therefore enable greater choice for visitors and customers.
- The works will provide for to pedestrian, cycling and vehicle movement and infrastructure, therefore creating a more attractive seafront environment that everyone can access safely and enjoy.

2.37 **Environmental benefits**:

- The failure of the structures supporting the highway will necessitate diversion of vehicle traffic, adding to congestion on the alternative routes with a consequential reduction in air quality locally and on a city wide basis.

- Consideration will also be given to seeking to combine strengthening works with improvements to the A259 corridor. This will seek to secure changes or reductions to the current impacts associated with traffic and greenhouse gases by enabling more efficient movement of traffic and better facilities for walking and cycling. This will require further assessment.
- As above, these works may also enable an improvement in air quality if combined with improvements to the A259 corridor. Effects may be apparent during any essential demolition and construction periods, but these will be mitigated within the contractor's Construction Phase Health & Safety Plan.
- These works are unlikely to result in any direct/discernible impacts associated with increased noise other than during any essential demolition and construction periods. These effects will be mitigated in the contractor's Construction Phase Health & Safety Plan.

2.38 The key scheme objectives, with regard to being Specific, Measurable, Achievable, Relevant and Time constrained (SMART) are summarised below in Table 2.

Table 2 Key Objectives

OBJECTIVE	**To render stable the road infrastructure supporting the A259, Brighton's major seafront route, and avoid the need for major long term road diversions.**
Specific	*The scheme is designed to address two specific sections of archway structures that are structurally unstable.*
Measurable	*The success of the scheme will be measured by the continued full operation of the A259 route along the seafront on a stable structure.*
Achievable	*A stable road infrastructure can be achieved, as demonstrated by the earlier work on adjacent sections of the A259.*
Relevant	*The A259 route along the seafront is a key part of the major road network through Brighton.*
Timebound	*The scheme is time constrained as surveys have indicated that the structures need replacing as soon as possible to avoid collapse. Scheme completion is programmed for 2028*
OBJECTIVE	**To provide refurbished and expanded commercial floorspace, supporting economic growth and regeneration**
Specific	*Without the strengthening of the structures the current commercial use of the archways will be impossible.*
Measurable	*The completion of the works will result in the provision of the equivalent of the existing commercial floorspace as a minimum.*
Achievable	*The objective is achievable based on the success of previous improvements on the seafront.*
Relevant	*The commercial activity associated with the arches makes a major contribution to the overall attraction of the seafront commercial environment.*
Timebound	*Commercial occupation of the archways will be available on completion of the works.*

2.39 A description of the process by which the scheme came to be identified as the preferred option for meeting those objectives including why alternative options were discarded.

2.40 Three potential options to deal with the instability of the arches were identified:

- Option 1 - Do minimum, involving the closure of the westbound carriageway and adjacent cycle route and rerouting of traffic through the town;
- Option 2 – Infill of the arches - to retain the existing highway network but with the loss of commercial space and access; and
- Option 3 – Preferred scheme - to reconstruct the arches retaining the existing highway network and enhancing the commercial area beneath.

2.41 The Do Minimum option achieves none of the objectives and would incur significant disbenefits to road users, local residents, economy, and the environment.

2.42 The only alternative to the Preferred scheme undertaking a structural replacement would be to completely infill the structures with concrete. This however would render the internal usable area, which is in a prime location, sealed and inaccessible in perpetuity. Thereby, excluding all future business development and extinguishing all future rental income, prohibiting seafront regeneration at this location, leading to an area devoid of any future amenities. This scheme would have limited scope to achieve the objectives.

2.43 The Preferred Scheme would follow on from the successful completion of earlier phases of reconstruction along the adjacent A259 Arches and Shelter Hall as described earlier. The Preferred scheme would meet the SMART objectives.

2.44 It is expected that during construction in the Preferred scheme scenario, westbound traffic will remain operational, and no diversion will be necessary. The eastbound carriageway will remain operational under all scenarios.

2.45 The following series of images in Figure 9 illustrate the significant work involved and the positive effects, not only the vital support for the MRN but the huge regeneration effects enabled for local businesses and

encouraging tourism. This brings significant economic benefits and employment opportunities to the City.

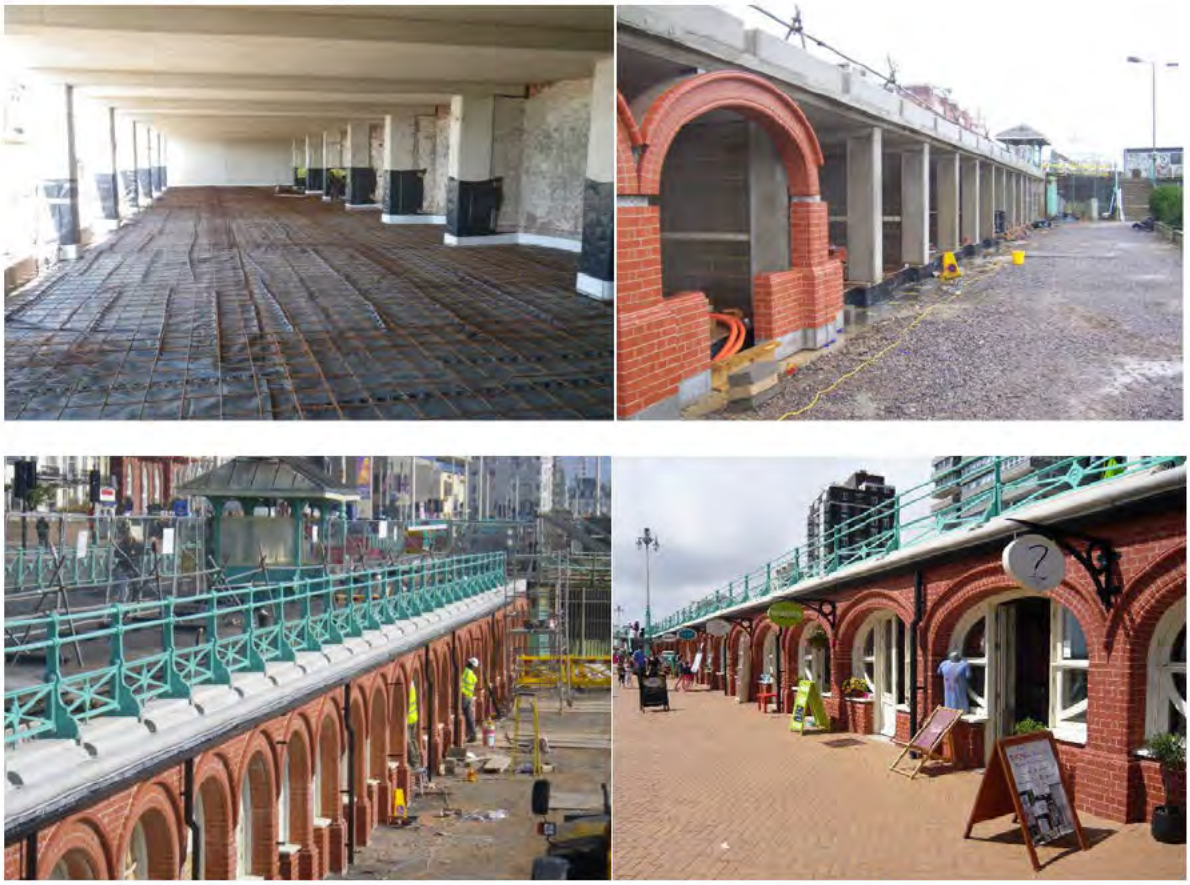


Figure 9 Earlier Phases of Arches Renewal

2.46 **BHCC Policies and Objectives**

2.47 The Council's Sustainable Transport Strategy as set out in the Local Transport Plan aims to:

- Increase awareness of the whole community of the impacts of traffic and travel decisions;
- Reduce danger for all road users, particularly by reducing traffic speed;
- Improve accessibility for environmentally friendly forms of transport;
- Reduce road traffic, pollution and congestion within and around the city;
- Promote and improve the economic, environmental and social viability of the city;
- Encourage partnership and innovation in promoting and developing choice in the provision of sustainable transport, and
- Seek compatibility between transport and planning policies and decisions.

2.48 The Brighton and Hove City Plan (Parts 1&2) Local Transport Plan 4 contains a number of Strategic Objectives which align with the MRN Objectives, shown in the matrix table overleaf which illustrates how these fit with the MRN Investment Objectives, DfT Development Plan Objectives and Transport for the South East aspirations.

2.49 **How the objectives of the scheme align with MRN and national objectives**

Wider Policy Context	Relevance to Major Road Network (MRN) Investment Objectives				
	Reducing Congestion Alleviate congestion; take account for impacts on air quality, biodiversity, noise, flood risk, water quality, landscape and cultural heritage sites.	**Support Economic Growth & Rebalancing** Industrial Strategy: Supports regional strategic goals to boost economic growth; Economic Impact: Improve ability to access new or existing employment sites; Trade & Gateways Impact: Improve international connectivity e.g. access to ports and airports.	**Support Housing Delivery** Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity.	**Supporting All Road Users** Delivering benefits for public transport and non-motorised users including cyclists, pedestrians and disabled people; Safety Benefits: Ability to reduce the risk of deaths/serious injuries for all users of the MRN	**Supporting the SRN** Improved end to end journey times across both networks; Improved journey time reliability; Improved SRN resilience
National: **DfT Single Departmental Plan**	Objective: Make sure transport is safe, secure and sustainable *(ensure sustainability underpins future transport investment, plans for reducing emissions and improving air quality).* *Objective: Make sure transport is safe, secure and sustainable (pursue opportunities to enhance road safety; increase the number of cycling and walking journeys).*	Objective: Support the creation of a stronger, cleaner, more productive economy *(deliver infrastructure projects across Road, Rail & Aviation).* Objective: Help to connect people and places, balancing investment across the country *(work to develop the transport network across the country including creation of a new Major Road Network to raise performance on strategically significant roads across the country at the local and regional level).* Objective: Help to connect people and places, balancing investment across the country *(work with MHCLG to make joined up investment decisions on housing and transport, maximising the impact of transformative investment in projects).*	Objective: Help to connect people and places, balancing investment across the country *(work with MHCLG to make joined up investment decisions on housing and transport, maximising the impact of transformative investment in projects).*	*Objective: Make sure transport is safe, secure and sustainable (pursue opportunities to enhance road safety; increase the number of cycling and walking journeys).*	Support the creation of a stronger, cleaner, more productive economy *(deliver infrastructure projects across Road, Rail & Aviation).* Objective: Make journeys easier, modern and reliable *(Invest in road maintenance and renewals to improve national road network including help for Local Authorities to repair and maintain local roads).*

Wider Policy Context	Relevance to Major Road Network (MRN) Investment Objectives				
	Reducing Congestion Alleviate congestion; take account for impacts on air quality, biodiversity, noise, flood risk, water quality, landscape and cultural heritage sites.	**Support Economic Growth & Rebalancing** Industrial Strategy: Supports regional strategic goals to boost economic growth; Economic Impact: Improve ability to access new or existing employment sites; Trade & Gateways Impact: Improve international connectivity e.g. access to ports and airports.	**Support Housing Delivery** Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity.	**Supporting All Road Users** Delivering benefits for public transport and non-motorised users including cyclists, pedestrians and disabled people; Safety Benefits: Ability to reduce the risk of deaths/serious injuries for all users of the MRN	**Supporting the SRN** Improved end to end journey times across both networks; Improved journey time reliability; Improved SRN resilience
Regional: **Transport for South East - Economic Connectivity Review**	Note: South East is a key driver of the UK economy – 1 minute journey saving on key SE corridors adds 4.5m to the economy. Note: Current Annual Impact of Delay (business/freight) – A259/East Coastway Line = £53,000 per Km (base), £182,000 per Km (2041). Note: Current Annual Impact of Delay (commuter) – A259/East Coastway Line = £48,000 per Km (base), £123,000 per Km (2041). Note: Importance of Strategic Connectivity & Efficiency – *137,000 daily travel to work trips occur in the built-up area from Worthing to Kemptown, principally to the Brighton city centre.*	Note: Transport is an enabler of economic growth – *Improved business connectivity (travel time savings, journey time reliability); Improved labour market efficiency (larger labour supply, wider employment opportunity, higher capacity & connectivity), Enabling development (unlocking sites and locations), Access to international gateways (access to international trade).* Note: Access to International Gateways – *Shoreham Port (situated on the A259) handles 2 million tonnes of goods p.a. with an average of 300 trucks per day. More than a quarter of goods that arrive at Shoreham have an ultimate destination in Brighton and Hove and East Sussex. (Annual Report Shoreham Port, 2016).*	Note: Planned Development on A259/East Coastway Line – *8,500 new homes, 2000 new jobs.*	Note: Importance of Strategic Connectivity & Efficiency – *137,000 daily travel to work trips occur in the built-up area from Worthing to Kemptown, principally to the Brighton city centre.*	

Local: **Brighton and Hove City Plan (Part 1)** **Local Transport Plan 4**	Strategic Objective: SO11 – *Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion, reduce noise and promote active travel.* Note: Managing road travel and congestion – *critical issue in the context of a growing population and the levels of development expected over the life of The City Plan.* LTP Priority – *reduce carbon emissions.* LTP Aim – *Improve the "pinch-points" on the Seafront where pedestrians, cycles and cars interact.* LTP Aim – *Encourage and enable greater levels of active and healthy travel along/to & from the seafront, such as cycling and walking, especially for shorter journeys.*	Strategic Objective: SO2 – *Support the continued improvement of the economic performance of the city by identifying and safeguarding an appropriate range of sites and premises to meet demands of high growth and key employment sectors and ensuring there is a well-trained and suitably skilled local workforce.* Strategic Objective: SO3 – *Develop Brighton & Hove as a major centre on the South Coast for sustainable business growth and innovation, creative industries, retail provision, tourism and transport.* Strategic Objective: SO9 – *Make full and efficient use of previously developed land in recognition of the environmental and physical constraints to development posed by the sea and the South Downs.* Planned Development: Brighton Centre/ Churchill Square – *NET. increase of 20,000m2 A1 use + new convention centre; requirements for improved high speed bus link, pedestrian facilities and cycle facilities on A259.* Note: The council will positively and proactively encourage sustainable economic growth – *ensuring a range of suitable employment sites and premises, making appropriate provision for leisure, retail, cultural, tourism and health needs.* Note: Current Lack of affordable business premises and workspace – *Spatial constraints (e.g. coast, South Downs) means existing space has to be fully realised/ utilised.* LTP Priority - *support economic growth* LTP Aim - *To improve access to job opportunities, shopping areas and cultural and visitor attractions*	Strategic Objective: SO4 – *Address the housing needs of Brighton & Hove by working with partners to provide housing that meets the needs of all communities in the city, achieves a mix of housing types, sizes and tenures that is affordable, accessible, designed to a high standard and adaptable to future change.*	Strategic Objective: SO11 – *Provide an integrated, safe and sustainable transport system to improve air quality, reduce congestion, reduce noise and promote active travel.* Strategic Objective: SO17 – *Enhance the seafront as a year-round place for sustainable tourism, leisure, recreation and culture whilst protecting and enhancing the quality of the coastal and marine environment.* LTP Priority – *promote equality and opportunity.* LTP Priority – *improve safety, security and health.* LTP Aim – *Encourage and enable greater levels of active and healthy travel along/to & from the seafront, such as cycling and walking, especially for shorter journeys.* LTP Aim – *Improve the accessibility along/to & from the Seafront to enable greater access to a wide range of goods, services, and places.* Note: Brighton Seafront – *used by 30,000 pedestrians, 2,200 cyclists and 36,000 vehicles daily.*	

Wider Policy Context	Relevance to Major Road Network (MRN) Investment Objectives				
	Reducing Congestion (Alleviate congestion; take account for impacts on air quality, biodiversity, noise, flood risk, water quality, landscape and cultural heritage sites)	**Support Economic Growth & Rebalancing** (Industrial Strategy: Supports regional strategic goals to boost economic growth; Economic Impact: Improve ability to access new or existing employment sites; Trade & Gateways Impact: Improve international connectivity e.g. access to ports and airports)	**Support Housing Delivery** Support the creation of new housing developments by improving access to future development sites and boosting suitable land capacity.	**Supporting All Road Users** Delivering benefits for public transport and non-motorised users including cyclists, pedestrians and disabled people; Safety Benefits: Ability to reduce the risk of deaths/serious injuries for all users of the MRN	**Supporting the SRN** Improved end to end journey times across both networks; Improved journey time reliability; Improved SRN resilience
	Scheme Impacts				
Positive Scheme Benefits	• Safeguarding the viability of a vital link by reducing risk of collapse and unplanned closures/ traffic management. • Improved link with smoother traffic flows (without the need for closures/ traffic management) will help to reduce emissions and improve air quality. • Safeguarding and enhancing a major NMU link/ facility - enhance sustainability, improve safety, reduce congestion and emissions. • Maintaining and increasing capacity of vital link for future years to provide the foundations for growth of the seafront area of the city.	• Safeguarding a vital link for existing business in the city - employees, deliveries and access to new opportunities/ incentives. • Regeneration of the arches would not only ensure the viability of the transport link above but also unlock vital new space for business, employment and tourism - huge future importance in a city where development space is limited. • The A259 link is a vital part of being able to develop the Churchill Square and seafront areas of Brighton - key development areas to protect the economic future of the city.		• Safeguarding the A259 link will enable future investment in schemes to provide improved high frequency bus links to Churchill Square, new safety schemes, accessibility and improvement schemes to remove the barrier between the city and the seafront.	

'Do Nothing' Impacts	• Forced or unplanned closures of the A259 will have significant impact on access to an important area of the city. • Traffic diverted on to temporary routes for extended periods will adversely affect traffic conditions, air quality and result in increased collision risk on less suitable/ more congested routes. • Potential loss of key NMU facilities if existing structures become unviable - increased traffic and/or NMU users on less suitable routes will have wider implications on road safety, air quality and health.	• Failure to protect the A259 link would have a significant negative impact on the city, acting as a deterrent to business and visitors alike. The implications of this would be long lasting and not just restricted to periods of forced closures.		• Forced, unplanned, long term closures and diversions will adversely impact safety, deter active travel (loss of a major NMU route), increase congestion and impact air quality and health. • Excess traffic on city centre roads and less suitable routes will adversely impact safety risk in the wider city, particularly in busier, congested traffic conditions.	

2.50 **Ease congestion and provide upgrades on important national, regional or local routes**

- Kings Road (A259) is the main strategically and locally important transport link running the entire length of Brighton's seafront. It carries a two way flow of 26,400 vehicles per day as well as providing a cycle link as part of National Cycle Route 2 carrying 1,466 users per day.
- This key highway asset is at the end of its serviceable life, it has been found to be structurally deficient and temporarily propped to safeguard the public, as there is a risk of collapse, which could render part of the transport network inaccessible. A previous collapse has already occurred in a structure in the vicinity. The Brighton and Hove City Council Seafront Asset Scrutiny Report indicated that gross replacement cost for all 365 highway arches is in the region of £355 million. With BHCC being a relatively small highway authority, this presents a significant financial challenge whereby we are heavily reliant on injections of external funding; therefore, urgent funding via the 'Major Road Network Scheme' is needed for these vital works.
- The failure to maintain and improve these structures would lead to the collapse of the road and the necessary diversion of drivers and cyclists via alternative routes in the city centre which would add significant delay and congestion on to the surrounding network.

2.51 **To unlock economic growth, job creation opportunities, and support rebalancing**

- By replacing this structure, a new asset will be provided that is safe for use and fit for purpose that safely supports a key part of the transport network. The scheme also delivers fresh commercial space creating additional business opportunities that will generate additional economic activities and revenue resulting in the regeneration of this

area. Overall highway improvements incorporated within the scheme take account of growing local and visitor requirements.

2.52 **To enable the delivery of new housing developments**

- Policy DA1 of the City Plan enables new housing to be included within the redevelopment of the area, alongside additional retail space and an extended leisure offer. Previous proposals for the Waterfront Development project have estimated that the redevelopment value would be in excess of £500m. The project requires the delivery of efficient, reliable, safe and more sustainable transport solutions for moving people along and across the seafront between sites and the city centre/transport hubs, including the A259 between the Metropole Hotel and Brighton Marina junctions. The structural integrity of the highway structures supporting the A259 (road and promenade) are therefore a critical element of the scheme's delivery and success.

2.53 **To support all road users**

- The scheme provides the opportunity to ensure the existing infrastructure and key transport corridor remains functional for all road users as well as users of and visitors to the seafront. Improvements are gained by increasing the attractiveness and appeal to this section of the seafront and the enhancement of the public realm in general.
- The prominent location of these structures plays an important role in supporting and linking the existing and future commercial, visitor, leisure and sporting activities on the seafront. The arches line the rear of the promenade in an area that now attracts more visitors following the recent construction of the British Airways i360 and accompanying reconstruction and repair of existing nearby arches housing new businesses.

- National Cycle Network Route 2 runs along the seafront providing an incredibly valuable link for all manner of cyclists, including; family / leisure, tourists, local and long distance commuters.
- Maintaining this link would not only provide for these users; if the structures failed, the subsequent diversion of traffic would not only have negative consequences on the movement of traffic but would increase conflict between traffic and other users on the diversion routes within other areas of the city.
- The works will also ensure that the six key themes contained within the Council's recently approved draft 'Seafront Strategy' are fulfilled such as; 'Connectivity', 'An Active Seafront', 'Seafront Management', 'Tourism Development', 'Seafront Economy Property Management', 'Seafront Architecture' and 'Regeneration Projects'.
- Active Travel will be enhanced by the proposals, not only by maintaining the excellent cycling and walking facilities described but will also include new pedestrian links under the A259 from the arches. Staff cycle parking is being provided within the arches to encourage active travel. There are a total of 20 cycle parking spaces provided via Sheffield stands in arches 136, 138 and 143.

2.54 **To support the Strategic Road Network**

- The strategically important role that A259 plays is essential in the movement of people by all modes. If funding were not available and the structures failed there would be significant additional pressure on other parts of the MRN and the SRN created by the diversion of traffic.

2.55 For schemes that directly aim to facilitate commercial or housing development on specific sites, details of the sites, current planning status, status of developer commitment and the expected impact of the scheme

- The scheme its self comprises two areas of highway structures on the A259 originally built circa 1850-1880 that are now at the end of their serviceable life and need to be replaced with structures that are fit for purpose; which will also provide commercial and economic benefits to the City of Brighton and Hove, both by facilitating access and movement to and through the area and enabling commercial premises to operate from the arches as has been the case for the previous phases, described within this document. Designs have been developed sympathetically with their surroundings and accommodate flexibility for commercial use. Further details of the proposals are described below. (please refer to Appendix B for additional details).
- A planning application for Phase 4 of the arches was approved by the Council in August 2023. The planning application for Phase 5 was submitted in September 2024 and approved in September 2025 . Once built the scheme will provide high quality usable space for commercial operators within the arches.
- The scheme is located within prime conservation areas. The overall Architectural design of the new structures must enhance and correspond to their setting to form a coherent aesthetical relationship with the remainder of Brighton's historic seafront. All architectural designs will be subject to full Planning Approval, conservation approval and heritage approval. All internal architectural design will be subject to building regulations and environmental health regulations approval.
- The works needed are entirely consistent with the Council's 'Local Transport Plan' and proposals for the Liveable City Centre aspirations, they will contribute to its overall strategic goals, including safety, economic growth and a local transport system that is fit for purpose. Regenerating this area of seafront as part of the works will also

enhance the visitor attraction and generate job opportunities by designing for new commercial space within the new structure.

- BHCC has recently completed the LUF funded Kingsway to the Sea to improve the area to the west of the King Alfred site between the A259 and seafront. Enabling access to these new facilities and improved area by strengthening the arches will be essential in achieving the full potential of the LUF scheme.
- The redevelopment of the King Alfred Site is progressing, with the aim of providing a new modern leisure facility and residential development. The council has appointed a professional team to progress the design and planning stages of the project, with the aim of submitting a planning application by early 2026. The replacement of the arches is vital to enable access to the site by vehicle, walking and cycling along the A259 corridor which provides excellent walking and cycling facilities along the corridor
- There are other key opportunity areas / development sites within the City, referenced in the City Plan Parts 1 and 2, including The Waterfront, Black Rock sites, which will rely on the continued operation of the A259. These sites are therefore expected to progress in line with planning policies but they are not currently at the stage where developers are on board.

2.56 **The impact the scheme would have on access to international gateways**

- The A259 runs along the south coast of England passing through Hampshire, West Sussex, East Sussex and part of Kent. The main part of the road connects Brighton, Eastbourne, Hastings, Rye and Folkestone; together with strategic connections to Shoreham Port and Newhaven Harbour / ferry terminal.

- The scheme will enable the road through central Brighton to continue to function as a strategic link. If the arches fail and the carriageway is closed there will be negative effects on traffic resulting from diversions as described within this document.

2.57 Details of public consultation activities on the scheme to date, and key findings including how any key questions/concerns have been addressed is discussed below.

- The seafront is split between two conservation areas, Regency Square to the west and the Old Town to the east. The development aims to conserve the character and significance of these two distinct areas and the links between them, through the new development and its design. The railings along the esplanade including those that line the seafront steps and ramps are grade II listed. The seafront arches are not listed but are deemed to be a non-designated heritage assets and that any designs together with all materials used should be considered in determining the design.
- When considering the impact of a proposed development on the significance of a designated heritage asset, great weight is given to the asset's conservation environment. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. For this reason, the design of any replacement Highway seafront structures requires detailed engagement with Brighton and Hove City Council's Conservation Officers, Planning Officers, and Historic England, following a similar approach to the successful completion of earlier phases of the King Road Arches. Furthermore, detailed meetings are held with Stakeholders, such as the Seafront and Property management teams to accommodate current and future

businesses needs within the structures; Transport Planning, Highways and Structures teams to design a structure and environment that is fit for purpose and safe for use. Further discussions are also held with local amenity and conservation groups such as CAG and the Regency Society.

- The design proposals are developed to respond to the local vernacular and Victorian proportions while encouraging appropriate innovation which reinforces local distinctiveness. All new designs seek to integrate proposed developments within the strategic and unique conservation areas of Brighton Seafront which will improve the character and quality of the area and the way it functions. The scheme is about change for the better. It seeks positive improvements in the economic, social and environmental roles, through the provision of infrastructure, a high-quality built environment and the protection and enhancement of the heritage and improved connectivity and linkages of access for the pedestrian, cyclist and road user. This is achieved through developing designs that are safe for use and fit for purpose which incorporate Planning, Conservation and Heritage requirements.
- The development of the council's Seafront Investment Plan (2016-21) includes and recognises the role of the highway arch structures within the seafront's over infrastructure. Whilst the Seafront Investment Plan hasn't been updated the topics are entirely relevant to the current and future aspirations of the City and its seafront. The plan was developed following the work of the Seafront Infrastructure Overview and Scrutiny Panel during 2014 and 2015.
- The panel interviewed thirty witnesses during meetings of which sixteen were external to the council, including businesses who are key stakeholders who play a key role in the seafront's success through

their occupation of the internal premises that are established within the arch structures. The council's internal stakeholders, include officers representing Sport & Leisure, Major Projects, Planning, Property & Design, Transport and Economic Development.

- The panel also held a drop-in session for those who wished to give their views to the panel on the seafront and over fifty people attended. A consultation workshop was also held with the Brighton & Hove Tourism Advisory Board in which panel members were provided feedback on the seafront. Although this work was focused on the whole seafront, it recognised the focal point that the arches play in terms of supporting the A259 and providing commercial opportunities that are a significant part of the overall seafront offer. Stakeholders recognised the importance of maintaining transport and highway infrastructure in order to maintain and improve connectivity along the seafront. Renewing the highway structures plays an important role in achieving this.
- All key stakeholders within Brighton and Hove City Council have been consulted, this includes Strategic Directors, Lead Members and Key officers. The Council owns all the Highway Structures and acts as Highway Authority, Coast Protection Authority and Landlord.
- The areas affected have been fully surveyed and existing tenants are aware that the Council is working up redevelopment proposals. Public consultation will follow once funding has been secured and fully developed plans have been produced.

2.58 At present the key stakeholders which have been identified include:

- BHCC residents, with a focus on those local to the works
- BHCC businesses, with a focus on those local to the works; such as Restaurants, Commercial outlets and Shopping Centre etc.

- BHCC employees including Strategic Directors, Lead Members and Key officers
- BHCC schools and educational departments
- BHCC hotels and tourist attractions near the works
- BHCC Highways
- BHCC MPs and Councillors
- BHCC Local and Trade Media
- BHCC Buses &Taxis
- Statutory Undertakers

2.59 Alongside Stakeholder Partner organisations including:

- East Sussex County Council
- Historic England,
- Conservation Advisory Group
- The Brighton & Hove Tourism Advisory Board
- Local transport operators etc

2.60 Appendix C contains the Communications and Stakeholder Management Plan for the project

3. POLICY AND GUIDANCE

3.1 The proposed restoration of the arches will be carried out in accordance with the requirements of the Planning (Listed Buildings and Conservation Areas) Act 1990 and the National Planning Policy Framework (NPPF). The proposed work will be subject to views, comments and the approval of Brighton and Hove City Council's Conservation Officer and Historic England as it has been in the successful completion of earlier phases.

3.2 For guidance on the development of the proposals, reference will be made to the National Planning Policy Framework (NPPF) and associated National Planning Practice Guidance (NPPG). Further guidance can be found in Historic England Historic Environment Good Practice Advice Notes 2 and 3 and Conservation Principles Policies and Guidance.

3.3 At the local level reference is made to Brighton and Hove City Plan Parts 1 and 2. As required by the NPPF the council has developed policies for local heritage management in their the City Plan Parts 1 and 2 and Local Guidance Documents.

3.4 In developing the proposals the following paragraphs within the NPPF have been referred to and the proposals meet these criteria;

- 203. Relating to setting out a positive strategy for the conservation and enjoyment of the historical environment, including heritage assets most at risk. Of relevance to this application, it goes on to say that the strategy should take account of the wider social, cultural, economic and environmental benefits that conservation of the historic environment can bring; the desirability of new development making a positive contribution to local character and distinctiveness.
- 210. In determining applications account should be taken of the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation. The positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality should also be considered.

- 219. Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites, and within the setting of heritage assets, to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to the asset (or which better reveal its significance) should be treated favourably.

3.5 Bus Priority

- Bus travel within Brighton and Hove is essential for the city and officers work closely with operators and stakeholders in the development of projects.
- Measures for improvement bus priority on the A259 may be brought forward by BHCC in the future as the city moves towards a carbon neutral city by 2030, however, would not be brought forward as part of this scheme.
- As the A259 is not major bus route the proposals do not include any bus priority features, however, the proposals support the Council's BSIP ambitions and the National Bus Strategy by ensuring the nearby high frequency corridors are not affected by diverted traffic resulting from failure of the arches.
- Valley Gardens / Old Steine would be impacted and as most of the city bus routes pass through here they would be negatively affected. This goes against all strategies to improve ridership, journey time, satisfaction levels and reliability
- The Council carries out regular engagement with bus operators and has most recently discussed the proposals with representatives from Brighton and Hove Buses at a meeting on 8/8/2025. The council took them through the proposals in detail and they were supportive. The only comment was to minimise delays to the services running along the A259 during construction; the bus operators understand the road

will remain open throughout the works, subject to occasional lane closures.

- Appendix D contains a completed Bus Priority Checklist

4. ECONOMIC CASE

4.1 Brighton & Hove's seafront is key to the economic success of the city, being a significant tourist attraction brining investment; generating income for the local businesses and providing jobs for residents. The economic case is set out in the following sections and a Modelling and Appraisal Self-Assessment Toolkit (MAST) is submitted alongside this FBC.

4.2 The arches not only support the local economy but are the structure holding up the main seafront road which provides links to / enables new housing, employment, and key development sites in the city, including King Alfred (housing and leisure centre), Black Rock (conference centre), Brighton Marina (new homes) and Waterfront sites (commercial / retail and housing). These sites are key opportunity areas / development sites in the city as described in the City Plan. Due to the early stages these sites are at, there is no committed developer contribution towards the scheme.

4.3 There has been and is planned significant investment along the seafront, refurbishing / rebuilding the Victorian arches (phases 1-3) including the rebuild of Shelter Hall and Victorian arches that are providing a much needed boost to the tourism offer. The failure of these arches and subsequent closure of sections of the seafront would undermine the investments already made, delaying maintenance will ultimately cost more money due to the failure of the arches and subsequent knock on negative effects to the movement of people, traffic and the economy. These links are by all modes with not only vehicular connections along the south coast and to the central car parks but also National Cycle Network Route 2 and a wide pedestrian area.

4.4 Brighton and Hove City Council has been awarded a greatly reduced LTP sum for a number of financial periods; thus, significantly diminishing the Council's ability to fund these essential large-scale works. The ageing seafront structures form the backbone to the A259 infrastructure so there are many competing financial commitments to undertake urgent and ongoing maintenance to provide a transport corridor that is safe for use. With the rising costs of inflation resulting in increasing labour and material costs the Council itself does not have the financial capacity to

undertake large scale structural replacement and strengthening programmes.

4.5 Due to limited resources maintenance budgets are targeted to the highest priority areas, therefore the backlog of work grows and budgetary constraints do not allow for major infrastructure project renewals. This leads to a financial deficit inhibiting large works programmes coming forward and adds to the delay of planned replacements of end of serviceable life structures. Therefore, the effect of maintenance is limited due to the financial and budgetary constraints; thereby maintenance is delayed and results in higher overall costs.

4.6 The scheme provides the opportunity to ensure the existing infrastructure and key transport corridor remains functional for all road users as well as users of and visitors to the seafront.

4.7 Improvements are gained by increasing the attractiveness and appeal to this section of the seafront and the enhancement of the public realm in general.

4.8 The works will also ensure that the six key themes contained within the Council's recently approved draft 'Seafront Strategy' are fulfilled such as; 'Connectivity', 'An Active Seafront', 'Seafront Management', 'Tourism Development', 'Seafront Economy Property Management', 'Seafront Architecture' and 'Regeneration Projects'.

4.9 The scheme will increase commercial opportunities in this part of the seafront, enabling greater choice for visitors and customers and improving pedestrian, cycling and vehicular movement. It provides for a more attractive seafront environment that benefits all users.

4.10 The only viable alternative to undertaking structural replacement would be to completely infill the structures with concrete. However, this would not allow the future use of these prime seafront arches for businesses, extinguishing all future rental income and preventing the seafront regeneration at this location, leading to an area devoid of future amenities and the loss of important heritage assets.

4.11 The nature of the proposals are such that they are required to enable the safe function of the strategically important link along the City's seafront.

As there is no 'new highway infrastructure' the positive traffic effects cannot be traditionally modelled.

4.12 The council do not currently have a validated model for the town centre and to produce one would expose the council to significant expenditure. The level of assessment should be proportional to the bid, therefore we propose that the economic case is assessed considering the impact that the structural failure and subsequent closure of the westbound A259 and cycle route would have on the wider network. This approach was adopted for the successful Local Highways Maintenance Challenge Fund bid the council submitted for Phase 3 of the arches programme; A259 / West Street – Shelter Hall Highway Structure No BS.5618 which is adjacent to this scheme and would have similar effects.

4.13 The closure of the A259 would result in an adverse impact on tourism and the reputation of Brighton together with a loss of revenue from city centre car parks near to the structures which would be underutilised. Additionally, the concreting up of the arches would be a significant cost.

4.14 The loss of the westbound A259 at this point would result in the need for spending of over £1million to facilitate the traffic diversions required across the city centre. There would be a significant detrimental impact on local businesses. The Churchill Square Shopping Centre would suggest they have lost 30% year on year comparison car park trade due to the introduction of a contraflow arrangement further east on the A259 in 2012. We estimate that a full closure of the westbound carriageway could halve the car visitor traffic to the major shopping centre of the city.

4.15 **Place Based Assessment**

4.16 Recent guidance[1] recommends a proportionate approach to the adoption of Place Based Analysis, to show local impacts of schemes in support of their economic assessment.

4.17 The proposed scheme to replace and improve the failing seafront arches will have an impact on the economic wellbeing of the wider area of Brighton and Hove. In addition, the scheme will have a more direct impact

[1] DfT Local Schemes Modelling and Appraisal Update. February 2023

on the localised area through which diverted traffic is expected to travel in the event of the closure of part of the westbound carriageway of the A259.

4.18 The area in the vicinity of the local and through diversion routes is expected to be affected by the largest volume of diverting traffic. The area in the vicinity of the strategic route would be affected by a smaller volume of traffic. The following table summarises the population potentially impacted by the diversion of traffic, and socio-economic characteristics compared to the wider LA area.

Table 3 Local Area Population Characteristics

	Brighton and Hove LA	Area impacted by potential diversion of local/through traffic*	Area impacted by potential diversion of strategic traffic*
Population	277103	60739*	42381*
Population density	3345/sqkm	13417/sqkm	4904/sqkm
Age <5yrs	4%	3%	4%
Age 5yrs – 19yrs	16%	10%	15%
Age 20yrs – 65yrs	65%	75%	66%
Age > 65yrs	14%	12%	15%
Economically active	63.8%	71%	66.5%
Work mainly from home	42.7%	48.9%	49.5%
Households deprived in >1 dimension	47.9%	48.7%	57.6%

**central zones included in all diversion routes*

4.19 The local and through diversion routes would impact a higher population, passing through an area of a high population density, illustrated Figure 10 below.

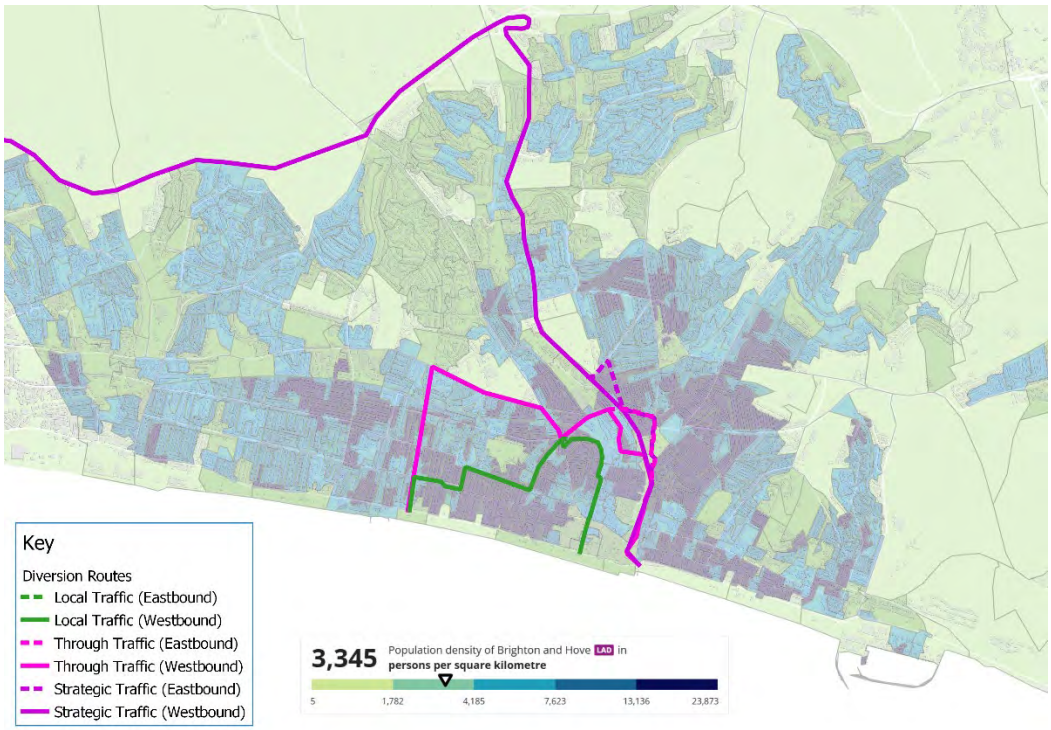


Figure 10 Population Density Plot

4.20 Traffic on the strategic diversion route would impact on an area where there is a higher proportion of people over the age of 65 and a higher proportion of households with some degree of deprivation.

4.21 **Economic Assessment / Uncertainty**

4.22 In accordance with DfT guidance[2] on scheme appraisal, a pragmatic and proportionate approach has been adopted to provide the necessary support for the scheme. One of the key elements required is a review of the level and impact of uncertainty around the scheme assessment. A log of assumptions around uncertainty is contained in Appendix A of the Economic Assessment Report. A summary of key influences on the level of impact is shown in Table 4.

[2] DfT Local Schemes Modelling and Appraisal Update. February 2023

Table 4 Indicative Impact of Uncertainty

Influences		Impact
Public finances (budget cost or revenue risk)	Scheme costs <£50m. Cost estimates based on cost model of recently completed adjacent scheme	Low
Corporate risk	Do nothing scenario could result in the collapse of critical link of the MRN	Medium
Value for Money (marginality)	Likelihood that the Value for Money category could change	Low
Level of uncertainty (input assumptions)	Manual assessment of traffic diversion for the Do Minimum scenario. Medium level of uncertainty.	Low

4.23 **Accounting for COVID-19**

4.24 As per DfT guidance, the impacts of COVID-19 on the scheme has been assessed, in line with TAG Unit M4.

4.25 As per TAG, COVID-19 pandemic has had a significant impact on the pattern and volume of travel, with overall volumes for most modes still below pre-pandemic levels, as can be seen in DfT official statistics, and importantly below pre pandemic projected demand levels.

4.26 There are a multitude of drivers of behaviour and demand making it difficult to isolate the individual impact of COVID-19 and the extent to which impacts will be sustained long term is unclear.

4.27 We acknowledge DfT's view and recommendations that the suppression of travel demand relative to a pre-pandemic projection of demand at this time should be appropriately represented in transport analysis. This is important particularly in appraisal and analysis supporting transport investment decisions.

4.28 By aligning with TAG Unit M4, the project accounts for the uncertainty introduced by the pandemic through scenario-based forecasting and a comprehensive cost-benefit analysis. Even in pessimistic COVID-19 recovery scenarios, the benefits of maintaining the A259, such as avoiding

major economic disruptions, supporting job retention, and reducing congestion, outweigh the costs.

4.29 A technical note prepared by Project Centre addressed TAG unit M4 Accounting for COVID-19 and Assessment of the Common Analytical Scenarios (CAS) (Uncertainty Toolkit). This showed the robustness of the 2022 figures used in the OBC. It would be valid to use these figures, however, as highway network changes have altered the diversion routes, these have been considered using 2024 traffic data.

4.30 The project delivers strong Value for Money (VfM) by ensuring continuity of transport for commuters, tourists, and freight, and by preventing increased environmental and social costs from road closures and traffic diversions, as discussed further below.

4.31 As a result, the project plays a pivotal role in the city's post-pandemic recovery and long-term infrastructure resilience.

4.32 **Central Case Assessment**

4.33 The Central Case economic assessment for the scheme has been undertaken based on available data and a core set of assumptions around diversion routes and traffic growth. The methodology and appraisal results are reported in the Economic Assessment Report (Appendix B).

4.34 **Scheme Benefits – Vehicles**

4.35 **Diversion Routes**

4.36 Potential diversion routes for westbound vehicle traffic in the Do Minimum scenario have been identified, catering for local movements, through traffic movements and longer distance strategic trips. These key diversion routes are shown in Figure 11 below.

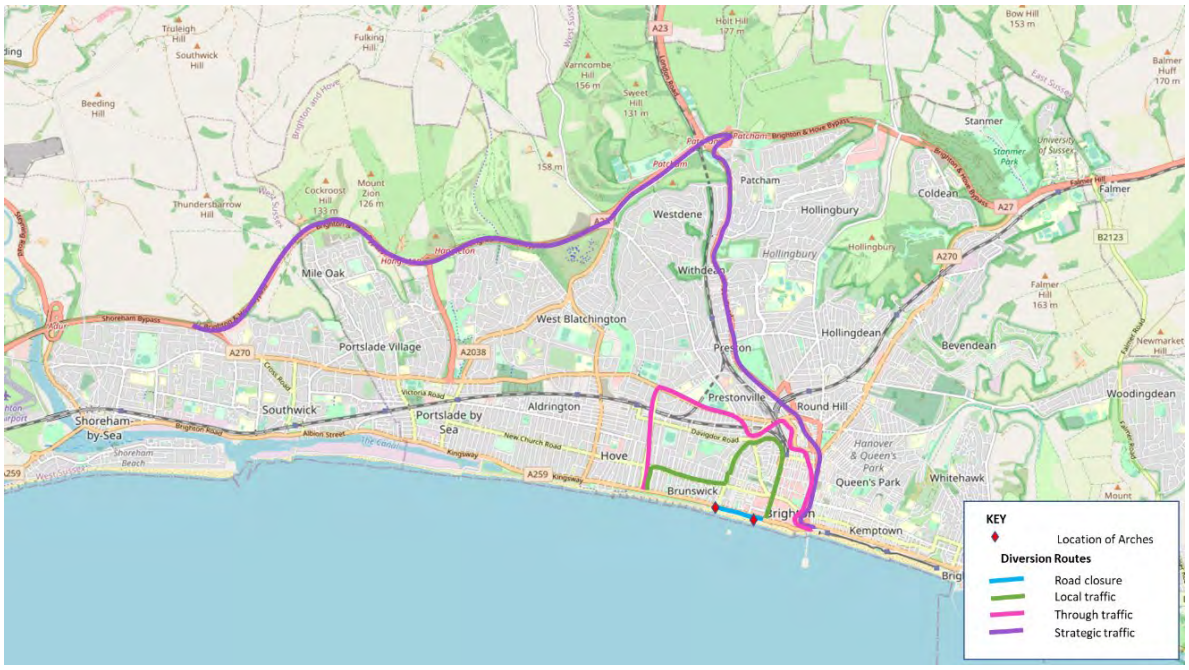


Figure 11 Key Diversion Routes

4.37 **Traffic**

4.38 BHCC traffic count data, recorded in 2024, have been reviewed to estimate the number of vehicles that would be affected by the westbound closure on the A259 and on the diversion routes.

4.39 For the purposes of the Central Case economic assessment the 2024 traffic flows were adjusted to represent 2029, the scheme opening year using local traffic growth factors from TEMPro Version 8 (Core scenario). The average daily westbound traffic on the A259 in the vicinity of the proposed scheme is as follows:

- 2024 12,097 vehicles per average weekday (westbound)
- 2029 12,778 vehicles per average weekday (westbound)

4.40 **Quadro**

4.41 The QUADRO program has been used to estimate the average delay per vehicle diverting. The average vehicle delay and travel distance together with the potential volume of diverting traffic have been used to estimate the potential cost for the DM scenario (which equates to benefit for the proposed DS scheme).

4.42 The average delay per vehicle estimated for the local/through diversion and strategic diversion are as follows;

- Local/through diversion 4.08mins per vehicle
- Strategic diversion 5.96mins per vehicle.

4.43 The additional travel distance has been used alongside the diverted AADT to derive the total daily and annual additional car km for the DM scenarios:

- Additional daily km: 34,138kkm
- Additional annual km: 12,460,202km

4.44 **Scheme Benefits - Cyclists**

4.45 The DM scenarios would result in the closure of the National Cycle Route 2 for both directions. The cycle route supported by the structures carries 1,466 cyclists per day. It has been assumed that eastbound cyclists will divert to the A259 eastbound carriageway, whilst westbound cyclists will divert via the following shortest route (taking account traffic restrictions, e.g. banned right turns / one-way systems without cycle contra-flows). The westbound cycle diversion route will result in an additional journey length of 0.55km.

4.46 In the DM scenario cyclists would be diverted to areas where there are no dedicated cycle facilities and would increase the risk of cycle related accidents.

4.47 The additional journey time has been calculated and costs assigned using TAG. In addition, accident costs, marginal external costs and costs associated with the effects on cyclists have been considered.

4.48 **Scheme Costs**

4.49 For the purposes of the economic assessment the Scheme costs, in 2023 prices and values, are summarised in the following table. The costs include an allowance of 20% for optimism bias.

Table 5 Public Accounts

Public Accounts	£ (2023 prices and values)
Local Government - Investment	£4,447,766
Central Government - Investment	£25,204,008
Central Government – Indirect Tax Revenue	-£3,293,383
Totals	
Broad Transport Budget	£29,651,775
Wider Public Finances	-£3,293,383

4.50 **Central Case - Scheme Assessment**

4.51 The scheme monetised costs and benefits are summarised in Table 6. All costs and benefits are presented in 2023 prices and values and in market prices.

Table 6 Analysis of Monetised Costs and Benefits (AMCB) – Central Case

Analysis of Monetised Costs and Benefits (AMCB)	£ (2023 prices and values)
Noise	£1,586,976
Local Air Quality	£653,599
Greenhouse Gases	£8,415,545
Cyclist – Journey Quality	£4,706,565
Congestion	£120,002,060
Infrastructure	£637,758
Accidents	£25,126,514
Car - Travel time	£100,033,234
Cyclist – Travel time	£61,284
Indirect Tax Revenue	£3,293,383
Present Value of Benefits (PVB)	£258,292,992
Present Value of Costs (PVC)	£29,651,775
Net Present Value (NPV)	£228,640,621
Benefit to Cost Ratio (BCR)	**8.7**

4.52 The appraisal results for the Central Case indicate that over a 60 year period the scheme would return a BCR of 8.7, rated as Very High. This is explained in more detail in Appendix E.

4.53 The Appraisal Summary Table (AST) for the scheme and the Public Accounts (PA) Table is attached in Appendix E.

4.54 **Sensitivity Tests**

4.55 The Central Case scenario is supported by a series of sensitivity tests, informed by a review of the level and impact of uncertainty.

4.56 DfT's TAG Uncertainty Toolkit "Common Analytical Scenarios (CAS) are understood to be central to how DfT intends to approach uncertainty in transport analysis.

4.57 As per CAS guidance, uncertainty should be explored and presented as a core part of scheme appraisal.

4.58 The Common Analytical Scenarios provide a consistent off-the-shelf set of scenarios for use across modes to cover key areas of national transport uncertainty, including:

- Growth in the population and the economy;
- Distribution of economic activity across the regions;
- Technological advances and uptake;
- Social and behavioural change;
- Level of decarbonisation and fleet mix ambition.

4.59 As per Appendix B of the TAG Uncertainty Toolkit, we do not think that regional, behavioural, and technology scenarios are required, given the nature of the works.

4.60 High and low economy scenarios have been tested as part of a sensitivity test, as outlined below. These tests include alternative forecast traffic scenarios and alternative diversion scenarios, summarised in Table 7 below.

Table 7 Sensitivity Test Assumptions

Scenario	Local growth assumption	Diversion Assumption
Central Case	2029 (TEMPRO Core)	89% local/through, 11% strategic
Sensitivity Test 1	2039 (TEMPRO Core)	89% local/through, 11% strategic
Sensitivity Test 2	2029 (TEMPRO High Economy)	89% local/through, 11% strategic
Sensitivity Test 3	2029 (TEMPRO Core)	75% local/through, 25% strategic
Sensitivity Test 4	2029 (TEMPRO Core)	60% local/through, 40% strategic
Sensitivity Test 5	2029 (TEMPRO Low Economy)	89% local/through, 11% strategic

4.61 The results of the sensitivity tests are summarised in Table 8. The sensitivity tests indicate that the central case presents a conservative estimate of the potential BCR.

Table 8 Summary of Sensitivity Tests (£ in 2023 prices and values)

	Central Case	Test 1	Test 2	Test 3	Test 4	Test 5
Present Value of Benefits (PVB)	£258,292,395	£280,602,931	£261,163,141	£257,676,500	£296,302,661	£257,491,972
Present Value of Costs (PVC)	£29,651,775	£29,651,775	£29,651,775	£29,651,775	£29,651,775	£29,651,775
Net Present Value (NPV)	£228,640,621	£250,951,156	£231,511,366	£228,024,726	£266,650,886	£227,840,198
Benefit to Cost Ratio (BCR)	**8.71**	**9.46**	**8.81**	**8.69**	**9.99**	**8.68**
VfM Category	**Very High**	**Very High**	**Very High**	**Very High**	**Very High**	**Very High**

4.62 **Sensitivity Around Value for Money**

4.63 An analysis has been carried out around the sensitivity of the scheme in terms of the value for money category based on a series of tests around adjusted costs and benefits demonstrated in Table 9.

Table 9 VfM Sensitivity Tests

	Central Case	PVC +50%	PVB – 50%	PVC + 50% PVB – 50%
BCR	8.71	5.81	4.4	2.9

4.64 The outcome revealed that only with significant changes to both the costs and benefits the value for money may possibly be expected to fall in the 'high' category rather than the 'very high' category. Table 10 below summarises the sensitivity of the Value for Money to changing values.

Table 10 Value for Money Sensitivity Tests Summary

VfM Category	Low (1 - 1.5)	Medium (1.5 - 2)	High (2 – 4)	Very High (>4)
Likelihood	Very Unlikely	Unlikely	Possible	Very Likely

4.65 **Summary of Economic Appraisal**

4.66 The Central Case scheme assessment returned a BCR which indicates a 'very high' value for money would be achieved. The BCR values for sensitivity tests around alternative assumptions remained in the 'very high' Value for Money category.

4.67 Sensitivity tests around the Value for Money indicate that a 'very high' category is very likely. There would need to be significant changes to both scheme costs and scheme benefits to return the lower category of 'high' Value for Money.

5. MANAGEMENT CASE

5.1 In July 2013 BHCC set up the Seafront Overview and Scrutiny Panel to investigate and report the key future challenges the seafront faces and made recommendations as to how best the council could work with stakeholders to meet those challenges

5.2 As part of the recommendations BHCC set up a Seafront Investment Board (SIB) that feeds into the Greater Brighton Economic Board. The SIB, which sits every six weeks, is responsible for key decisions relating to the seafront and is made up of senior officers chaired by the Executive Director Environment Development & Housing.

5.3 **Project Governance**

5.4 A Project Delivery Team will be set up to be responsible for delivery of the project; the project team will sit every month and report into the SIB, producing all necessary reports for them. The Project Delivery Team will benefit from fitting into an existing strategic decision making board and is illustrated in Appendix F.

5.5 BHCC has a well established management and governance arrangement for delivering major projects, including the reconstruction of Shelter Hall, seafront arches and Valley Gardens.

5.6 **Roles & Responsibilities**

5.7 BHCC's management of the project is based on lines of accountability linking the project team to the senior leadership within the Council. this ensures progress can be monitored, accountability is taken and issues can be addressed and escalated when needed.

5.8 SRO - [redacted] Interim Director for City Infrastructure.

5.9 The SRO will ultimately be responsible for the delivery of the project and will chair the project meetings and report progress into the SIB

5.10 Contract and Finance Lead – [redacted], Contracts Manager – City Infrastructure

5.11 Responsible for procurement, contract management and associated finance

5.12 Project Manager – [redacted]

5.13 Responsible for technical aspects of the project and will have direct day to day management of the project and its contractors

5.14 Political Champion:

The Lead Member for Transport - Cllr Trevor Muten - Chair for Transport and Sustainability Committee

5.15 Stakeholder Representatives:

Stakeholder representatives will provide stakeholder input and report back progress to other interested parties.

5.16 Communications Officer:

Responsible for all communications associated with the project and develop a clear strategy to assist in promoting the project.

5.17 **Risk Management**

5.18 The detailed Risk Register is contained within Appendix G. The Risk Register will be updated on a monthly basis as part of the Project Board meetings. The most significant risks identified are:

- Unforeseen or unidentified buried obstacles not identified
- Unstable ground conditions
- Stats plant in the way/not moved in time/easements required/not identified.
- Damage to adjacent buildings

5.19 **Risk Management Strategy**

5.20 Throughout the project BHCC will update the risk register for the overall programme on a monthly basis and this will be presented to the Project Board. BHCC will work collaboratively with both Contractor and the Design Team to develop a specific risk register related to the design and constriction phases. Risks will be identified, recorded and monitored; these will be categorised as High, Medium and Low. Specific mitigation

strategies will be developed to minimise risk impacts to the scheme and allocated to the specific risk owner.

5.21 **Project Assurance**

5.22 Specifically for Phase 4 & 5, a Project Board will be set up to be responsible for delivery of the project. This team will sit every month and report to the SIB, producing all necessary reports for them. The members of the Project Board include the Internal Project Sponsor (Charles Field Interim Director for City Infrastructure), the Internal Project Client, representatives from areas most impacted by the project (Transport, Planning, Seafront estate and Network management) and the project's Communications Manager/Office.

5.23 The function of the Board is to take responsibility for the strategic direction and management of the programme or project. The Board is responsible for approving budgets, defining and achieving benefits, and monitoring risks, quality and timeliness.

5.24 The key roles and responsibilities of the Board members are to:

- Take responsibility for the Business Plan and achievement of outcomes,
- Ensure the scope aligns with the requirements of the stakeholder groups
- Address any issue that has major implications for the programme or project,
- Reconcile differences in opinion and resolve disputes,
- Take on responsibility for any corporate issues associated with the project,
- Identify and manage risks through the Risk Register,
- Have a broad understanding of programme and project management issues and approaches,

- Be committed to, and actively involved in pursuing the programme or project's outcomes,
- Nominate a proxy to attend a meeting if they unable to attend.

5.25 The Project Board will be assembled and the first meeting held following the funding being approved and the tender submitted. The dates of the monthly Project Board meetings will also be fixed at that time.

5.26 Copies of Meeting Minutes can be provided to DfT throughout the lifespan of the project, if requested, in order to provide scheme updates.

5.27 This project management structure is well-established and has been used as the management and governance arrangement for delivering major BHCC projects, including the reconstruction of Shelter Hall, seafront arches and Valley Gardens.

5.28 The tender submission will be the first review of contractors information, and will be undertaken by the Board. The Contract and Finance Lead is ultimately responsible for procurement and contractor management, whilst the Project Manager (working within tolerances set out by the Board) is responsible for technical aspects of the project, including day-to-day management of contractors.

Project Board:

5.29 The Project Board will meet regularly (monthly or more often as needed) to support and advise the Project Manager in delivery of the project. Members of the Project Board are as per the list below.

Name	Job Title	Organisation	Role on Project Board
[redacted]	Interim Director for City Infrastructure	BHCC	Senior Responsible Officer (SRO) & Chair
[redacted]	Business Development Manager	BHCC	Project Business Manager
[redacted]	Principal Engineer	BHCC	Project Programme Manager
[redacted]	Project Manager	BHCC	Project Manager
[redacted]	Corporate Procurement	BHCC	Project Procurement Officer
[redacted]	Senior Corporate Lawyer	BHCC	Project Lawyer
[redacted]	Principal Planner Officer	BHCC	Project Planning Officer
[redacted]	Principal Planning Officer	BHCC	Project Conservation Officer
[redacted]	Seafront Development Manager	BHCC	Management and communications with all seafront tenants and businesses
[redacted]	Seafront Estates Surveyor	BHCC	Management of all seafront business lease and tenancy agreements
[redacted]	Communications Officer	BHCC	Project Press Officer
[redacted]	Senior Finance Officer	BHCC	Principal Project Accountant
[redacted]	City Regeneration Programme Manager	BHCC	Coordination between BHCC projects

5.30 The Project Board will be attended by Chair, Business/Programme /Project Manager, who will present the monthly project reports and update the members on current progress and risks.

5.31 A minimum of three Board members is required for the meeting to be recognised as a Board Meeting. Attendees must include at least one member representing the user and one representing the supplier for decisions to be valid.

5.32 In addition, wherever appropriate invitations to attend Project Board meetings will be extended to:

- Lead Member for Transport: Cllr Trevor Muten - Chair for Transport and Sustainability Committee.

- Consultation: [redacted], Communications Officer
- Legal: [redacted], Head of Commercial Law
- Support from other council officers will be sought where required.

5.33 **Corporate Governance**

5.34 The Project Manager and Internal Project Sponsor will report to the Senior Responsible Officer, who will in turn report project progress at a corporate level through the existing Executive Leadership Team Corporate Project Governance process.

5.35 The Executive Leadership Team (ELT) oversees the progress of the council's most significant infrastructure and service improvement projects. They receive a quarterly report (the Corporate Projects List) which is prepared by the Head of the Programme Management Office (PMO) and outlines the progress of each project and its RAG (red, amber, green) rating. ELT is chaired by the council's Chief Executive and attended by the Executive Directors, Section 151 Officer and Monitoring Officer. Two weeks after the ELT meeting, the Corporate Projects List is presented to the Member Oversight Group. This group is attended by the Chief Executive, Leader of the Council, the two Deputy Leaders and the Head of the PMO. Both groups raise queries and challenge the progress of the projects.

5.36 **Formal Decision Making**

5.37 Where required, formal democratic decisions will be made primarily by the city council's Environment, Transport & Sustainability Committee. This Committee is responsible for the council's functions relating to parks and green spaces, Gypsies, Roma and Travellers, waste, coast protection, the seafront, highways management, traffic management and transport, parking and sustainability.

5.38 Between Committee Meetings, the Project Manager will regularly update members of all parties on project progress through quarterly briefings.

5.39 **Evaluation (Outline Evaluation plan including a statement of core evaluation objectives)**

5.40 The core objective is to undertake the replacement of the deficient, weak and end of serviceable life existing historic highway structures.

- To stabilise and maintain the A259 King's Road arches (highway structures)
- To reduce pinch points and provide better connectivity for pedestrians
- To increase tourism by enhancing and upgrading the premises for business to operate from
- Attract investment and support business growth through enhanced facilities
- To provide an enhanced seafront and highway infrastructure network
- To provide structures that are safe for use and fit for purpose

5.41 **Project Plan**

5.42 The designs for Phases 4 and 5 have been completed and the preferred bidder for the construction identified following the tender process.

5.43 The key dates for the project progression are summarised in Table 11 below; for more detail please see the programmes included in Appendix H.

Table 11 Key Dates

Phase 4	Date
Preliminary Design	Completed April '23
Planning Approval	Submitted March '23 Decision August '23
Detailed Design	Completed March '23 Certification expected December '25
Works information	Completed July '25
Tender	August – November '25
Contract Award	February '26
Construction	March '26 - March '27
Phase 5	**Date**
Preliminary Design	Completed July '23
Planning Approval	Submitted September '24 Decision September '25
Detailed Design	Partial completion February '25 Details and certification by February '26
Works information	By July '25
Tender	August – November '25
Contract Award	February '26
Construction	November '26 – March '29

5.44 **Communication and Stakeholder Management**

5.45 The objectives of the Communications and Stakeholder Management Plan are to:

- Keep interested and impacted stakeholders, residents and businesses informed of the works in a timely manner and have the information they need to manage the impacts.
- Ensure that residents and stakeholders have a better understanding of the project, scope, and benefits.

- Communicate to residents and stakeholders that resources are being well used, we are a responsive organisation and are working hard to minimise disruption.

5.46 The following principles of good communication will be employed to safeguard and maintain the reputation of BHCC and demonstrate their ethical duty to be open and transparent:

- Be consistent and use repetition of key messaging throughout the project.
- Use a variety of communications channels and methods to maximise information sharing with media, residents, communities, voluntary and other public sector partners, stakeholders, and businesses.
- Use plain English, avoiding any technical terms, to ensure communications in accessible to everyone.

5.47 Communications will be released to the following key audiences via a variety of channels including media releases, BHCC and neighbouring local council web, newsletters and social media, direct email, hardcopy communications and video releases, information on site hoardings:

- BHCC residents, with a focus on those local to the works
- BHCC businesses, with a focus on those local to the works
- BHCC employees including Strategic Directors, Lead Members and key officers
- BHCC schools
- BHCC hotels and tourist attractions, with a focus on those impacted by the works
- Partner organisations e.g. East Sussex County Council, Historic England, Conservation Advisory Group, the Brighton & Hove Tourism Advisory Board, local transport operators etc
- BHCC Councillors and MPs
- Local and trade media

5.48 A draft Communications and stakeholder management plan can be found in Appendix C.

5.49 **Carbon Management Plan**

5.50 A Construction Management Plan (CMP) has been prepared and sets targets and carbon reduction measures related to the construction and activities throughout the lifecycle of the arches. A draft has been submitted to DfT and has received positive comments.

5.51 As the contractor for the construction has not been appointed, some of the detail relating to materials and work practices is not yet known but will be available following appointment. BHCC will work closely with the contractor to explore carbon reduction throughout the process.

5.52 A Whole Life Carbon Assessment (WLCA) is being prepared which will help inform the CMP in more detail prior to contractor appointment. The preparation of the WLCA will also include the Carbon Summary Table which will be sent to DfT on completion, which we expect to be late 2025/ early 2026. The CMP will be a live document which will be updated as the project progresses.

5.53 **Monitoring and Evaluation Plan**

5.54 A full Monitoring and Evaluation Plan (MEP) is provided as a separate document. It was accepted and signed off by DfT in July 2025.

6. COMMERCIAL CASE

6.1 Procurement Strategy

6.2 Brighton & Hove City Council (BHCC) has selected the Hampshire County Council (HCC) GEN5 Construction Framework as the preferred procurement route for delivery of Phases 4 and 5 of the Kings Road Arches programme. The framework provides a fully compliant, pre-procured and competitive route to market, with direct access to appropriately experienced civil engineering and public realm contractors who are capable of delivering complex coastal, structural and highways works.

6.3 A range of procurement approaches were reviewed, including a potential Early Contractor Involvement (ECI) model; however, ECI was not considered suitable in this instance as a significant level of detailed technical design has already been completed, providing sufficient scope definition and certainty to proceed directly to a single-stage tender under a traditional delivery model. As a result, the works will be procured using the NEC4 Engineering and Construction Contract (ECC) Option A – Priced Contract with Activity Schedule, ensuring price certainty, clear allocation of risk, transparent cost control, and robust change-management procedures.

6.4 Both phases will be tendered via a mini-competition process in accordance with GEN5 rules to ensure open, fair and competitive evaluation. Tenders are assessed using a balanced 50% Price : 50% Quality evaluation model to secure best value, deliverability, technical competence, sustainability and social value outcomes. This model also avoids a purely price-driven race to the bottom and ensures the appointment of a contractor with both appropriate price and capability fit.

6.5 In selecting GEN5, the Council has also drawn upon positive experience from a previous major infrastructure project, successfully delivered under the same framework, providing confidence in contractor capability, governance processes, reporting structures and dispute-avoidance culture. Furthermore, the framework benefits from specialist commercial and technical support delivered by the HCC GEN5 team, which provides

additional value through procurement assurance, application of lessons learned, dispute prevention guidance, and contract management advisory support.

6.6 **Framework Lots and Project Alignment**

6.7 Phase 4 will be procured using GEN5-2E (Medium Works), which is open to public sector bodies in the South East of England and supports works up to £5 million. The lot contains six contractors, with the option to call off via mini-competition or direct award. The lot scope is fully aligned to the requirements of Phase 4

6.8 Phase 5 will be procured using GEN5-3 (Medium to Major Works), which enables the delivery of £4 million to £25 million schemes and contains six framework contractors, called off via mini-competition. The scope extends to more complex, multi-disciplinary and larger-scale works and includes optional ECI mechanisms where required.

6.9 Both framework options align with BHCC's requirements in terms of scale, technical capability, resourcing capacity, and previous delivery performance

6.10 **Rational for the selection of the preferred procurement route against possible options.**

6.11 The selected procurement approach offers the following key advantages:

- Fully compliant public-sector framework route avoiding lengthy statutory procurement processes
- Known and proven delivery partners with coastal, structural and public realm experience
- Balanced quality and cost evaluation (50/50) supporting value for money and capability assurance
- Contract price certainty using NEC4 ECC Option A with Activity Schedule
- Clear change-management and risk-allocation model including Early Warnings and Compensation Events
- Ability to achieve programme certainty via rapid mobilisation and pre-approved supply chain
- Support from the GEN5 framework management team, strengthening delivery assurance and governance
- Alignment with previous successful BHCC major project delivery
- experience

6.12 **Explanation of how costs and risks will be shared throughout the contract.**

6.13 Costs and risks under the NEC4 ECC Option A contract will be managed using NEC's collaborative risk-management principles, with clearly defined responsibilities, robust change-control processes and ongoing commercial transparency. Under Option A, the contractor is required to deliver the works at the agreed Activity Schedule prices, subject only to change via formally instructed Compensation Events, providing a high degree of price certainty for the Council.

6.14 Risk identification, allocation and mitigation will be actively managed through Early Warning notifications, joint risk reviews and programme management, ensuring emerging risks are captured, assessed and acted upon promptly. Client-owned risks, including residual design risk, planning-related matters, statutory undertakers and third-party approvals, will be managed by BHCC with support from the Project Manager, whereas contractor-owned delivery risks associated with methodology, workmanship, temporary works, sequencing and site management will remain with the contractor.

6.15 Adjustments for inflation will be managed under secondary Option X1 in accordance with the agreed ONS-based price indices, ensuring that inflationary risk is treated through a defined, transparent and equitable mechanism rather than contractor contingency pricing. Should inflation exceed the 3% planning baseline, additional cost pressures will be managed initially through the project contingency allocation and, if required, through jointly agreed value-engineering measures, without compromising statutory or operational requirements.

6.16 This approach provides a balanced, fair and transparent cost-sharing environment, minimises dispute risk, and maintains alignment with NEC's "mutual trust and co-operation" obligation.

7. FINANCIAL CASE

7.1 Basis of Estimate

7.2 The works estimate within the OBC was based on known costs from completed phases of the overall renewal programme of all the seafront arches supporting the A259 seafront road corridor.

7.3 This FBC is based on costs from the preferred bidder form the tender process, which gives certainty to the costs, albeit with some allowance for risk as is normal for such works.

7.4 Risk Allowance

7.5 Please refer to the Appendix G which details the Client Risk Register and quantitative Risk Assessment of the identified risks. This equates to approximately 5% of the Construction costs and this will be applied in the overall scheme cost estimate.

7.6 Inflation Allowances

7.7 The proposed programme is summarised below:

Phase and Stage	Total Cost (£000's)	Previous Years	2023/24				2024/25				2025/26				2026/27				2027/28				2028/29			
		2018 to 2023	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q4	
Phase 4		Preliminary, Planning and Detailed Design									FBC				Construction				Risk							
Phase 5		Preliminary, Planning and Detailed Design									FBC				Mobilise	Stab	Construction						Risk	Open		

7.8 The tendered construction costs have been prepared using contractor pricing based on 2026 cost levels and include the NEC X1 Price Adjustment for Inflation secondary option clause. Under this clause, inflation adjustments are applied annually on 1 January, commencing 1 January 2027, with adjustments based on changes in the Construction Output Price Indices (not seasonally adjusted) (OPI) – All Construction (new work and repair & maintenance) as published by the Office for National Statistics (ONS), or an equivalent national index should the OPI be discontinued.

7.9 Based on the observed trend over the past three years, an annual inflationary uplift of approximately 3% pa has been adopted for financial planning purposes.

7.10 Reflecting the construction programme and expected annual spend profile, the following inflationary allowances have been applied:

- Phase 4: It is assumed that 70% of the works will be delivered in 2026 and 30% in 2027. Based on an approximate annual increase of 3%, an overall inflation allowance of 1% of construction cost has been applied.
- Phase 5: It is assumed that 20% of the works will be delivered in 2026, 50% in 2027 and 30% in 2028. Based on an approximate annual increase of 3%, an overall inflation allowance of 3.5% of construction cost has been applied.

7.11 These allowances are considered reasonable and proportionate given prevailing market conditions and the pricing mechanism embedded within the contract. Should annual inflation exceed the 3% planning assumption, any additional cost impact will be managed within the overall project contingency and, where required, through value engineering and scope optimisation measures agreed with the Client and key stakeholders.

7.12 **Overall Scheme Cost**

7.13 The table below provides an overall scheme estimate based on the construction costs and the various allowances from the tender process.

7.14 As can be seen, the costs for Phase 4 are higher than estimated in the OBC but the costs for Phase 5 are lower, providing a balance which aligns with the OBC estimate.

7.15 A total contingency and risk allowance has been included within the cost plan, comprising **5% of construction cost** for variations, change and construction-stage unknowns, and **6.5%** for wider project, programme and external risks. This equates to **£951,500** for variations and **£1,585,008** for risk, providing a combined **Contingencies and Risk Allowance of £2.537 million**. These provisions align with Green Book principles of proportionality, risk-based costing and prudent financial management. The Contractor has also identified a range of value engineering opportunities and potential risk-sharing measures, which will be assessed

and developed collaboratively post-award to optimise value for money while safeguarding core project outcomes and benefits.

Table 12 Scheme Cost Estimate

KRA Reconstruction - Phase 4 & 5				
Scheme Budget Estimate		**Phase 4**	**Phase 5**	**Phase 4 & 5**
Updated 26/11/25 GW		**£ 5,312,492**	**£ 20,853,501**	**£ 26,165,994**
Item	**Construction Works**	**Amount Phase 4**	**Amount Phase 5**	**Phase 4&5**
100	100 Series - General Preliminaries	£ 1,369,239	£ 4,366,235	£ 5,735,474
200	200 Series - Site Clearance	£ 56,792	£ 225,355	£ 282,147
300	300 Series - Street Furniture	£ 23,292	£ 21,793	£ 45,085
500	500 Series - Drainage & ducting	£ 96,268	£ 84,453	£ 180,721
600	600 Series - Earthworks	£ 54,133	£ 668,835	£ 722,968
1100	1100 - Footways and Paved Areas	£ 67,782	£ 168,907	£ 236,688
1200	1200 - Signage, Markings and Signals	£ 2,509	£ 3,253	£ 5,763
1600	1600 - Piling and Embedded Retaining Walls	£ 134,643	£ 958,793	£ 1,093,436
1700	1700 - Structural Concrete	£ 323,466	£ 2,058,232	£ 2,381,697
1800	1800 - Structural Steelwork	£ 15,045	£ -	£ 15,045
2000	2000 - Waterproofing of Concrete Structures	£ 28,473	£ -	£ 28,473
2100	2100 - Bridge Bearings	£ -	£ 322,714	£ 322,714
2300	2300 - Bridge Expansion Joints and Sealing of Gaps	£ 3,178	£ -	£ 3,178
2608	2608 - Foam Concrete for Structures	£ 16,064	£ 7,188	£ 23,252
2607	2670 - Series Architectural Works	£ 1,225,428	£ 4,382,276	£ 5,607,704
2671	2671 - Series Mechanical and Electrical Works	£ 269,258	£ 1,959,430	£ 2,228,688
2672	2672 - Other Miscellaneous Activities	£ 87,469	£ 37,489	£ 124,958
	Construction Sub Total	**£ 3,773,039**	**£ 15,264,952**	**£ 19,037,992**
Item	**Additional works and Allowances**	**Amount Phase 4**	**Amount Phase 5**	**Phase 4&5**
CE01	Inflation allowance for works 2027 and 2028	£ 37,730	£ 503,743	£ 541,474
CE02	Allowance for excluded items in ITT	£ 80,000	£ 80,000	£ 160,000
CE03	Allowance for variations @5%	£ 188,652	£ 763,248	£ 951,900
	Other Project Costs CEs Sub Total	**£ 306,382**	**£ 1,346,991**	**£ 1,653,373**
	CONSTRUCTION COST TOTAL #1	**£ 4,079,422**	**£ 16,611,943**	**£ 20,691,365**
Item	**Other Project Costs - Scheme Related**	**Amount Phase 4**	**Amount Phase 5**	**Phase 4&5**
OPC/01	23/24 Costs	£ 322,000	£ 379,000	£ 701,000
OPC/02	24/25 & 25/26 Cost to date	£ 201,000	£ 590,000	£ 791,000
OPC/03	Additional Surveys	£ -	£ 10,000	£ 10,000
OPC/04	Heritage Street Lighting Replacement	£ 50,000	£ 100,000	£ 150,000
OPC/05	Tenant Compensation Costs	£ 50,000	£ 200,000	£ 250,000
OPC/06	Stats Diversions	£ 65,000	£ 835,000	£ 900,000
	Other Project Costs Sub Total	**£ 688,000**	**£ 2,114,000**	**£ 2,802,000**
Item	**Professional Fees**	**Amount Phase 4**	**Amount Phase 5**	**Phase 4&5**
FEE/01	Professional Fees - Construction admin and design support	£ 237,000	£ 811,620	£ 1,048,620
FEE/02	BREAM Costs	£ -	£ 12,000	£ 12,000
FEE/03	Building Control Costs	£ 5,000	£ 20,000	£ 25,000
FEE/04	Planning Costs	£ -	£ 2,000	£ 2,000
	Other Project Costs - Fees Sub Total	**£ 242,000**	**£ 845,620**	**£ 1,087,620**
	OTHER PROJECT COST TOTAL #2	**£ 930,000**	**£ 2,959,620**	**£ 3,889,620**
	SCHEME COST ESTIMATE #1 + #2	**£ 5,009,422**	**£ 19,571,563**	**£ 24,580,985**
	RISK ALLOWANCE	**£ 303,070**	**£ 1,281,937**	**£ 1,585,008**
	GRAND TOTAL	**£ 5,312,492**	**£ 20,853,501**	**£ 26,165,994**

7.16 **Summary and Conclusion**

7.17 These scheme cost has been developed based on the tender return from the preferred bidder and has been managed and verified by the Council's Project management team which included a Quantity Surveyor.

7.18 The overall Scheme Estimate of £26.166M is a true and robust estimate of the overall scheme costs and includes appropriate allowances for inflation and overall risks.

7.19 **Funding**

7.20 The proposed funding arrangement and expected spend profile are summarised in the following tables.

Table 13 Funding Source (2026 Prices)

Funding source	Amount (£)	Constraints, dependencies or risks
Central Government	£22,241,095	Successful bid
Local Government	£3,924,899	
Total project value	£26,165,994	

7.21 Based on the anticipated delivery programme the estimated spend profile and draw down is shown below:

Table 14 Spend Profile

Funding Source	2018 to 2023	23/24	24/25	25/26	26/27	27/28	28/29	Totals
Central Government - DfT (£000's)	£0	£0	£0	£430	£6,660	£9,720	£5,431	£22,241
Local Government - BHCC (£000's)	£274	£426	£619	£658	£0	£480	£1,468	£3,925
Total project value (£000's)	£274	£426	£619	£1,088	£6,660	£10,200	£6,899	£26,116

Appendix A – Condition Survey

Technical Note

Project	Kings Road Arches Redevelopment (Phase 5)	**Job No**	008930
Subject	Existing Deck Survey	**Issue**	P01
Prepared by	[redacted]	**Date**	13/06/2025
Approved by	[redacted]	**Date**	13/06/2025

1. INTRODUCTION

1.1 Background

Brighton & Hove City Council (BHCC) has commissioned Project Centre (PCL) to organise, plan and deliver structural surveys to deck elements within the scope of Phase 5 of the Kings Road Arches Redevelopment scheme. The objective of this survey is to support a Final Business Case being prepared by BHCC to back a funding application to the UK Department for Transport.

1.2 Scope & Location

This scope of these surveys comprises the filler joist concrete slab of the superstructure directly supporting the public highway inside arches 125 to 149, both included. Location and extent are shown in **Figure 1**.

Figure 1: Extent of existing deck survey inside Kings Road Arches Nos. 125 to 149 (in red)

Approximate co-ordinates: 530628E 103997N
Ordnance Survey Grid Reference: TQ 30628 03997
Nearest postcode: BN1 2FN

2. SURVEY

2.1 General

The survey was conducted by [redacted] on 03/04/2025. Site notes and photographs were taken to capture the findings from the inspection. Conclusions and recommendations from the survey are included in the next section, and photographs included in Appendix A.

Photograph 1: General view of arches.

2.2 Access

Access inside the individual arches was organised by BHCC's Seafront Office as main point of contact with the affected stakeholders. All arches in scope were accessed, except for Arch 148b, hosting a privately owned fire escape. This was separately inspected on 24/04/2024 from ground level. Photographs from this inspection are also included in Appendix A.

As agreed with BHCC, the level of detail of this inspection was comparable with a General Inspection, as defined in DMRB Standard CD 450 "Inspection of Highway Structures". Hence, structures were inspected from ground level, aided by a step block where available.

2.3 Methodology

Intrusive works were not undertaken. Where cladding was present, concealing the deck soffit, removeable panels or hatches were removed where practical to allow deck inspection. In addition, the inspection identified signs of water-related deterioration to elements immediately below the filler joist deck soffit.

3. CONCLUSION & RECOMMENDATIONS

3.1 Conclusion

The inspection identified areas presenting evidence of deterioration including:

- Cracking & spalling
- Honeycombing
- Corrosion to steel joists and rust staining
- Water staining and seepage
- Paint flaking
- Other water-related defects to elements supporting or immediately below the deck

Extensive parts of the deck soffit have been painted, which may have concealed some defects. This survey could not access all areas within the soffit of the filler slab deck, however the sample inspected is deemed representative of the condition of the entire structure.

It should be noted that the structure surveyed supports the public highway and has previously been quantitatively assessed as substandard.

Refer to Appendix A for the supporting photographic report.

3.2 Recommendations

There is no evidence from this most recent survey to alter the previous conclusions and recommendations relating to the need to replace these elements.

It is recommended that all existing filler slab decks be replaced.

Appendix A Photographs

Photograph 2: General condition inside Arch No. 125. Note paint flaking and water staining along façade edge.

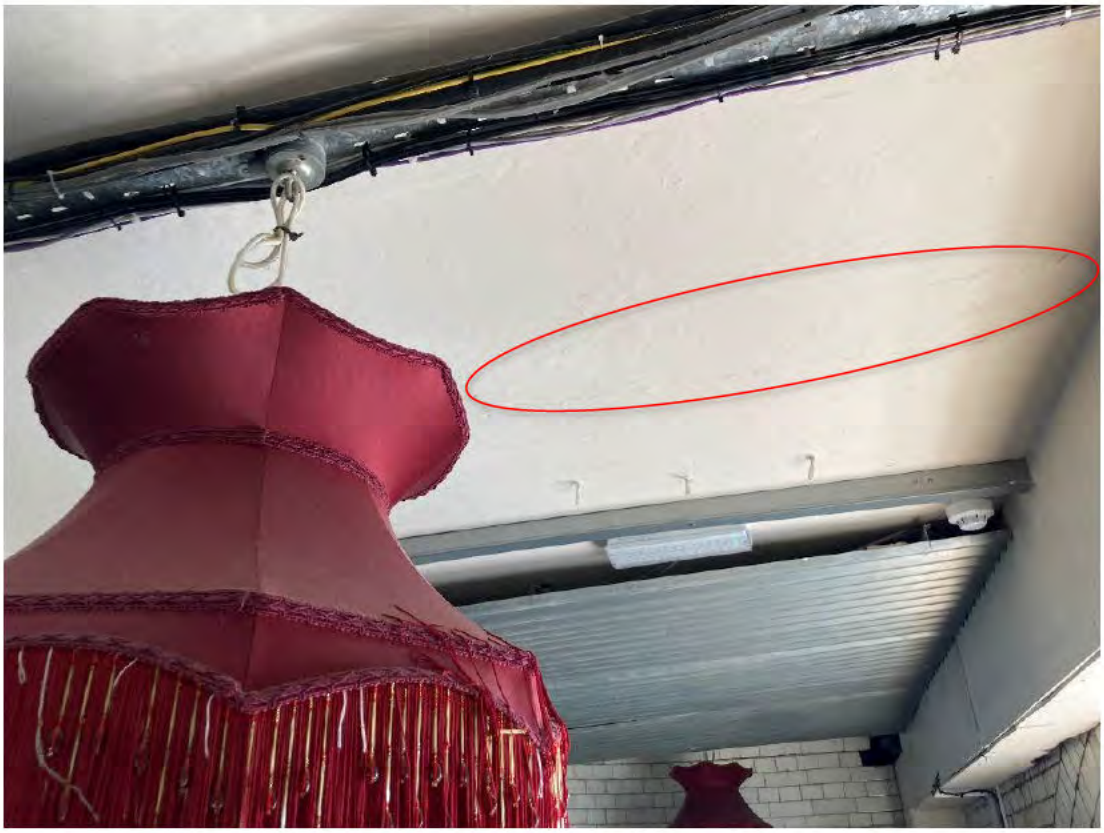
Photograph 3: Arch No. 125. Deck soffit presents honeycombing and corrosion to steel joist.

Photograph 4: General condition inside Arch No. 126. Note paint flaking and water staining painted over.

Photograph 5: General condition inside Arches Nos. 127 – 132 (Brighton Music Hall). Deck soffit concealed behind cladding.

Photograph 6: Condition inside Arch No. 133. Note cracking to deck soffit.

Photograph 7: Condition inside Arch No. 133. Cracking to deck soffit extents throughout the entire unit.



Photograph 8: Condition inside Arch No. 134. Note cracking to deck soffit.

Photograph 9: Arch No. 134. Deck soffit presents honeycombing and rust staining above ceiling panel. Also note evidence of water dripping down the supporting wall.

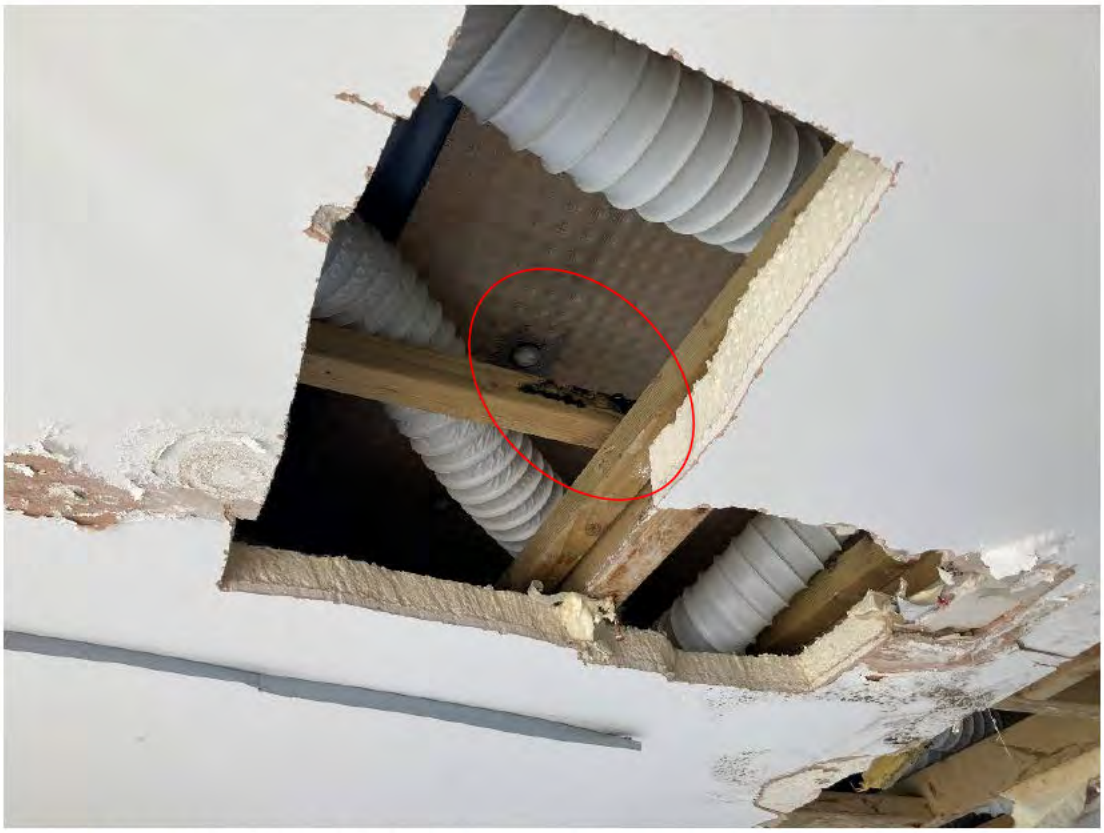
Photograph 10: Arch No. 134. Deck soffit presents paint flaking above ceiling panel. Access too constrained to identify associated deterioration, however evidence of water dripping is noted in previous photograph.

Photograph 11: Condition inside Arch No. 135. Deck soffit presents widespread cracking.

Photograph 12: Condition inside Arch No. 135. Deck soffit presents widespread cracking.

Photograph 13: Condition inside Arch No. 135. Note significant crack and water staining and seepage to deck soffit.

Photograph 14: General condition inside Arch No. 136. Recently painted, no major defects noted.



Photograph 15: Arch No. 137 is clad. Timber purlins supporting cladding present localised water staining and decay.

Photograph 16: General condition inside Arch No. 138. Note paint flaking, significant cracking, water staining and seepage.

Photograph 17: General condition inside Arch No. 138. Note paint flaking, significant cracking, water staining and seepage.

Photograph 18: General condition inside Arch No. 139. Recently painted, however surface defects to concrete deck around electric ducting openings noted.

Photograph 19: General condition inside Arch No. 140. Note paint flaking, significant cracking, water staining and seepage.

Photograph 20: General condition inside Arch No. 140. Note paint flaking and water staining and seepage.

Photograph 21: General condition inside Arch No. 141. Deck soffit concealed behind cladding panels, no major defects noted.

Photograph 22: General condition inside Arches No. 142 – 144. Recently painted, widespread water staining is still evident.

Photograph 23: General condition inside Arches No. 142 – 144. Recently painted, widespread water staining is still evident.

Photograph 24: General condition inside Arches No. 142 – 144. Note paint flaking and water staining along façade edge.

Photograph 25: General condition inside Arch No. 145. Deck soffit concealed behind cladding panels, no major defects noted.

Photograph 26: General condition inside Arches No. 146 – 147 presenting widespread water staining and seepage.

Photograph 27: Condition inside Arches No. 146 – 147. Significant cracking and water seepage.

Photograph 28: Condition inside Arches No. 146 – 147. Widespread cracking.

Photograph 29: Condition inside Arches No. 146 – 147. Widespread cracking.

Photograph 30: Condition inside Arches No. 146 – 147. Isolated area of paint flaking and water seepage and staining. Note significant crack too.

Photograph 31: General condition inside Arch No. 148a (masonry arch) presenting widespread paint flaking.

Photograph 32: General condition inside Arch No. 148b showing extensive corrosion to the filler joists.

Photograph 33: General condition inside Arch No. 149 presenting significant cracks and areas of water staining and seepage.

Photograph 34: Condition inside Arch No. 149 Note evidence of abundant water seepage trough deck joint. Also note presence of significant cracks and spalls.

Quality

It is the policy of Project Centre to supply services that meet or exceed our clients' expectations of quality and service. To this end, the company's quality management system (QMS) has been structured to encompass all aspects of the company's activities including such areas as sales, design and client service.

By adopting our QMS on all aspects of the company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements.
- Ensure projects are completed to programme and within budget.
- Improve productivity by having consistent procedures.
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training.
- Continually improve the standard of service we provide internally and externally.
- Achieve continuous and appropriate improvement in all aspects of the company.

Our quality management manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key performance indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the quality management system.

PROJECT CENTRE

Award Winning

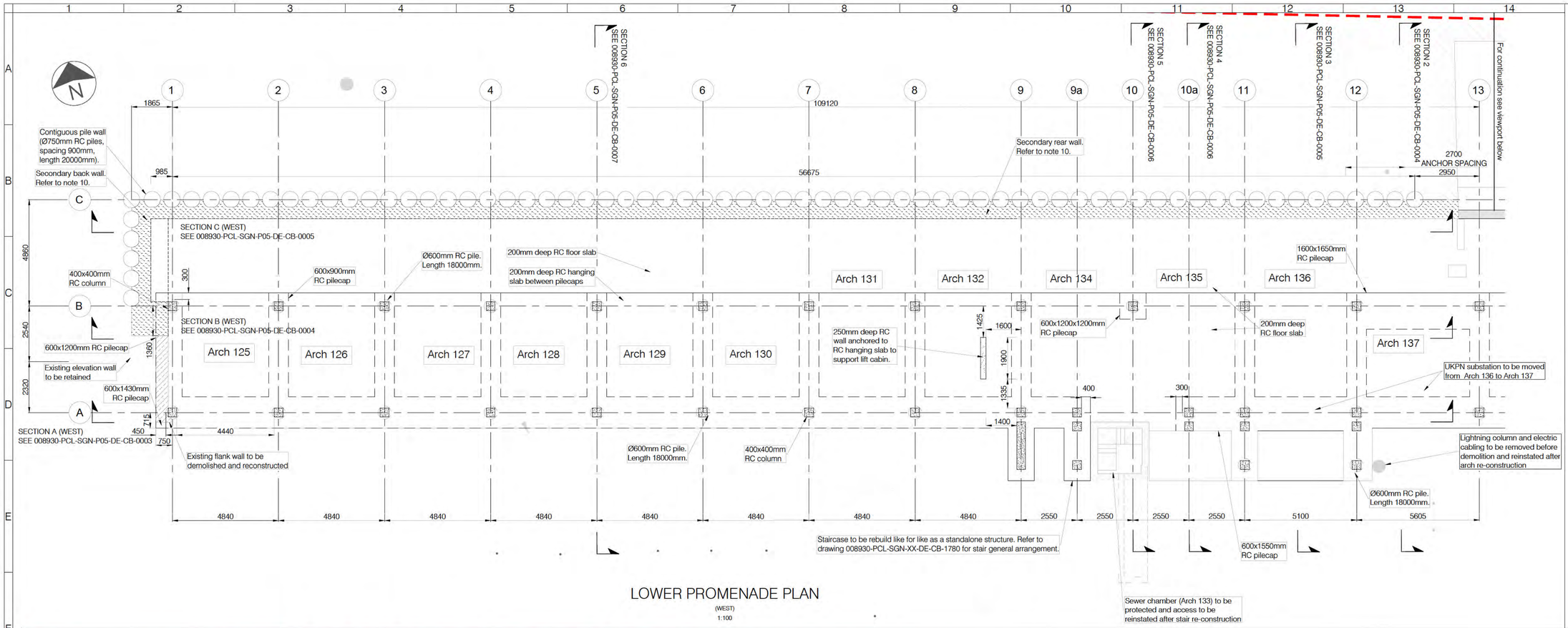
Accreditations

Memberships

info@projectcentre.co.uk • www.marstonholdings.co.uk/projectcentre

London • Slough • Kent • Brighton • Manchester • Edinburgh

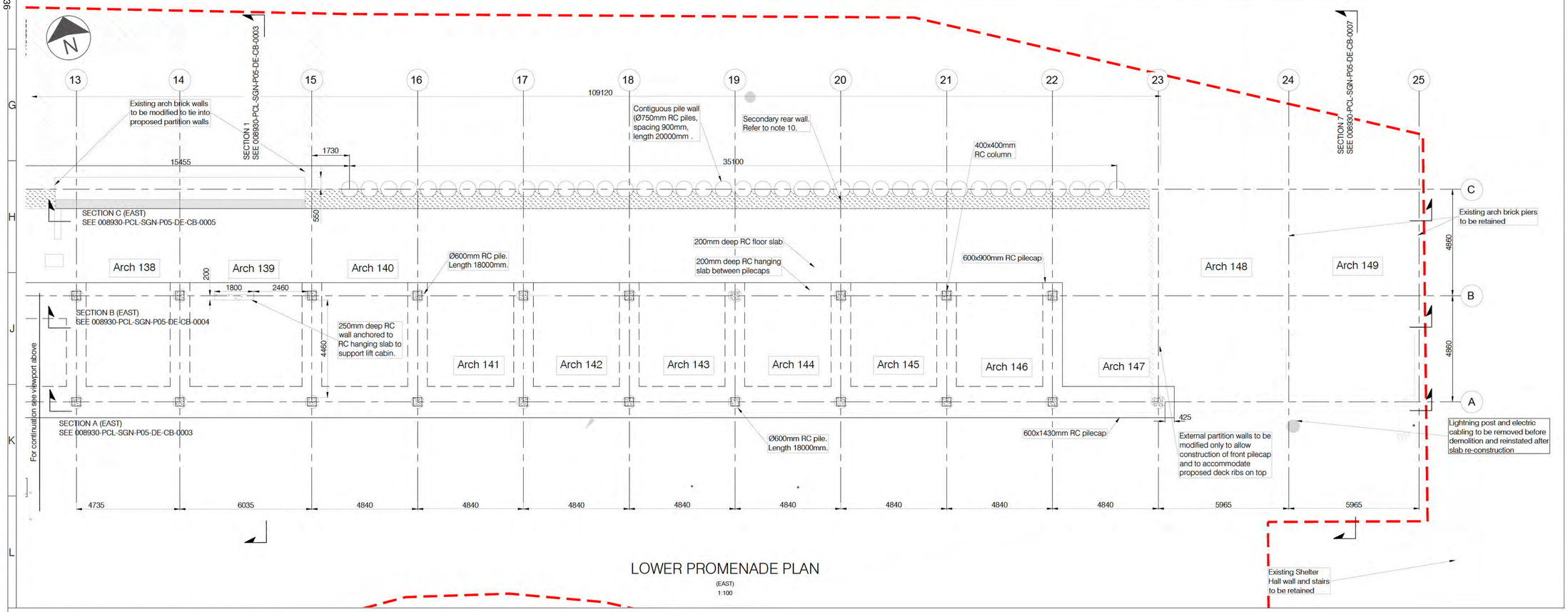
Appendix B – Scheme Plans



LOWER PROMENADE PLAN

(WEST)

1:100



LOWER PROMENADE PLAN

(EAST)

1:100

LEGEND

- Reinforced concrete
- Brickwork
- Secondary back wall
- Existing structure
- Blockwork wall
- Extent of the scheme

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Brick wall facade and mezzanine structure omitted for clarity.
8. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
9. Exact position of relocated utilities to be confirmed with utility provider.
10. Secondary rear wall comprises of secondary concrete lining to piles, combined waterproofing and radon protection system, thermal insulation layer and blockwork wall.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.	
01 - Risk of structural instability. 02 - Existing buried services. 03 - Presence of asbestos. 04 - Existing EHV cable route and riser in Arch 147.	
Further information on these hazards can be found in the designer risk management and preconstruction information documentation.	Hazard location & ID: 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/2025	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE

www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

Drawing Title: GENERAL ARRANGEMENT STRUCTURE - LOWER PROMENADE PLAN

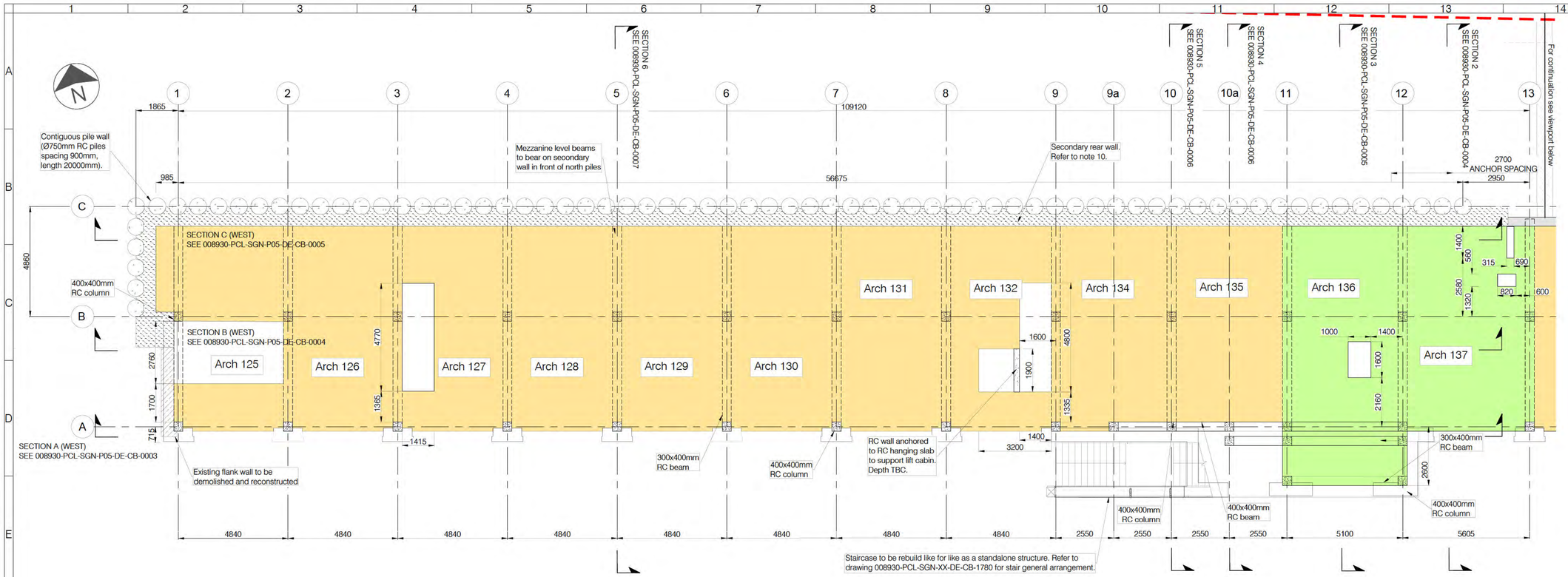
Drawing Status: FOR TENDER

Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	1:100	A1

Drawing No.: 008930-PCL-SGN-P05-DE-CB-0000

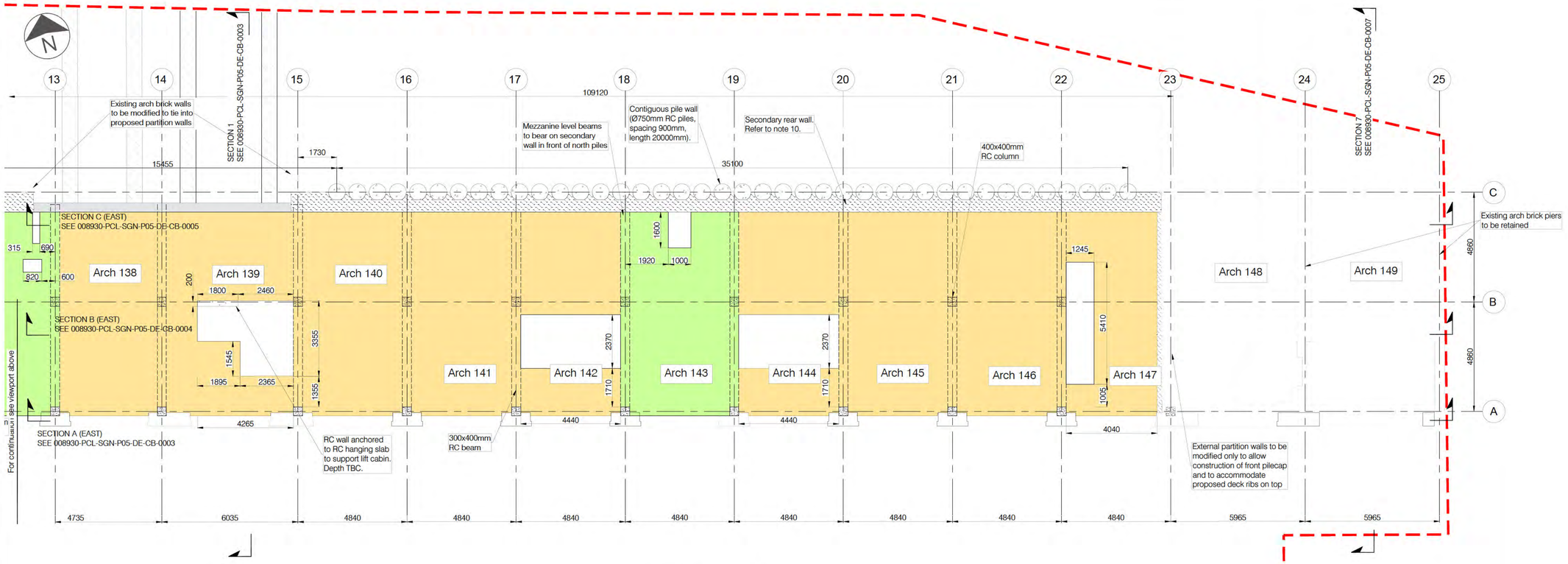
Rev: P03

\\ltservices.local\shared$\Project Centre\Project-BST\1000008930 - BHCC Kings Rd Arches - Phase 5\2 Project Delivery\6 CAD\2 Drawing\5 Structures\008930-PCL-SGN-P05-DE-CB-0000 GENERAL ARRANGEMENT\008930-PCL-SGN-P05-DE-CB.dwg



MEZZANINE LEVEL PLAN

(WEST)
1:100



MEZZANINE LEVEL PLAN

(EAST)
1:100

LEGEND

- RC mezzanine deck
- Steel structure deck
- Reinforced concrete
- Secondary back wall
- Brickwork
- Extent of the scheme

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Brick wall facade and mezzanine structure omitted for clarity.
8. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
9. Exact position of relocated utilities to be confirmed with utility provider.
10. Secondary rear wall comprises of secondary concrete lining to piles, combined waterproofing and radon protection system, thermal insulation layer and blockwork wall.
11. Refer to architectural drawings for details on removal and reinstatement of removable private structure in front of Arch 124.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.

01 - Risk of structural instability.
02 - Existing buried services.
03 - Presence of asbestos.
04 - Existing EHV cable route and riser in Arch 147.

Further information on these hazards can be found in the designer risk management and preconstruction information documentation.

Hazard location & ID: 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/2025	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE

www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

Drawing Title: GENERAL ARRANGEMENT STRUCTURE - MEZZANINE LEVEL PLAN

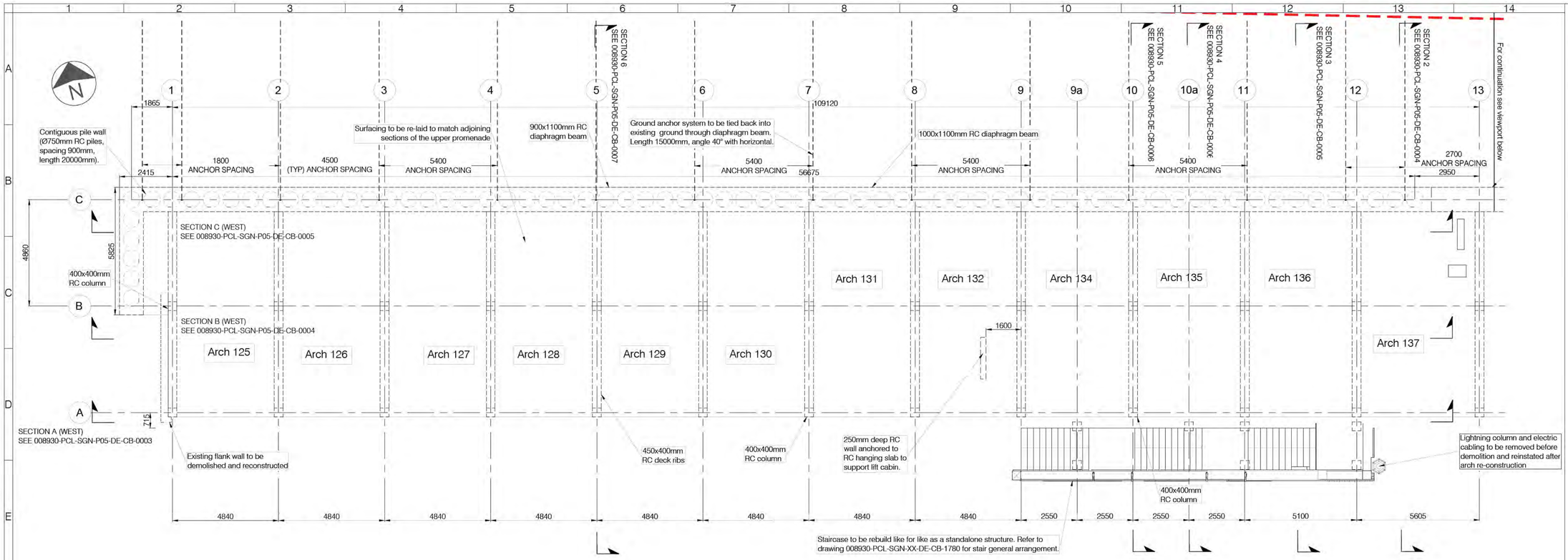
Drawing Status: FOR TENDER

Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	1:100	A1

Drawing No.: 008930-PCL-SGN-P05-DE-CB-0001

Rev: P03

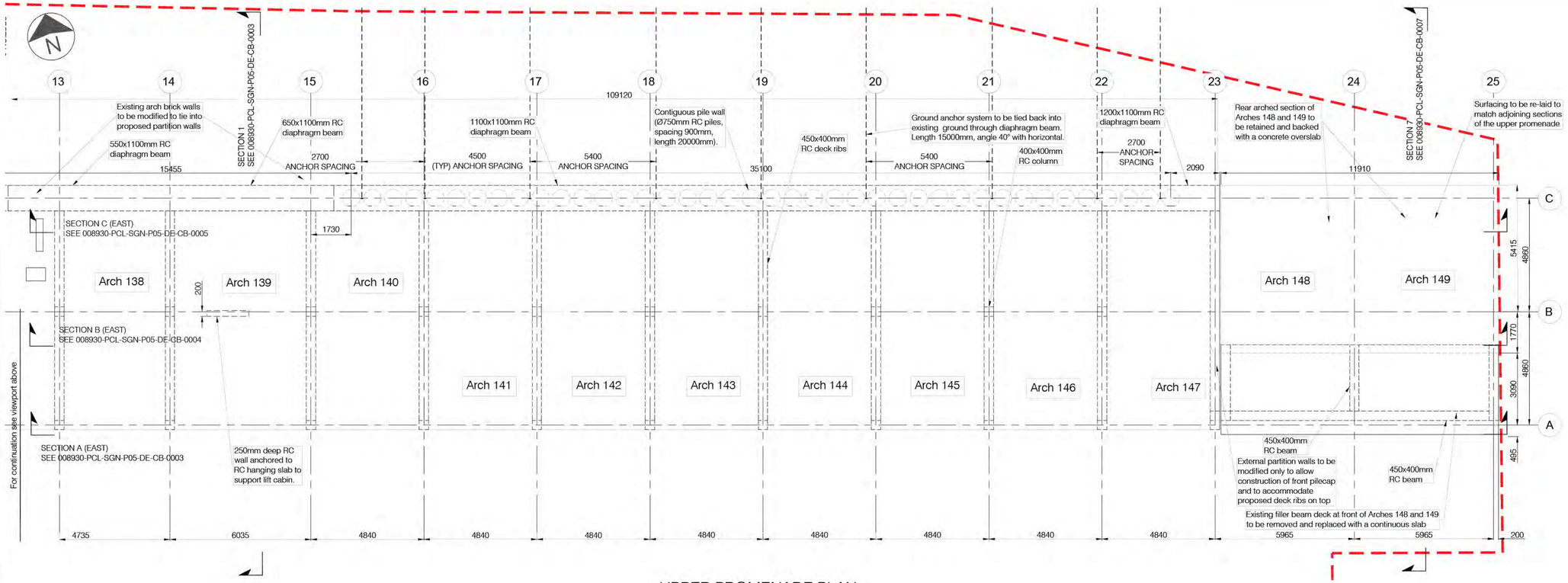
\\tservices.local\shared$\Project Centre\Project-BST\1000008930 - BHCC Kings Rd Arches - Phase 5\2 Project Delivery\6 CAD\2 Drawing\5 Structures\008930-PCL-SGN-P05-DE-CB-0000 GENERAL ARRANGEMENT\008930-PCL-SGN-P05-DE-CB.dwg



UPPER PROMENADE PLAN

(WEST)

1:100



UPPER PROMENADE PLAN

(EAST)

1:100

LEGEND

Extent of the scheme

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
8. Exact position of relocated utilities to be confirmed with utility provider.
9. Levels marked with asterisk (*) are assumed. Contractor to confirm on site all levels and dimension contained in this drawing. Any relevant discrepancy to be communicated to Designer before commencement of works.
10. Refer to architectural drawings for details on removal and reinstatement of removable private structure in front of Arch 124.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.	
01 - Risk of structural instability. 02 - Existing buried services. 03 - Presence of asbestos. 04 - Existing EHV cable route and riser in Arch 147.	
Further information on these hazards can be found in the designer risk management and preconstruction information documentation.	Hazard location & ID: 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/2025	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE

www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

Drawing Title: GENERAL ARRANGEMENT STRUCTURE - UPPER PROMENADE PLAN

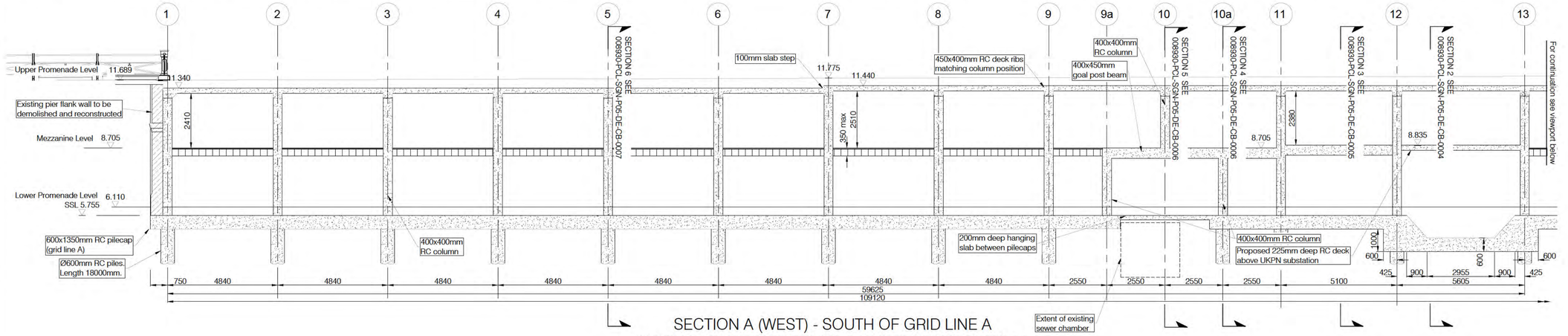
Drawing Status: FOR TENDER

Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	1:100	A1

Drawing No.: 008930-PCL-SGN-P05-DE-CB-0002

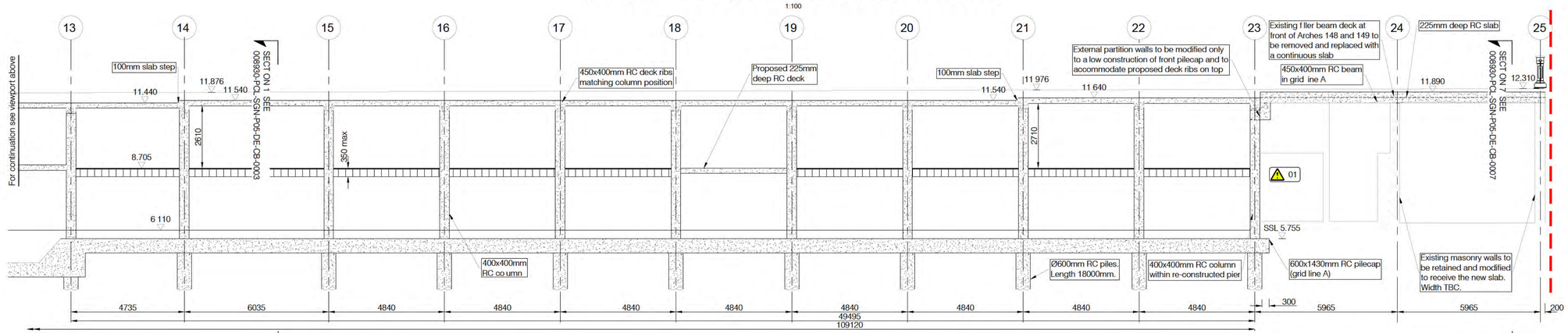
Rev: P03

\\tservices.local\shared$\Project Centre\Project-BST\1000008930 - BHCC Kings Rd Arches - Phase 5\2 Project Delivery\6 CAD\2 Drawing\5 Structures\008930-PCL-SGN-P05-DE-CB-0000 GENERAL ARRANGEMENT\008930-PCL-SGN-P05-DE-CB.dwg



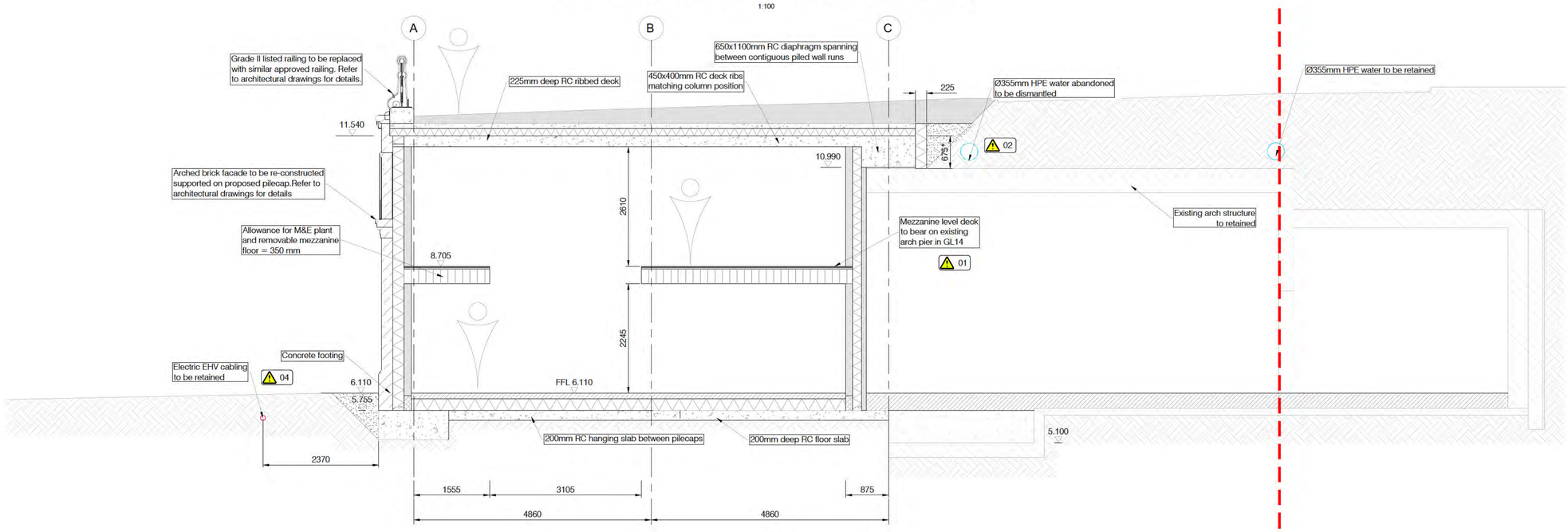
SECTION A (WEST) - SOUTH OF GRID LINE A
(ARCH FACADE AND STAIRS OMMITTED FOR CLARITY)

1:100



SECTION A (EAST) - SOUTH OF GRID LINE A
(ARCH FACADE AND STAIRS OMMITTED FOR CLARITY)

1:100



SECTION 1
ARCH 139

1:50

LEGEND

- Reinforced concrete
- Existing structure
- Concrete base
- Brickwork
- Modular steelwork mezzanine
- Thermal insulation
- Thermal block
- Backfilling
- Blockwork
- Combined waterproofing and radon protection system
- Existing ground
- Underground Water
- Underground Electric
- Extent of the scheme

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
8. Exact position of relocated utilities to be confirmed with utility provider.
9. Levels marked with asterisk (*) are assumed. Contractor to confirm on site all levels and dimensions contained in this drawing. Any relevant discrepancy to be communicated to Designer before commencement of works.
10. Secondary rear wall comprises of secondary concrete lining to piles, combined waterproofing and radon protection system, thermal insulation layer and blockwork wall.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.

01 - Risk of structural instability.
02 - Existing buried services.
03 - Presence of asbestos.
04 - Existing EHV cable route and riser in Arch 147.

Further information on these hazards can be found in the designer risk management and preconstruction information documentation.

Hazard location & ID: 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/2025	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

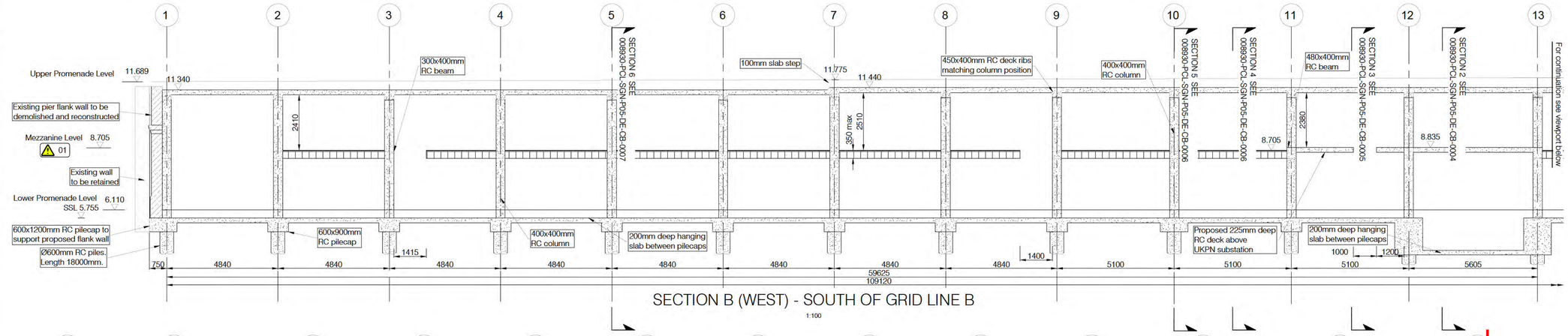
Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

Drawing Title: GENERAL ARRANGEMENT STRUCTURE - SECTIONS SHEET 1 OF 5

Drawing Status: FOR TENDER

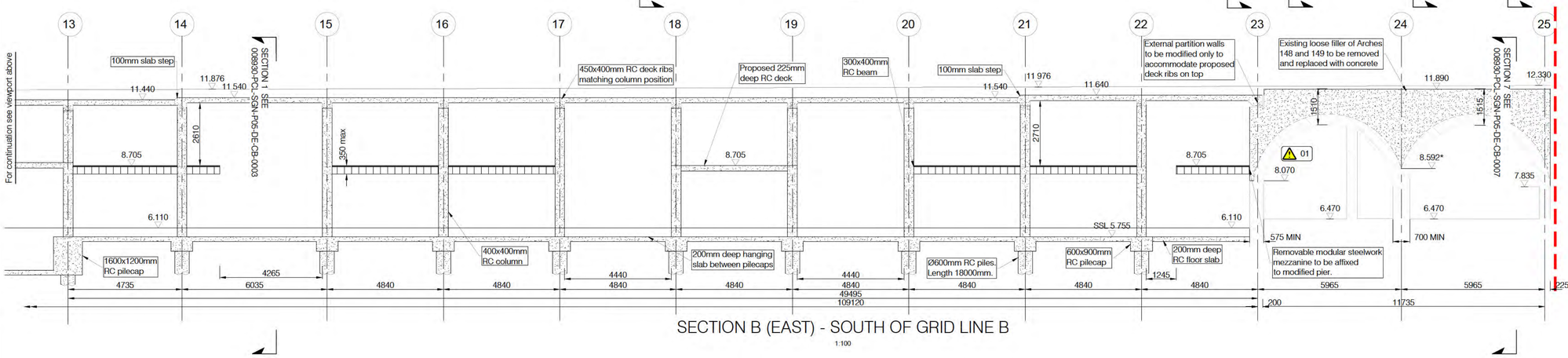
Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	AS SHOWN	A1

Drawing No.: 008930-PCL-SGN-P05-DE-CB-0003
Rev: P03



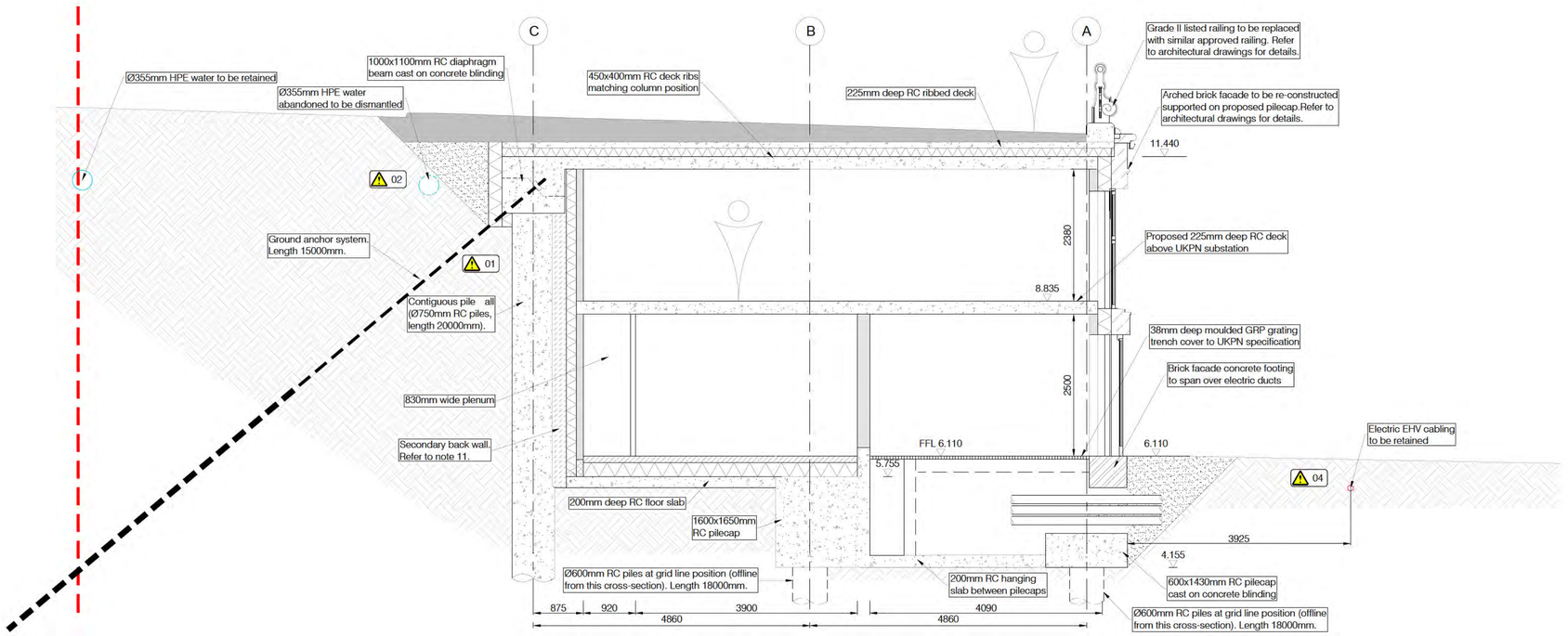
SECTION B (WEST) - SOUTH OF GRID LINE B

1:100



SECTION B (EAST) - SOUTH OF GRID LINE B

1:100



SECTION 2
ARCH 137

1:50

LEGEND

- Reinforced concrete
- Existing structure
- Concrete base
- Brickwork
- Modular steelwork mezzanine
- Thermal insulation
- Thermal block
- Backfilling
- Blockwork wall
- Combined waterproofing and radon protection system
- Existing ground
- Extent of the scheme
- Underground Electric
- Underground Water

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
8. Exact position of relocated utilities to be confirmed with utility provider.
9. Levels marked with asterisk (*) are assumed. Contractor to confirm on site all levels and dimensions contained in this drawing. Any relevant discrepancy to be communicated to Designer before commencement of works.
10. Secondary rear wall comprises of secondary concrete lining to piles, combined waterproofing and radon protection system, thermal insulation layer and blockwork wall.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION	
In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.	
01 - Risk of structural instability. 02 - Existing buried services. 03 - Presence of asbestos. 04 - Existing EHV cable route and riser in Arch 147.	
Further information on these hazards can be found in the designer risk management and preconstruction information documentation.	Hazard location & ID 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/2025	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

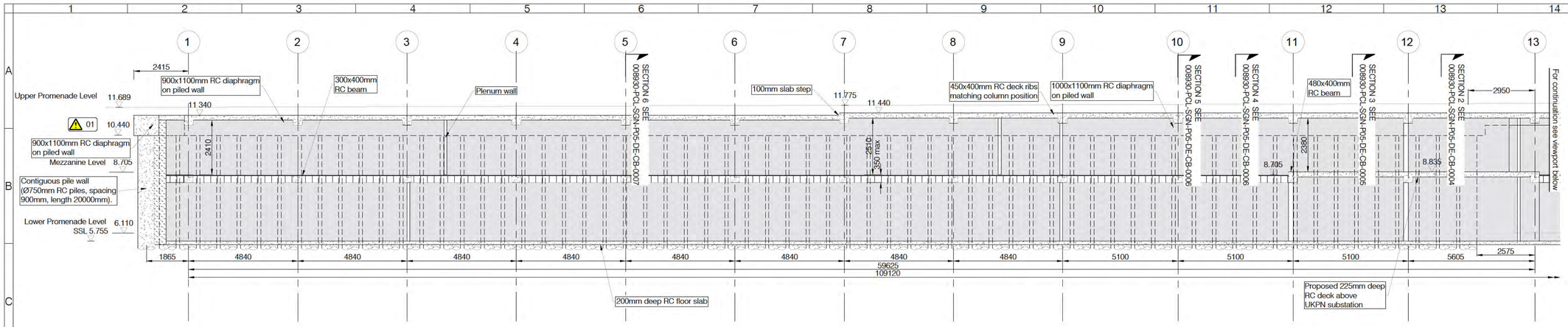
Drawing Title: GENERAL ARRANGEMENT STRUCTURE - SECTIONS SHEET 2 OF 5

Drawing Status: FOR TENDER

Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	AS SHOWN	A1

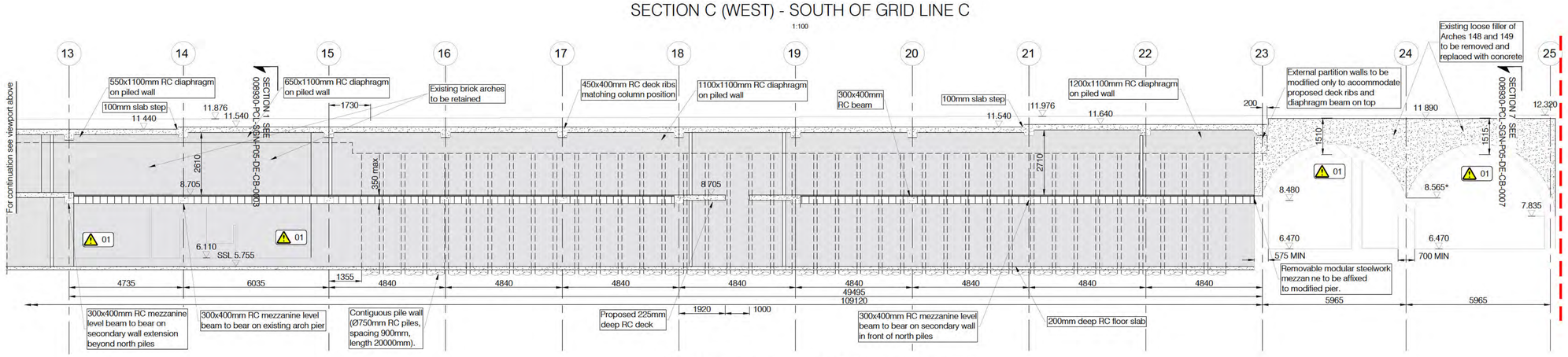
Drawing No.: 008930-PCL-SGN-P05-DE-CB-0004 Rev: P03

\\tservices.local\shared$\Project Centre\Project-BST\1000008930 - BHCC Kings Rd Arches - Phase 5\2 Project Delivery\6 CAD\2 Drawing\5 Structures\008930-PCL-SGN-P05-DE-CB-0000 GENERAL ARRANGEMENT\008930-PCL-SGN-P05-DE-CB.dwg



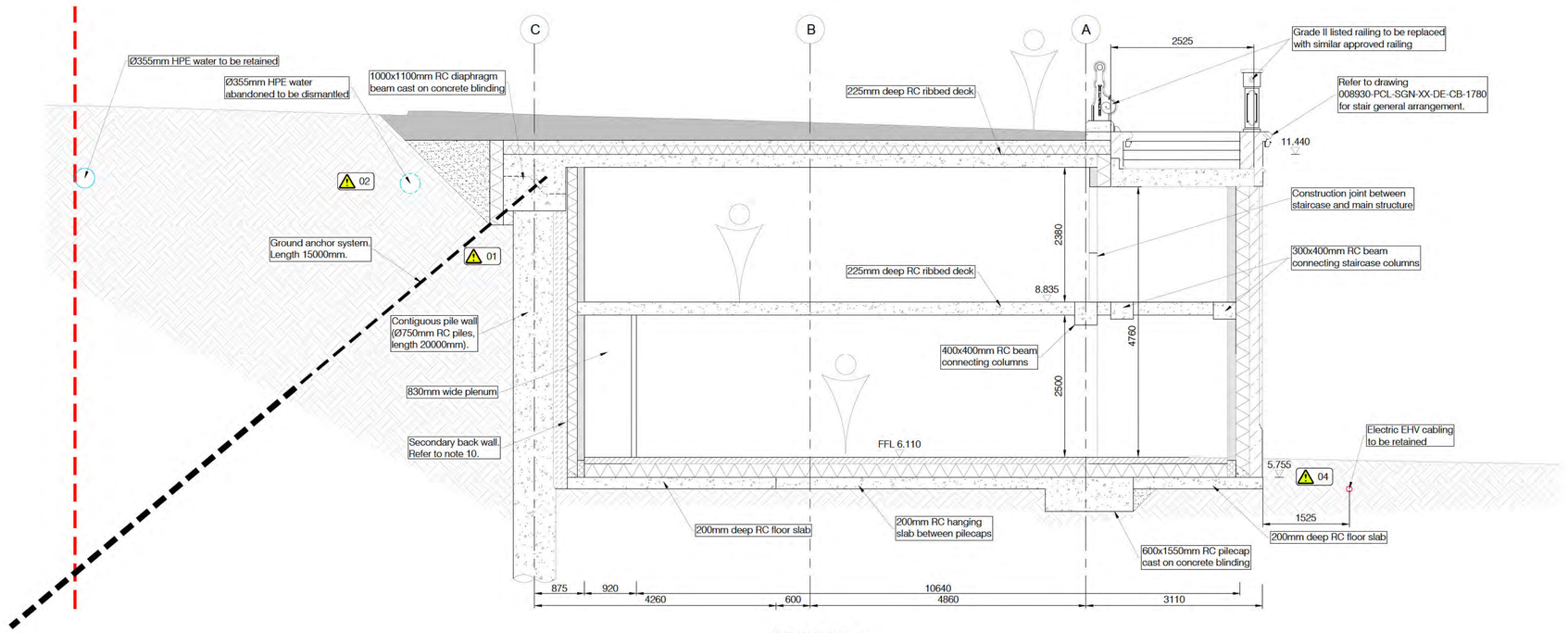
SECTION C (WEST) - SOUTH OF GRID LINE C

1:100



SECTION C (EAST) - SOUTH OF GRID LINE C

1:100



SECTION 3
ARCH 136

1:50

LEGEND

- Reinforced concrete
- Existing structure
- Concrete base
- Brickwork
- Modular steelwork mezzanine
- Thermal insulation
- Thermal block
- Backfilling
- Blockwork wall
- Combined waterproofing and radon protection system
- Existing ground
- Secondary back wall
- Extent of the scheme
- Underground Electric
- Underground Water

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
8. Exact position of relocated utilities to be confirmed with utility provider.
9. Levels marked with asterisk (*) are assumed. Contractor to confirm on site all levels and dimensions contained in this drawing. Any relevant discrepancy to be communicated to Designer before commencement of works.
10. Secondary rear wall comprises of secondary concrete lining to piles, combined waterproofing and radon protection system, thermal insulation layer and blockwork wall.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.

01 - Risk of structural instability.
02 - Existing buried services.
03 - Presence of asbestos.
04 - Existing EHV cable route and riser in Arch 147.

Further information on these hazards can be found in the designer risk management and preconstruction information documentation.

Hazard location & ID: 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/20254	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

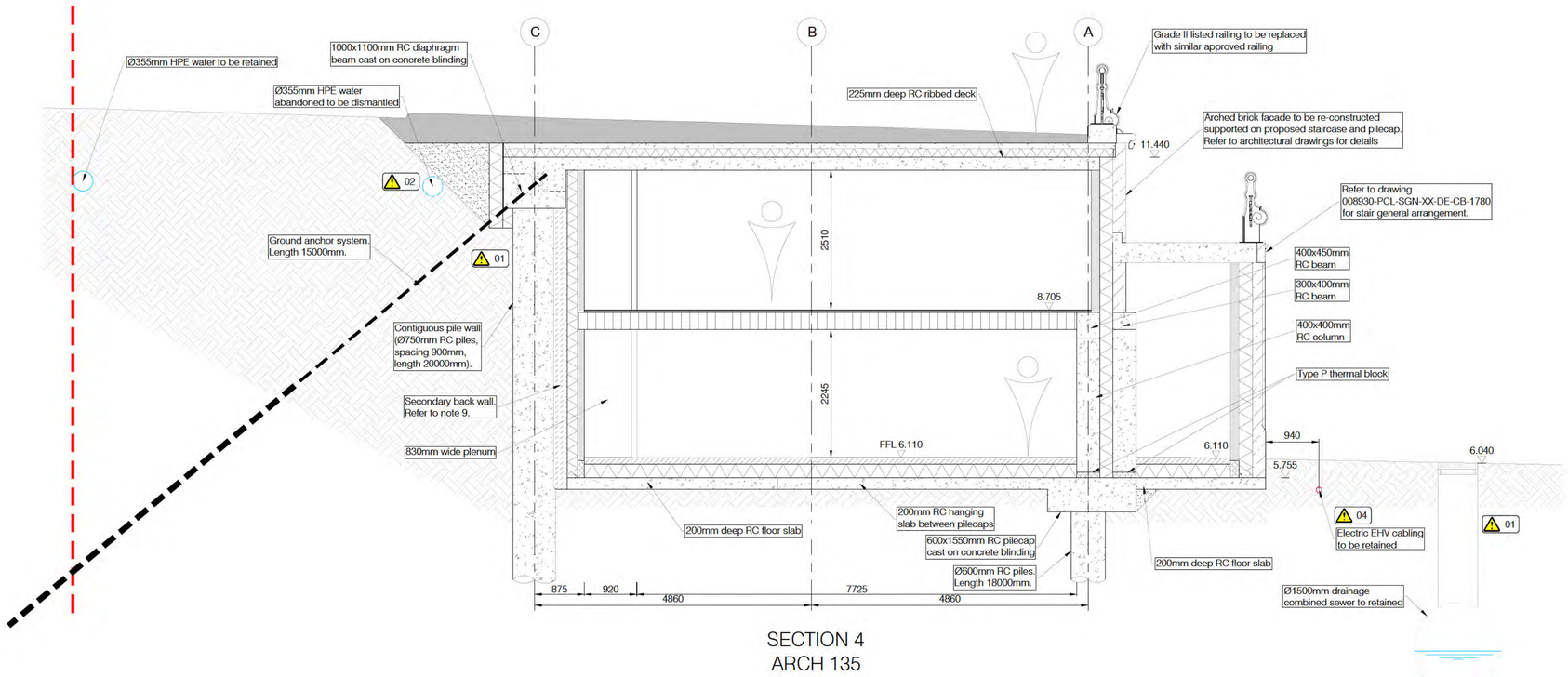
Drawing Title: GENERAL ARRANGEMENT STRUCTURE - SECTIONS SHEET 3 OF 5

Drawing Status: FOR TENDER

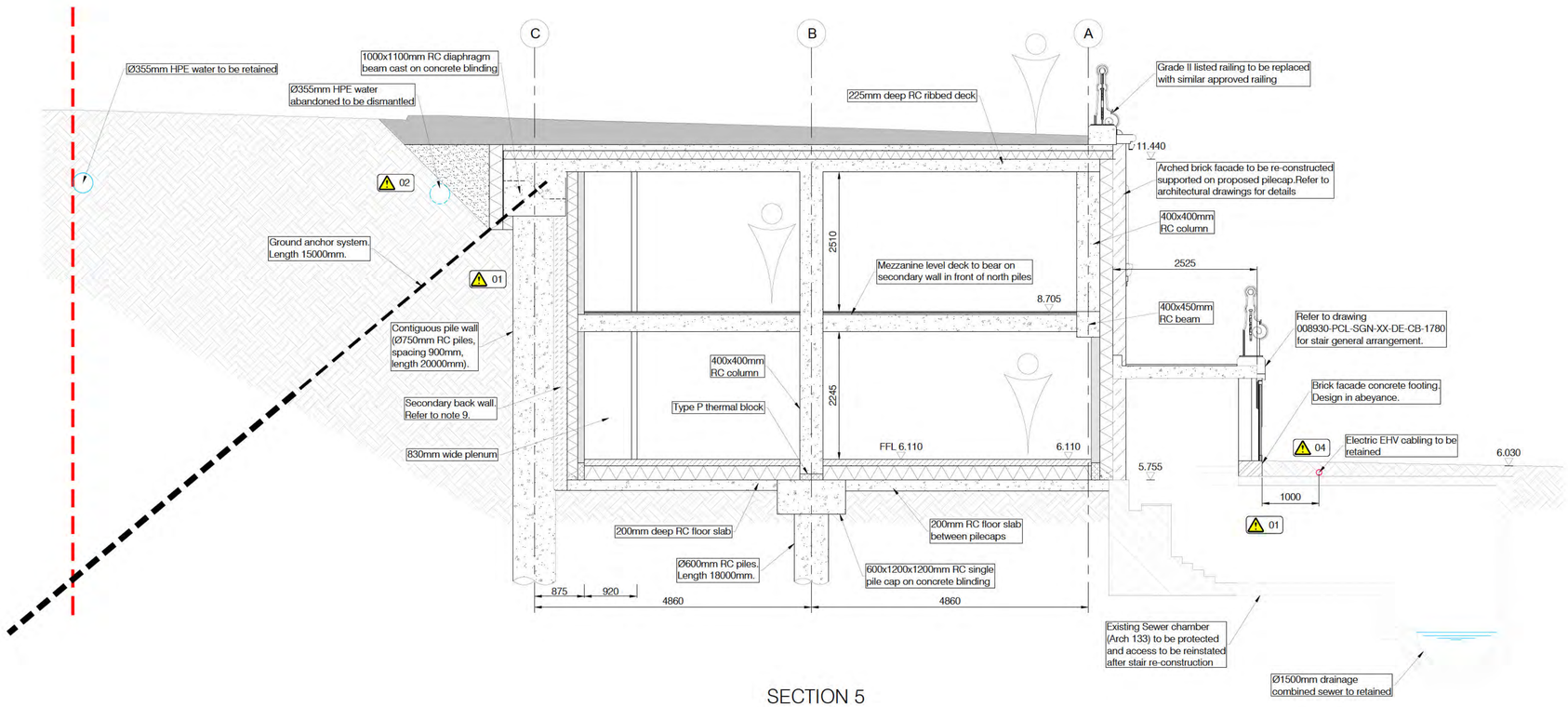
Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	AS SHOWN	A1

Drawing No.: 008930-PCL-SGN-P05-DE-CB-0005 Rev: P03

\\tlservices.local\shared$\Project Centre\Project-BST\1000008930 - BHCC Kings Rd Arches - Phase 5\2 Project Delivery\6 CAD\2 Drawing\5 Structures\008930-PCL-SGN-P05-DE-CB-0000 GENERAL ARRANGEMENT\008930-PCL-SGN-P05-DE-CB.dwg



SECTION 4
ARCH 135
1:50



SECTION 5
GRID LINE 10
1:50

LEGEND

- Reinforced concrete
- Existing structure
- Concrete base
- Brickwork
- Modular steelwork mezzanine
- Thermal insulation
- Thermal block
- Backfilling
- Blockwork wall
- Combined waterproofing and radon protection system
- Existing ground
- Extent of the scheme
- Underground Electric
- Underground Water

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
8. Exact position of relocated utilities to be confirmed with utility provider.
9. Secondary rear wall comprises of secondary concrete lining to piles, combined waterproofing and radon protection system, thermal insulation layer and blockwork wall.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.

01 - Risk of structural instability.
02 - Existing buried services.
03 - Presence of asbestos.
04 - Existing EHV cable route and riser in Arch 147.

Further information on these hazards can be found in the designer risk management and preconstruction information documentation.

Hazard location & ID: 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/2025	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

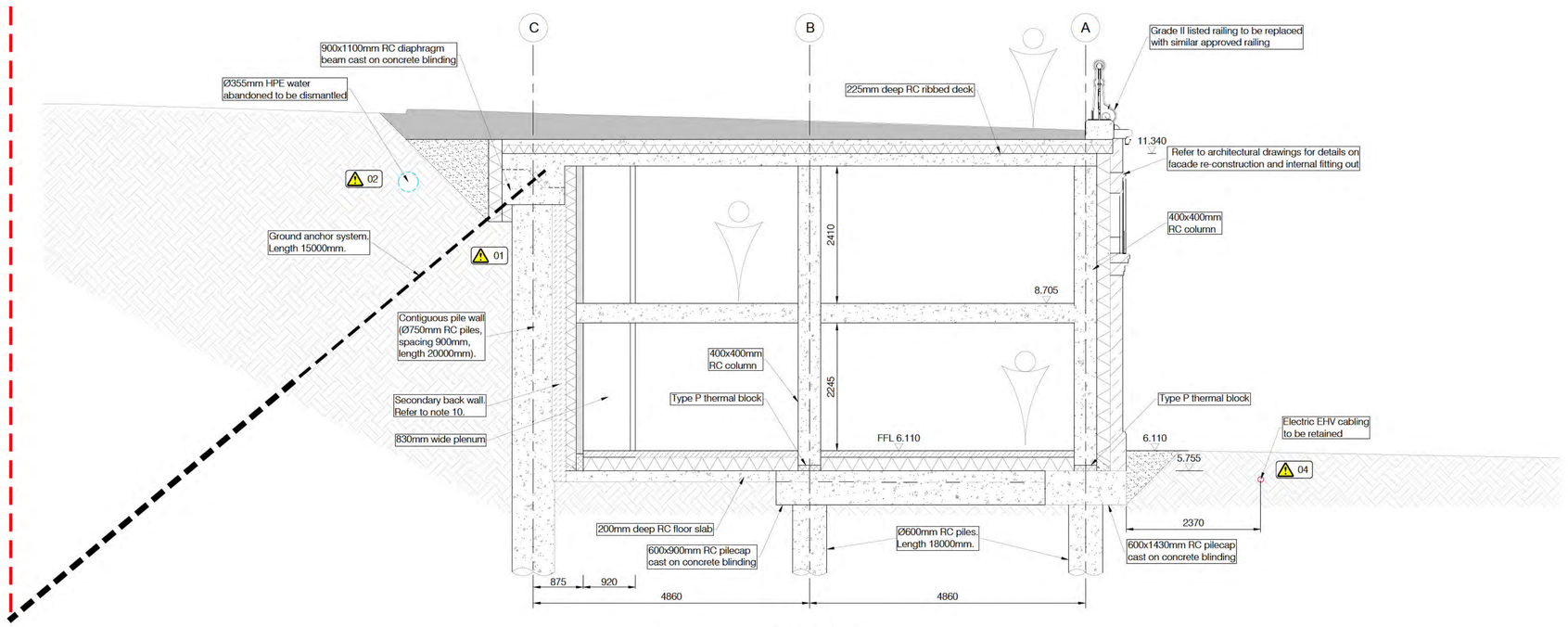
Drawing Title: GENERAL ARRANGEMENT STRUCTURE - SECTIONS SHEET 4 OF 5

Drawing Status: FOR TENDER

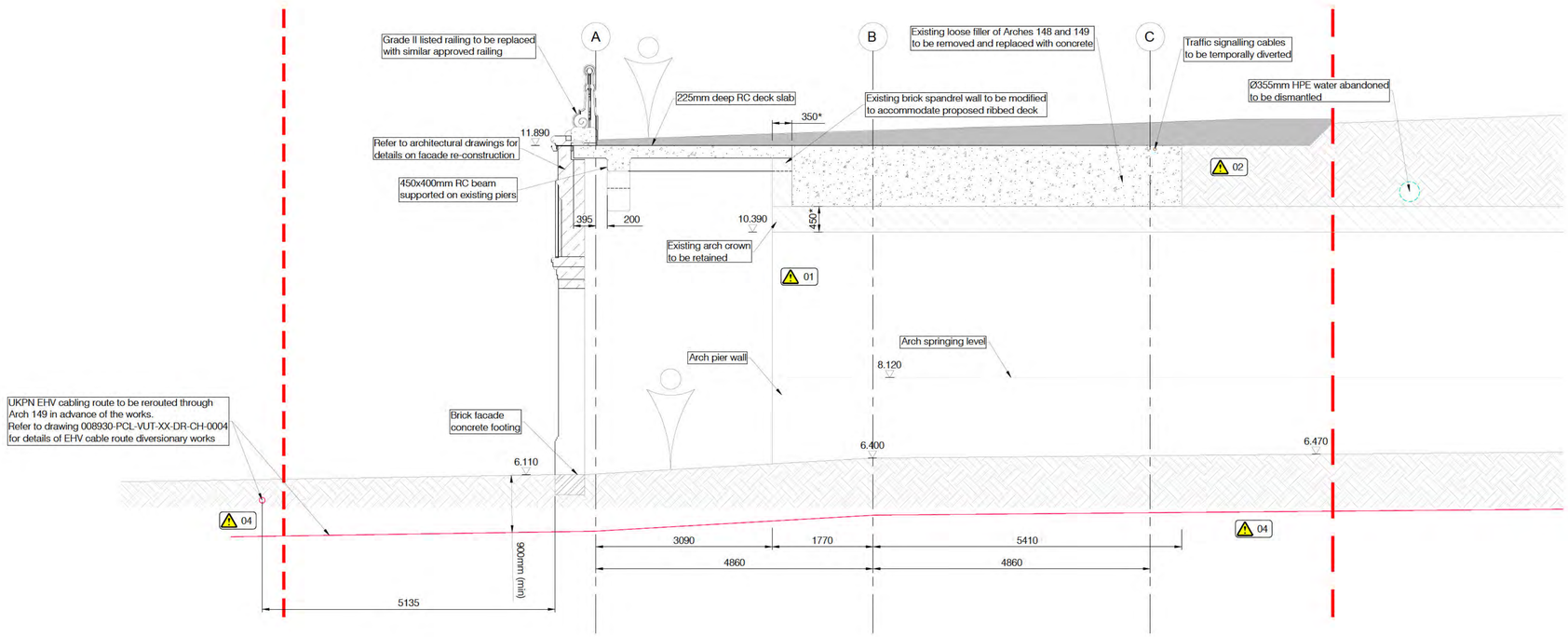
Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	AS SHOWN	A1

Drawing No.: 008930-PCL-SGN-P05-DE-CB-0006
Rev: P03

\\ltservices.local\shared$\Project Centre\Project-BST\1000008930 - BHCC Kings Rd Arches - Phase 5\2 Project Delivery\6 CAD\2 Drawing\5 Structures\008930-PCL-SGN-P05-DE-CB-0000 GENERAL ARRANGEMENT\008930-PCL-SGN-P05-DE-CB.dwg



SECTION 6
GRID LINE 5
1:50



SECTION 7
ARCH 149
1:50

LEGEND

- Reinforced concrete
- Existing structure
- Concrete base
- Brickwork
- Thermal insulation
- Thermal block
- Backfilling
- Blockwork wall
- Existing ground
- Extent of the scheme
- Underground Electric
- Underground Water
- Traffic signalling cabling

NOTES

1. This drawing is to be read in conjunction with other listed in drawing 008930-PCL-GEN-P05-DE-CB-0000.
2. Drawings from all discipline design packages to be read in conjunction with one another.
3. All dimensions are in millimetres unless otherwise specified.
4. Do not scale from this drawing.
5. Topographic survey & GPR survey information based on 07/07/2023 survey carried out by Laser Surveys - L11652/T/1.
6. All levels in meters above the Ordnance Survey datum level.
7. Earthworks shall be constructed in accordance with SHW. Pileworks to be completed and tested in accordance with BS8004. Piles lengths to be confirmed using the methods defined in CIRIA C574. Piles to be constructured using traditional boring or CFA techniques.
8. Exact position of relocated utilities to be confirmed with utility provider.
9. Levels marked with asterisk (*) are assumed. Contractor to confirm on site all levels and dimensions contained in this drawing. Any relevant discrepancy to be communicated to Designer before commencement of works.
10. Secondary rear wall comprises of secondary concrete lining to piles, combined waterproofing and radon protection system, thermal insulation layer and blockwork wall.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the normal hazards and risks associated with the type of work detailed on this drawing, the following significant hazards have been identified by the designer.

01 - Risk of structural instability.
02 - Existing buried services.
03 - Presence of asbestos.
04 - Existing EHV cable route and riser in Arch 147.

Further information on these hazards can be found in the designer risk management and preconstruction information documentation.

Hazard location & ID: 00

Rev	Date	Description	Drn	Chk	App
P03	23/07/2025	ISSUED FOR TENDER	SL	SS	SLS
P02	28/02/2025	FOR APPROVAL	DF	SS	SLS
P01	28/01/2025	FOR COORDINATION	DF	SS	SLS

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

PROJECT CENTRE
www.marstonholdings.co.uk/projectcentre

Client: Brighton & Hove City Council

Project: KINGS ROAD REDEVELOPMENT (PHASE 5)

Drawing Title: GENERAL ARRANGEMENT STRUCTURE - SECTIONS SHEET 5 OF 5

Drawing Status: FOR TENDER

Drawn	Designed	Date	Scale	Size
DF	SS	JAN 2025	AS SHOWN	A1

Drawing No.: 008930-PCL-SGN-P05-DE-CB-0007
Rev: P03

\\tservices.local\shared$\Project Centre\Project-BST\1000008930 - BHCC Kings Rd Arches - Phase 5\2 Project Delivery\6 CAD\2 Drawing\5 Structures\008930-PCL-SGN-P05-DE-CB-0000 GENERAL ARRANGEMENT\008930-PCL-SGN-P05-DE-CB.dwg

743

Appendix C – Stakeholder Management

A259 (King's Road) Seafront Highway Structures ('Arches') Renewal Programme

Communications and Stakeholder Management Plan

Document Reference: 8078
Date: May 2023

Brighton & Hove City Council

PROJECT CENTRE
part of Marston Holdings

CONTENTS PAGE PAGE NO.

1. INTRODUCTION

1.1 Purpose

The purpose of this document is to set out how Brighton & Hove City Council (BHCC) will manage communications with local stakeholders and the wider community about essential works on the Kings Road seafront highway arches.

1.2 Summary

The objectives of the Communications and Stakeholder Management Plan are to:

- Keep interested and impacted stakeholders, residents and businesses informed of the works in a timely manner and have the information they need to manage the impacts.
- Ensure that residents and stakeholders have a better understanding of the project, scope, and benefits.
- Communicate to residents and stakeholders that resources are being well used, we are a responsive organisation and are working hard to minimise disruption.

The following principles of good communication will be employed to safeguard and maintain the reputation of BHCC and demonstrate their ethical duty to be open and transparent:

- Be consistent and use repetition of key messaging throughout the project.
- Use a variety of communications channels and methods to maximise information sharing with media, residents, communities, voluntary and other public sector partners, stakeholders, and businesses.
- Use plain English, avoiding any technical terms, to ensure communications in accessible to everyone.

Communications will be released to the following key audiences via a variety of channels including media releases, BHCC and neighbouring local council web, newsletters and social media, direct email, hardcopy communications and video releases:

- BHCC residents, with a focus on those local to the works
- BHCC businesses, with a focus on those local to the works

- BHCC employees including Strategic Directors, Lead Members and key officers
- BHCC schools
- BHCC hotels and tourist attractions, with a focus on those impacted by the works
- Partner organisations e.g. East Sussex County Council, Historic England, Conservation Advisory Group, the Brighton & Hove Tourism Advisory Board, local transport operators etc
- BHCC Councillors and MPs
- Local and trade media

1.3 Background

BHCC need to carry out essential maintenance and improvement of the structures supporting the principal east / west A259 seafront road corridor. The main seafront road through the city is supported by Victorian arches which are approaching the end of their useful life and are in urgent need of replacement to avoid collapse and the closure of the road, which would bring severe negative impacts for transport, the economy and employment, as well as affecting tourism and impacting negatively on the environment.

This section of the MRN is doubly significant in that its central location supports tourism and the economy of the City. There is no viable alternative but to replace and improve these structures given they are essential for supporting the highway structure and providing a valuable asset for the City.

The scheme location is shown in figure 1 below.

Figure 1: Scheme Location

The A259 Kings Road is a major arterial route passing along the seafront at Brighton, varying from a wide single carriageway to dual carriageway. This route is of vital importance to the highway network and to the economic health of the area.

In the vicinity of the proposed scheme the route currently carries a two-way average weekday traffic flow of 25,837 vehicles, with peak flows of up to 1,700 vehicles per hour and around 6% HGVs. The cycle route, which runs to the south of the westbound carriageway, is part of the National Cycle Route, carrying around 2,190 cyclists per day.

Due to the high usage and strategic importance of the route, an effective and comprehensive communications plan is essential to ensuring the works run as smoothly as possible with minimum disruption caused for all local residents, businesses and any visitors to the area. As well as supporting the local community to continue running as normal, good communications will protect the reputation of BHCC.

1.4 Programme of the works

The works are part of the wider redevelopment works along Kings Road, Brighton. To date the Kings Road works have included the erection of an observation tower, Phase 1 redevelopment of arches 36-61 and 62-73, Phase 2 redevelopment of arches 75-105, followed by regeneration to Phase 3 development of Shelter Hall arches 150-155. This Communications and Stakeholder Management Plan relates to the redevelopment of arches 17-35 (Phase 4) and arches 125-149 (phase 5) which are of a similar nature to those already undertaken. The plan below in figure 2 shows the phasing of the arch strengthening in the vicinity of the bid site.

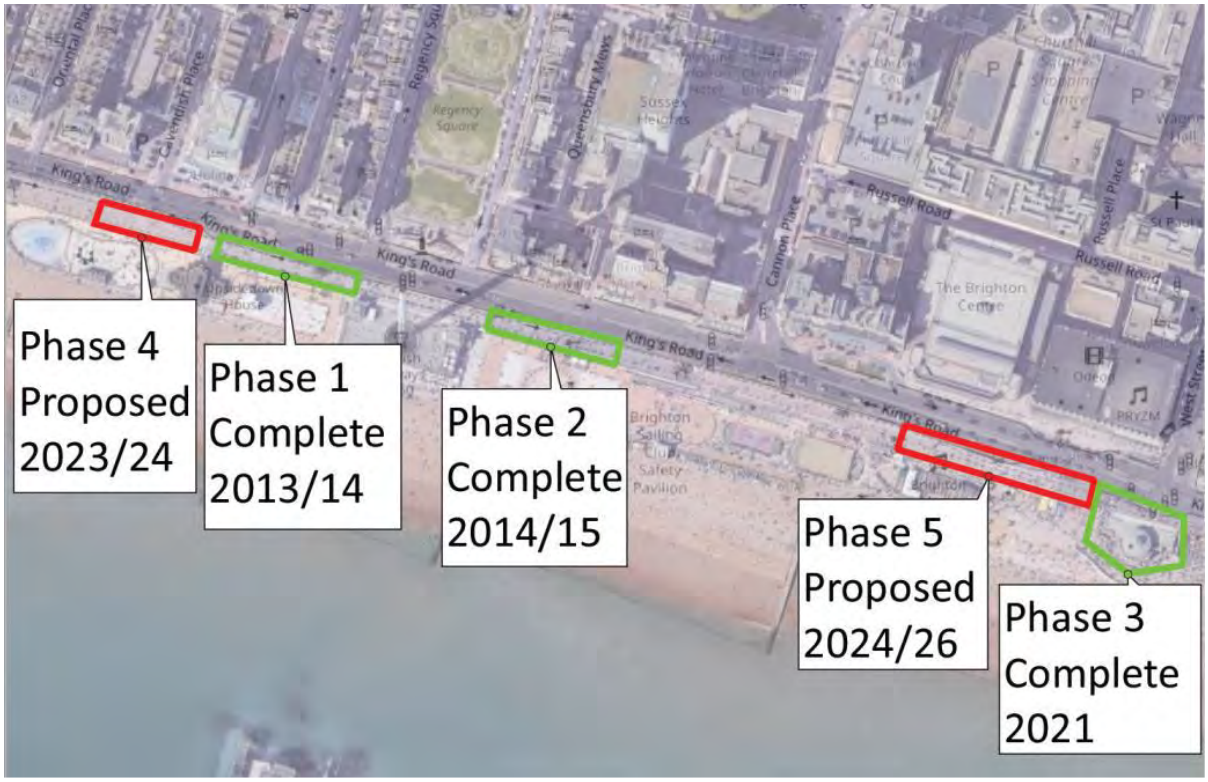


Figure 2: Location of Arches Renewal Phases

Works have been completed to repair Shelter Hall (Phase 3), involving major sub-structural strengthening and rebuilding of the structure that supports the A259 at the West Street Junction, just to the east of the Phase 5 arches

A communications and stakeholder management plan will support the programme of works for Phase 4 and Phase 5, once confirmed.

1.5 Objectives of the communications and stakeholder management plan

A robust but flexible communications and stakeholder management plan is required to ensure that all stakeholders are aware of the works programme, and well prepared and supported throughout the main phases of disruption caused by the works. It's also important everyone understands the reasons for the works and early buy-in from key stakeholders is therefore crucial to success.

This communications and stakeholder management plan will ensure all communications and engagement around this project achieves the following objectives:

- Ensure that residents and stakeholders have a good understanding of the project, scope, benefits, and key milestones.
- Keep interested and impacted stakeholders, residents and businesses informed of the works in a timely manner and have the information they need to manage the impacts.
- Provide local businesses with additional support to manage the impacts of disruption on their business productivity.
- Communicate to residents and stakeholders that resources are being well used, BHCC are a responsive organisation and are working hard to minimise disruption.

1.6 Stakeholders

Comprehensive stakeholder mapping will take place at the start of the project to ensure the appropriate groups are included in the communications and stakeholder management plan. Key stakeholders currently identified include:

- BHCC residents, with a focus on those local to the works
- BHCC businesses, with a focus on those local to the works
- BHCC employees including Strategic Directors, Lead Members and Key officers
- BHCC schools
- BHCC hotels and tourist attractions near the works
- Partner organisations e.g. East Sussex County Council, Historic England, Conservation Advisory Group, the Brighton & Hove Tourism Advisory Board, local transport operators etc

- BHCC Councillors and MPs
- Local and trade media

2. COMMUNICATION PLAN

2.1 Creating a clear narrative

To ensure clear and consistent messaging across all communications channels, a narrative and key messages document will be created and agreed by core project and communications teams. This document will form the basis of all communications for the project, providing one single, clear source of messaging covering all aspects of the project such as:

- Aims, objectives and the programme of works, including clear timeframes where possible
- Road closures and diversions
- Support for businesses, residents, visitors etc
- FAQs and information sources (such as web URLs)
- Information event locations, dates, and times (where relevant)
- Benefits of the works, including positive impact on local supply chain, economy and employment

2.2 Ensuring effective communication

The following channels will be used as part of this strategy to ensure targeted coverage across all audience types in the engagement areas:

- Webpage – including an FAQ page, an overview map, detailed phase drawings (where applicable), diversion information and programme information.
- In-person drop-in exhibitions – hosted in an accessible and suitable location, with members of the project team available to answer questions, and printed information boards.
- Leaflets – distributed to all addresses in the most affected areas giving information about the works, timeframes, and how to stay informed.
- Posters, lamp post wraps, banners – as appropriate in the vicinity of the works.
- Soft-copy flyers – shared via email with those who have requested to be kept up to date via this channel (emails).
- Dedicated email address / phone number for enquiries – so people can call, ask questions, request further information, or clarify existing information.

- Council social media – Facebook, Twitter, LinkedIn.
- Video releases to increase public understanding of the project and scope, such as these created for the recent Shelter Hall scheme: https://www.brighton-hove.gov.uk/parking-and-travel/roads-and-highways/rebuilding-former-west-street-shelter-hall
- Meeting with Councillors, tourism, environmental and conservation groups, as well as tenants of businesses prior to the works starting so they have an understanding of the work and why the works are necessary.

2.3 Measuring success

The measures by which a successful communications and stakeholder management plan will be evaluated include:

- Positive anecdotal evidence through stakeholder feedback.
- Correspondence register, identifying levels of awareness and sentiment tracking.
- Media coverage, including social media tracking.
- Robust stakeholder engagement, tracked through a detailed action plan, incorporating meetings and registered correspondence.

2.4 Activity plan

We will communicate with stakeholders and members of the public through virtual or face to face meetings as appropriate. Our key tasks will include:

TASK	AUDIENCE	PURPOSE
Develop overarching narrative and messaging document	All	This document will include all agreed and approved messaging for use throughout the programme, the content of which will populate all content.
Create FAQs.	All	To help stakeholders understand what's happening and support them to make informed travel decisions in response to the planned works.

Create content for the project webpage with sections showing maps / plans and diversions	All	Inform people of the works. Include flyer downloads for details and link to maps / plans.
Creation of online JPEG or PDF maps with scheme info	All	Detailed information on the works, programme phases for people to view and stay informed.
Design hardcopy information leaflets showing details of the works and programme – hand delivered to the local area.	All resident and business addresses in the scheme area.	Inform people of the works, and how to view updated information throughout. Provide contact information in case they have any questions. A digital version will be available to be emailed to stakeholders.
Draft emails to all stakeholders notifying them of the works.	Key stakeholders as identified.	Inform people of the works, offer meetings / conversations, ask stakeholders to disseminate information to their networks.
Plan and attend drop-in exhibitions and display boards.	Residents / businesses	Drop-in exhibitions will provide people with the opportunity to speak to someone face to face about the works and ask any questions. They will also provide hardcopy versions of the plans for anyone unable to access the online versions.
Set up dedicated email address and phone number.	All	Communication channels will be open throughout the works for enquiries.
Create social media content and calendar.	All	To promote the works, direct people to relevant information, and keep people updated throughout.
Design posters / lamp post wraps / banners	All	To provide on-site information before and during the works. Anyone who misses other

		communications materials will see this when passing through the area.
Create video releases throughout the works.	All	To increase public understanding of the project scope and programme and generate interest in the work.

2.5 Support for businesses

The business community plays an important role in generating and supporting economic prosperity. Although the works will support businesses in the longer-term, by making the road network safe and secure for years to come, there will be disruption for businesses in the immediate area of the works while they are underway.

We will proactively engage with businesses to reduce and manage impacts during construction through:

- timely and regular communications with businesses including notifications by mail, email and SMS.
- Face to face visits to businesses and information sessions.
- Maintaining access to businesses for customers, vehicles, and deliveries where possible.
- Managing noise, dust, vibration, and overall business amenity.
- Providing a range of support measures (see suggested measures below).
- Promoting individual businesses through various channels.
- Activation opportunities such as tailored events, leveraging existing events and pop-ups (TBC).
- Partnerships with key stakeholders and organisations such as business associations.

Additional marketing and engagement support will be considered for local businesses who are likely to experience significant negative impacts as a result of the works. Support could cover elements such as the following:

- Marketing / social media training for businesses

- Small business mentoring on key relevant topics, for example freight consolidation, net zero and travel planning
- Marketing support and additional temporary signage – eg "Business as usual"

In order to determine what kinds of support will be most appropriate for different businesses, we will encourage them to meet with us or complete a survey so that we can learn more about their needs.

Once the works begin, we'll regularly engage with business to provide information to assist you to continue operating during construction through:

- Works notifications by mail and email
- Face to face interactions
- Direct contact via phone and email
- SMS notifications.

Within this focused area of communications and stakeholder management, a priority will also be placed on highlighting the benefits of the works for the local economy and environment. This will include development of content around local supply chain, source of materials and socially and environmentally responsible construction methods.

3. PROGRAMME

The programme will be revisited and confirmed once the works programme has been finalised. Activities will be designed to work alongside the renewal programme.

Audience	Messages	Channels	Responsibility	Deadline (TBC on inception)
Campaign Development				
Internal: Lead: BHCC officers and Members, Councillors, Contractors,	Understand roles and responsibilities. Agree branding, messaging, action plan and processes (such as governance, sign-off, information sharing, utilising council channels etc.).	Emails / Meetings	BHCC / Contractor	
Internal: BHCC comms team and contractor	Develop key messaging and narrative document.	Emails / meetings	BHCC / Contractor	
Internal: BHCC comms team and contractor	Develop video storyboards / ideas ready for production during the works.	Emails / meetings	BHCC / Contractor	
Internal and external	Draft Communications and Stakeholder Management Plan created and agreed / signed-off		BHCC / Contractor	

Internal	Agree project programme and communications phases		BHCC / Contractor	
Internal: PCL, BHCC officers, Councillors	Set up internal stakeholder / working group for regular key project communications	Phone calls / emails / Teams meetings	BHCC / Contractor	
Internal	Agree Comms standards with BHCC Comms Team	Phone calls / emails / Teams meetings	BHCC / Contractor	
	Draft and Design hardcopy and online materials: • Posters / lamp post wraps / banners • Social media and website • Emails to key stakeholders. • Stakeholder media channels • Leaflets for delivery to residents and businesses.	Phone calls/ emails	BHCC / Contractor	
	Book face to face drop-in exhibition venue, dates and times. Offer Councillor sessions.	Online / emails	BHCC / Contractor	
	Material sign off.	Phone calls/ emails	BHCC / Contractor	

	Arrange print and delivery of hardcopy comms.	Phone calls / emails	BHCC / Contractor	
	Create social media posts and schedule.	Phone calls / emails	BHCC / Contractor	
External	Send comms materials to residents and businesses in area / put up on site – for delivery ahead of the works to give advanced warning.	Hardcopy leaflet / poster / lamp post wraps etc Phone calls / emails BHCC comms channels	BHCC / Contractor	
	Engage with businesses to inform types of business support to be provided during the works.	Email / phone calls / online	BHCC / Contractor	
	Meet with stakeholders including community groups and local businesses where relevant.	Virtual / face to face information sessions	BHCC / Contractor	
	Hold drop-in exhibitions, quantity TBC	In-person information sessions	BHCC / Contractor	
	Social media schedule underway, video updates posted.	Online	BHCC / Contractor	

	Business support tools implemented and ongoing business communication underway	Various	BHCC / Contractor	
Internal - ongoing	Cllr briefings and updates	Meetings	BHCC / Contractor	
	Review enquiries / event comments and provide regular updates to key stakeholders / update online FAQs	Phone calls / emails / web updates	BHCC / Contractor	

761

Quality

It is the policy of Project Centre to supply Services that meet or exceed our clients' expectations of Quality and Service. To this end, the Company's Quality Management System (QMS) has been structured to encompass all aspects of the Company's activities including such areas as Sales, Design and Client Service.

By adopting our QMS on all aspects of the Company, Project Centre aims to achieve the following objectives:

- Ensure a clear understanding of customer requirements;
- Ensure projects are completed to programme and within budget;
- Improve productivity by having consistent procedures;
- Increase flexibility of staff and systems through the adoption of a common approach to staff appraisal and training;
- Continually improve the standard of service we provide internally and externally;
- Achieve continuous and appropriate improvement in all aspects of the company;

Our Quality Management Manual is supported by detailed operational documentation. These relate to codes of practice, technical specifications, work instructions, Key Performance Indicators, and other relevant documentation to form a working set of documents governing the required work practices throughout the Company.

All employees are trained to understand and discharge their individual responsibilities to ensure the effective operation of the Quality Management System.

Brighton & Hove City Council

PROJECT CENTRE
part of Marston Holdings

Award Winning

Accreditations

Memberships

Contact

London Head Office

Unit 2 Holford Yard
London
WC1X 9HD
tel: 0330 1358 950

Old Street Office

29-33 Old Street
London
EC1V 9HL

Brighton Office

38 Foundry Street
Brighton
BN1 4AT
tel: 01273 056 122

Slough Office

Fourth Floor
The Urban Building
3-9 Albert Street
Slough, SL1 2BE
tel: 0330 1358 950

Edinburgh Office

12 Lower Gilmore Place
Edinburgh, EH3 9NY

Manchester Office

Regus - Room 6.1
53 Barnett House
Fountain Street
Manchester, M2 2AN
tel: 0161 235 6466

info@projectcentre.co.uk • www.projectcentre.co.uk

Appendix D – Bus Priority Checklist

Bus services checklist for submission of MRN Business Cases to DfT

Section 3.1.5 on page 36 of the FBC contains details relating to bus travel and bus priority, the specific questions related to the bus services checklist are answered below.

- In the event that bus services operate or are planned to operate on the route in question, the MRN scheme should be included in the LTA's Enhanced Partnership (EP) scheme or franchising delivery plan, and all requirements of the EP/franchising plan would then apply.
    - Franchising does not apply. This has been shared with the EP via email will be an agenda item at the next meeting in November 2025.

- How does the MRN scheme support the ambition of the National Bus Strategy and your Bus Service Improvement Plan (BSIP), EP scheme or franchising delivery plan?
    - The scheme supports the ambitions of BHCC BSIP and subsequently the National Bus Strategy, by ensuring buses can continue to run effectively on A259 and within the city, there being high frequency bus corridors nearby which would be negatively affected if the A259 was closed.
    - The Breeze 77 is the only bus that runs on A259, westbound between Old Steine and Preston Street. However, to the east of the scheme 16 bus routes run along the A259 including several limited stop express services which would be impacted by a closure of A259 if the arches failed. The proposals support National Policy (National Bus Strategy) as the scheme will ensure frequent, faster and reliable buses. The likely queues and bus diversions through the City would result in severe delays when compared to the current journey times.
    - In relation to Local Policy (BHCC Plan) the scheme would ensure vital bus services are protected.
    - In relation to BHCC Local Transport Plan (LTP4), the scheme would adhere to the aims of maintaining and renewing the transport network and its infrastructure to increase resilience, continue to manage movement on the transport network while encouraging change in travel behaviour and continuing to provide sustainable and accessible transport infrastructure, connections, information and options to link people with places and communities, and provide a safer and more attractive environment.
    - The scheme would also ensure the targets of the BSIP are supported, those being:
        - Bus servicing being faster than travelling by car, especially when taking into account time taken to queue and park.
        - An increase in bus reliability.
        - Aspirations for passenger growth, in line with the Councils aim of a carbon neutral city by 2030.
        - Maintaining a high customer satisfaction while travelling on buses.

- Explain the expected impact of the scheme (positive or negative) on bus journey times. Provide details of how current bus services would be affected by the MRN

scheme including which services they are, how frequently they operate, existing bus priority provision and average journey times, including any areas of noticeable congestion/delay and variability by time of day.
    - Failure to implement the scheme would be detrimental to the Breeze 77 bus service and those on the nearby high frequency bus corridors mentioned previously, caused by traffic being diverted from the A259 in the event of the failure of the arches.
    - There are no westbound bus lanes on A259, meaning buses travel with traffic in the near side lane to access bus stops along the route.
    - Valley Gardens / Old Steine would be impacted and as most of the city bus routes pass through here they would be negatively affected. This goes against all strategies to improve ridership, journey time, satisfaction levels and reliability

- How might the scheme impact peak vehicle requirement (PVR)? Are any significant changes expected over the appraisal life of the scheme?
    - Failure to implement the scheme would be detrimental to bus services within the city. No PVR has been assessed as the aim is to avoid the problems caused by a closure of the A259 resulting from the failure of the arches.

- Provide evidence of inclusive and effective engagement with bus operators on bus priority options for the scheme, including their views on the proposed approach, which we would normally expect to be supportive except in exceptional circumstances.
    - The Council carries out regular engagement with bus operators and has most recently discussed the proposals with representatives from Brighton and Hove Buses at a meeting on 8/8/2025. The council took them through the proposals in detail and they were supportive. The only comment was to minimise delays to the services running along the A259 during construction; the bus operators understand the road will remain open throughout the works, subject to occasional lane closures.

- The scheme should include the provision of bus lanes wherever there is a frequent service, congestion and the physical space to install them. Provide details of all the bus priority options considered directly on the scheme or to mitigate any adverse impacts it would have – including consideration of any BSIP bus priority schemes in the proximity of the project and affecting bus services that would use it. This should include both physical measures (bus lanes, bus gates) and technology solutions such as signal priority.
    - The scheme would not be supported by priority bus lanes as part of the works, as described earlier there are no regular bus services on this stretch of A259.
    - Failure to implement the scheme would be detrimental to bus services in the wider city area
    - Measures for improvement bus priority on the A259 may be brought forward by BHCC in the future as the city moves towards a carbon neutral city by 2030, however, would not be brought forward as part of this scheme.

- The scheme does allow for and future proof the A259 for buses by strengthening the arches.
- A259 acts as alternative route should North St need to be closed, providing resilience for future operation

Appendix E – Benefit Assessment Appraisal

Public Accounts (PA) Table

	ALL MODES		ROAD	BUS and COACH	RAIL	OTHER
Local Government Funding	TOTAL		INFRASTRUCTURE			
Revenue						
Operating Costs						
Investment Costs	4,447,766	15%				
Developer and Other Contr butions						
Grant/Subsidy Payments						
NET IMPACT	4,447,766	*(7)*				
Central Government Funding: Transport						
Revenue						
Operating costs						
Investment Costs	25,204,008	*85%*				
Developer and Other Contr butions						
Grant/Subsidy Payments						
NET IMPACT	25,204,008	*(8)*				
Central Government Funding: Non-Transport						
Indirect Tax Revenues	3,293,383	*(9)*				
TOTALS						
Broad Transport Budget	29,651,775	*(10) = (7) + (8)*				
Wider Public Finances	3,293,383	*(11) = (9)*				

Notes: Costs appear as positive numbers, while revenues and 'Developer and Other Contributions' appear as negative numbers.
All entries are discounted present values in 2010 prices and values.

Analysis of Monetised Costs and Benefits

Noise	1,586,976	*(12)*
Local Air Quality	653,599	*(13)*
Greenhouse Gases	8,415,545	*(14)*
Journey Quality	4,706,565	*(15)*
Other marginal external costs	121,002,060	*(16)*
Accidents	25,126,514	*(17)*
Economic Efficiency: Consumer Users (Commuting)	100,094,518	*(1a)*
Economic Efficiency: Consumer Users (Other)	0	*(1b)*
Economic Efficiency: Business Users and Providers	0	*(5)*
Wider Public Finances (Indirect Taxation Revenues)	3,293,383	*- (11) - sign changed from PA table, as PA table represents costs, not benefits*
Present Value of Benefits (see notes) (PVB)	258,292,395	*(PVB) = (12) + (13) + (14) + (15) + (16) + (17) + (1a) + (1b) + (5) - (11)*
Broad Transport Budget	29,651,775	*(10)*
Present Value of Costs (see notes) (PVC)	29,651,775	*(PVC) = (10)*
OVERALL IMPACTS		
Net Present Value (NPV)	228,640,620	NPV=PVB-PVC
Benefit to Cost Ratio (BCR)	8.7	BCR=PVB/PVC

Note : This table includes costs and benefits which are regularly or occasionally presented in monetised form in transport appraisals, together with some where monetisation is in prospect. There may also be other significant costs and benefits, some of which cannot be presented in monetised form. Where this is the case, the analysis presented above does NOT provide a good measure of value for money and should not be used as the sole basis for decisions.

Benefit Realisation Plan

Benefit	Output	Expected Outcome	Monitoring	Benefit Realisation Timetable
Failing archways reinforced	A259 King's Road remains open to two way traffic	No traffic diversion through local road network	Observation/ traffic count	On completion 2029
Refurbishment of archways	Improved and extended commercial floorspace	Increase in commercial activity	Observation of uptake of commercial floorspace	1 year after completion

Public

Appraisal Summary Table

Date produced:	17/11/2025

Contact:	
Name	
Organisation	
Role	Promoter/Official

Name of scheme:	A259 (King's Road) Seafront Highway Structures (Arches) Renewal Programme
Description of scheme:	Essential Maintenance and improvement of the structures supporting the principal east / west A259 Seafront road corridor.

Impacts		Summary of key impacts	Assessment			
			Quantitative	Qualitative	Monetary £	Distributional 7-pt scale/ vulnerable grp
Economy	Business users & transport providers	The proposed scheme effectively maintains the traffic movements as existing. However the scheme allows for travel time savings compared to the Do Minimum scenario which requires road closure and rerouting of high volumes of traffic through the urban area.	Value of journey time changes(£): N/A Net journey time changes (£): 0 to 2min: N/A; 2 to 5min: N/A; > 5min: N/A	N/A	Included with Commuting and Other users	N/A
	Reliability impact on Business users	Not assessed	Not assessed	N/A	N/A	
	Regeneration	Not assessed	Not assessed	N/A	N/A	
	Wider Impacts	Not assessed	Not assessed	N/A	N/A	
Environmental	Noise	Additional traffic rerouted via urban road network for the Do Minimum scenario will contribute to noise levels	TAG data - Marginal External Costs	N/A	1,586,976	N/A
	Air Quality	Additional traffic rerouted via urban road network for the Do Minimum scenario will have a detrimantal impact on air quality	TAG data - Marginal External Costs	N/A	653,599	N/A
	Greenhouse gases	Additional traffic rerouted via urban road network for the Do Minimum scenario will impact on greenhouse gassed - assessed using TAG data - Marginal External Costs	Change in non-traded carbon over 60y (CO2e): N/A Change in traded carbon over 60y (CO2e): N/A	N/A	8,415,545	
	Landscape	Not assessed	Not assessed	N/A	N/A	
	Townscape	Not assessed	Not assessed	N/A	N/A	
	Historic Environment	Not assessed	Not assessed	N/A	N/A	
	Biodiversity	Not assessed	Not assessed	N/A	N/A	
	Water Environment	Not assessed	Not assessed	N/A	N/A	
Social	Commuting and Other users	The proposed scheme effectively maintains the traffic movements as existing. However the scheme allows for travel time savings compared to the Do Minimum scenario which requires road closure and rerouting of high volumes of traffic through the urban area. Monetary value includes business users and cyclists and also the impacts of congestion.	Value of journey time changes(£): N/A Net journey time changes (£): 0 to 2min: N/A; 2 to 5min: N/A; > 5min: N/A	N/A	221,096,578	N/A
	Reliability impact on Commuting and Other users	Not assessed	Not assessed	N/A	N/A	
	Physical activity	Not assessed	Not assessed	N/A	N/A	
	Journey quality	The Do Minimum road closure would affect provision for cyclists and have a negative impact on journey quality	TAG data - Table A4.1.6	N/A	4,706,565	
	Accidents	Large volumes of additional traffic rerouting via urban road in the Do Minimum scenario	TAG data - COBALT	N/A	25,126,514	N/A
	Security	Not assessed	Not assessed	N/A	N/A	N/A
	Access to services	Not assessed	Not assessed	N/A	N/A	N/A
	Affordability	Not assessed	Not assessed	N/A	N/A	N/A
	Severance	Not assessed	Not assessed	N/A	N/A	N/A
	Option and non-use values	Not assessed	Not assessed	N/A	N/A	
Public Accounts	Cost to Broad Transport Budget	Scheme costs for Phase 4 & 5	Local Authority funding 15%, Central Government funding 85%	N/A	29,651,775	
	Indirect Tax Revenues	Indirect tax revenue generated by the rerouting of traffic via longer routes in the Do Minimum scenario	TAG data - Marginal External Costs	N/A	3,293,383	

Appendix F – Project Governance

Project Governance

Appendix G – Risk Register

Quantitative risk assessment - Client Risk Register

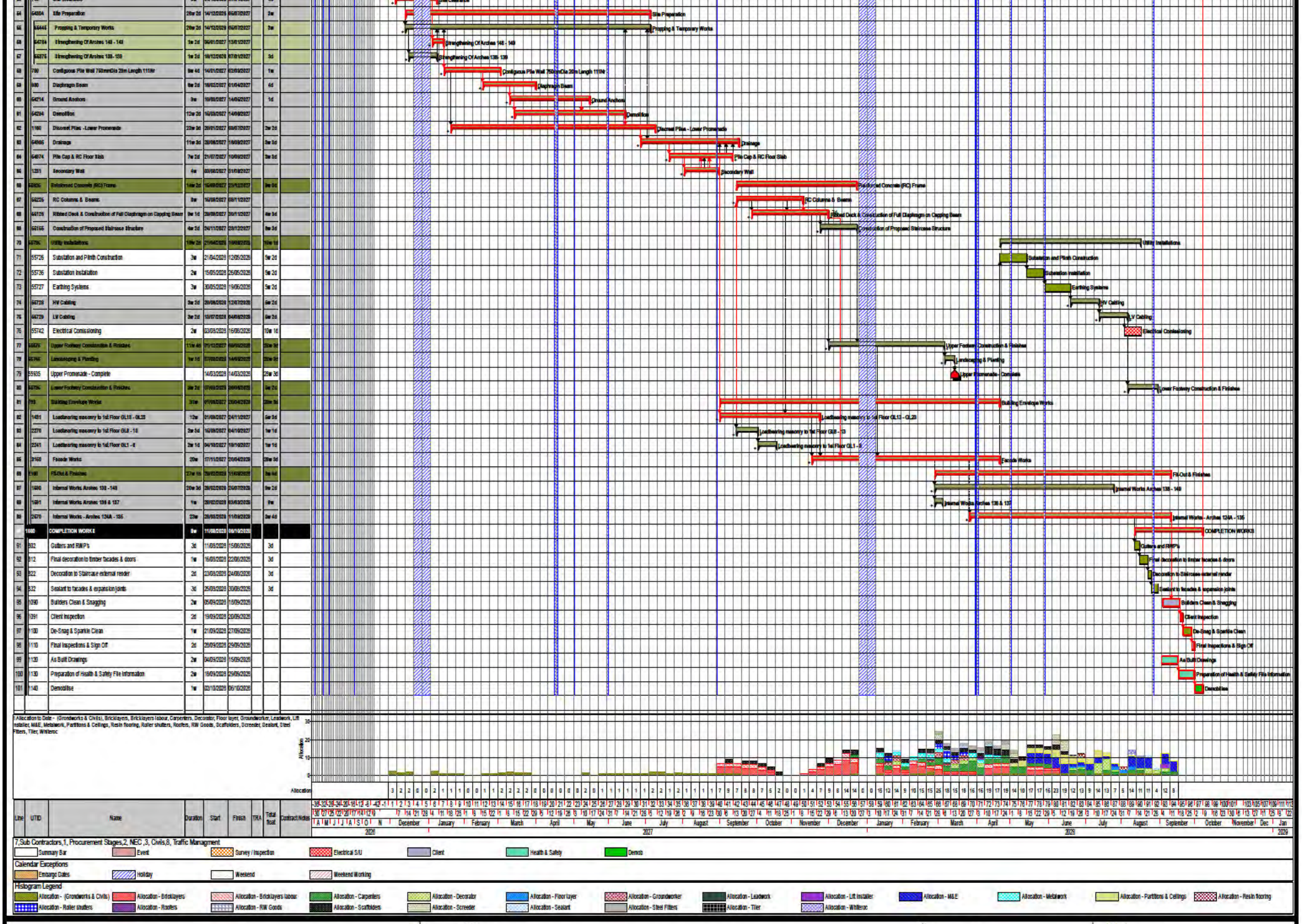
Appendix G

Risk Number	Identified risk	Consequence		Likelihood		Risk Cost	Trigger	Implications	Proposed preventative or mitigation measure
			(£)		(%)	(£)			
	DELIVERY								
Contractual risks									
1	Chosen contractor going into liquidation or administration	High	400,000	Low	10%	40,000	Works stop	Termination of Contract	Financial checks will be required by legal and financial services prior to contract award. A parent company guarantee may also be required. Utilising GEN5 Framework which has additional Financial Checks in place
2	Contractor unable to cover costs due to rising prices	Medium	250,000	Low	10%	25,000	Works stop	Possible handover of contract to other contractor	Regularly assess and discuss with contractor, adequate allowance for Construction inflation in budget along with VE opportunities
3	Nominated Sub contractor going into liquidation or administration	High	300,000	Medium	20%	60,000	Part of works stop	Project may suffer delays while new subcontractor is sought	Financial checks will be required by legal and financial services prior to contract award. A parent company may also be required. Identify alternative supplier and register them under supplier list.
4	Nominated supplier going into liquidation or administration	High	350,000	Medium	20%	70,000	Part of works stop	Project may suffer delays while new supplier is sought	Financial checks will be required by legal and financial services prior to contract award. A parent company may also be required. Identify alternative supplier and register them under supplier list.
5	Payments times to Contractor not met	Medium	100,000	Low	10%	10,000	Delayed payments	Increased costs due to interest charges	SRO to sign off assessed valuations without undue delays. Monitor and ensure appropriate budget is allocated in discussion with Finance. Contract administrator to be experienced in NEC4 Contracts with additional support from GEN3 Team if required
Design / Stakeholder risks									
6	Stakeholder changes leads to design revisions adding costs to project.	Medium	400,000	Low	30%	120,000	Design / works stops / redesign starts	May cause delays to works activities and increased costs	Full stakeholder engagement has been carried out during the design development stages and incorporated in the detailed design. Reduce any changes to a minimum early in the design process and reduce constant revisions
7	Designers going into liquidation or administration	High	400,000	Low	10%	40,000	Incomplete design	May need to go to another consultant to finish design	Financial checks will be required by legal and financial services prior to contract award., Utilise the Frameworks Consultants
8	Changes in design and scope to deal with unforeseen conditions and constraints	High	1,000,000	Medium	50%	500,000	Design changes	May cause delays to project due to works activities and project costs increase.	Manage the Construction stage in accordance with the NEC4 to deal with any changes on site from additional stakeholder requirements and scope. Incorporate Value Engineering and alternatives to minimise impact.
Construction risks									
9	Damage to adjacent buildings	High	500,000	Medium	30%	150,000	Part of works stop	May cause delays to project due to works activities and project costs increase.	Undertake design as per appropriate design standards and approval in principle. Detailed method statements approved prior to activities which could cause damage
10	Rear retaining wall moves and parts of structure collapse during works causing disruption on the A259.	High	1,000,000	Low	20%	200,000	Work area affected and A259. Diversion routes required.	May cause delays to project due to works activities and project costs increase.	Undertake appropriate site investigations and ensure appropriate design. Monitor old structure during demolition and construction.
11	Stats plant in the way/not moved in time/easements required/not identified.	High	600,000	Medium	30%	180,000	Obstructions	May cause delays to project due to works activities and project costs increase.	Carryout searches to identify plant during design stage, undertake discussions with stats companies at an early stage. Detailed surveys and trial pits have been carried out in the design development stage to minimise impact.
12	Storm damage due to sea in close proximity to site	Medium	40,000	Low	20%	8,000	Part of works stop	May cause delays to project due to works activities and project costs increase.	Maintain coastal defences and regularly assess and discuss with contractor

13	Unforeseen or unidentified buried obstacles not identified	High	600,000	Medium	50%	300,000	Part of works stop or delayed	May cause delays to project due to works activities and project costs increase.	Undertake intrusive investigations or trial excavations prior to key construction activities particularly for the piling and wall ties
14	Unstable ground conditions	High	600,000	Medium	50%	300,000	Part of works stop	Delays to programme, increases to build costs and construction programme	Undertake detailed valuations and assessments, carryout stabilisation measures and redesign
	FINANCIAL								
15	Time overrun	Medium	700,000	Medium	50%	350,000	Programme end date missed	Extension of construction programme	Contingencies in place allowing for flexibility in overall project programme. Ongoing programme management and monitoring throughout the works with Contractor and Client team.
16	Price fluctuation / variance	Low	150,000	Medium	50%	75,000	material and labour rates increase	project costs increase	Contingences allowed for inflation increases over assumed allowance of 3% pa
	COMMERCIAL								
18	Loss of rental income due to time over-run	Medium	220,000	Medium	50%	110,000	Project overrun	new occupancy due date missed	continue to monitor project progress on regular and ongoing basis to highlight measures necessary to maintain programme.
	Total risk cost					**2,538,000**			

Appendix H –Programme

Line	UTID	Name	Duration	Start	Finish	TRA	Total float	Contract Notes
	0	CONTRACT DATES	169w 1d	31/07/2025	30/10/2028			
2	10	Tender	22w 1d	31/07/2025	27/10/2025		1w	
3	100	Contract Date Part One	123w	28/08/2025	26/10/2028			
4	150	Contract Date Part Two	0d	09/10/2028	27/10/2028			
	200	PROCUREMENT	117w	28/08/2025	10/09/2028		3d	
6	210	Package Procurement	117w	28/08/2025	29/08/2028		3d	
7	270	Supply Chain Lead In Time	40w 3d	28/08/2025	10/09/2028		3d	
	321	CONTRACTOR DESIGN	13w	06/04/2026	09/07/2026		22w 3d	
9	322	Ground Anchors	13w	06/04/2026	09/07/2026		22w 3d	
	64314	WORKING & FABRICATION DRAWINGS	53w	30/05/2026	20/11/2026		3w 5d	
11	64315	Sacrificial & Associated Fixings to Foundations	15w	30/05/2026	14/07/2026		16w	
12	64345	Ground Anchoring System & Associated Fixings	11w	21/04/2026	06/06/2026		19w 5d	
13	64370	Fedney Manhole & Service Covers	15w	16/04/2026	28/07/2026		17w	
14	64374	Thermal Blocks & Associated Fixings	15w	16/06/2026	05/10/2026		9w	
15	64384	Removable Mezzanine Deck & Associated Fixings	14w	28/05/2026	11/09/2026		11w	
16	64394	Combined Waterproofing & Radon Protection System	14w	16/04/2026	29/07/2026		17w	
17	64464	Fabrication Drawings as detailed in the Architectural Specification	15w	12/05/2026	25/08/2026		14w	
18	64484	Fabrication Drawings as detailed in the MEP Specification	15w	07/05/2026	20/11/2026		1w	
	330	STATUTORY UNDERTAKERS WORK - APPENDIX 1/18	67w 2d	30/11/2026	20/04/2028		6w 2d	
20	331	BT Openreach		30/11/2026	30/11/2026			
21	333	Southern Gas Networks		30/11/2026	30/11/2026			
22	335	UK Power Networks Extra High Voltage		30/11/2026	30/11/2026			
23	339	UK Power Networks Low & High Voltage	19w	01/12/2027	20/04/2028		6w 2d	
	340	PRE-CONSTRUCTION	7w	02/10/2026	27/11/2026			
25	349	Permits, Licenses & Agreements		02/11/2026	02/11/2026			
26	370	Make Ready Needs By Client		02/11/2026	02/11/2026			
27	380	Mobilisation	7w	02/10/2026	27/11/2026			
	670	TRAFFIC MANAGEMENT	72w 2d	21/09/2026	14/03/2028		84w	
29	64745	Project TTROs	11w	21/09/2026	07/12/2026			
30	65165	TRAFFIC MANAGEMENT PHASING CHANGES	62w 2d	30/11/2026	14/03/2028		84w	
	68185	Special Events: Appendix 1/13	46w	01/02/2027	17/12/2027		42w	
32	56295	Brighton Half Marathon	4w	01/02/2027	25/02/2027		83w	
33	56285	Brighton Marathon	3w 4d	12/04/2027	30/04/2027		74w 2d	
34	56275	Children's Parade	3w 3d	04/05/2027	27/05/2027		78w 4d	
35	56265	Historic Commercial Vehicle Society	4w	26/05/2027	25/06/2027		66w 4d	
36	56255	Brighton Festival	7w 3d	04/05/2027	25/06/2027		66w 4d	
37	56245	London to Brighton Classic Car Run	4w	26/05/2027	25/06/2027		66w 4d	
38	56235	London to Brighton Bike Ride	4w	26/05/2027	25/06/2027		66w 4d	
39	1490	London to Brighton Electric Vehicle Rally	4w	26/05/2027	25/06/2027		66w 4d	
40	1500	On the Beach	5w	26/06/2027	30/07/2027		61w 4d	
41	56225	Pride	4w	02/09/2027	27/09/2027		57w 4d	
42	56215	Speed Trials	4w 2d	31/08/2027	29/09/2027		53w 2d	
43	56205	RM Sotheby's London to Brighton Veteran Car Run	4w	01/11/2027	25/11/2027		45w	
44	56195	Burning the Clocks	3w	29/11/2027	17/12/2027		42w	
	810	CONSTRUCTION	87w 1d	30/11/2026	11/09/2028		9w 4d	
46	64910	Enabling & Civils Works	39w 4d	30/11/2026	19/08/2027		9w 3d	
47	590	Start On Site		30/11/2026	30/11/2026			
48	630	Delap Survey undertaken Jointly with Client	1d	30/11/2026	30/11/2026		1w 3d	
49	54295	Pre-Demolition Asbestos & Structural Survey & Reports	2w	30/11/2026	11/12/2026		1d	
50	1161	Carriageway Adjustments (Nights)	4d	30/11/2026	03/12/2026			
51	640	Office, Welfare Setup	1w	30/11/2026	04/12/2026		4d	
52	670	Site & Compound Setup	1w 4d	30/11/2026	10/12/2026		4d	
53	740	Site Clearance	3w	04/12/2026	07/01/2027		4d	
54	54004	Site Preparation	20w 2d	14/12/2026	05/07/2027		3w	
55	55445	Propping & Temporary Works	20w 2d	14/12/2026	05/07/2027		3w	
56	64784	Strengthening Of Arches 148 - 140	1w 2d	06/01/2027	13/01/2027			
57	64375	Strengthening Of Arches 139- 139	1w 2d	18/12/2026	07/01/2027		3d	
58	780	Contiguous Pile Wall 750mmDia 20m Length 111Nr	9w 4d	14/01/2027	03/03/2027		1w	
59	980	Diaphragm Beam	6w 2d	16/02/2027	01/04/2027		4d	
60	64214	Ground Anchors	9w	16/06/2027	14/08/2027		1d	
61	64294	Demolition	12w 2d	16/06/2027	14/09/2027			
62	1160	Discreet Piles - Lower Promenade	22w 3d	26/01/2027	09/07/2027		3w 2d	
63	64986	Drainage	11w 3d	23/06/2027	16/09/2027		5w 5d	
64	64874	Pile Cap & RC Floor Slab	7w 2d	21/07/2027	10/09/2027		5w 5d	
66	1351	Secondary Wall	4w	03/08/2027	31/08/2027			
68	64836	Reinforced Concrete (RC) Frame	14w 2d	16/08/2027	23/11/2027		5w 5d	
67	64226	RC Columns & Beams	9w	16/08/2027	08/11/2027			
68	65126	Ribbed Deck & Construction of Full Diaphragm on Capping Beam	9w 1d	23/08/2027	30/11/2027		4w 5d	
69	66166	Construction of Proposed Staircase Structure	4w 5d	04/11/2027	03/12/2027		5w 5d	
70	64796	Utility Installations	19w 2d	21/04/2026	19/08/2026		16w 1d	
71	55726	Substation and Plinth Construction	3w	21/04/2026	12/05/2026		5w 2d	
72	55736	Substation Installation	2w	15/05/2026	26/05/2026		5w 2d	
73	55727	Earthing Systems	3w	20/05/2026	19/06/2026		5w 2d	
74	66728	HV Cabling	9w 3d	20/06/2026	12/08/2026		6w 2d	
75	66729	LV Cabling	9w 2d	13/07/2026	04/09/2026		6w 2d	
76	55742	Electrical Commissioning	2w	03/08/2026	16/08/2026		10w 1d	
77	65575	Upper Footway Construction & Finishes	11w 4d	07/12/2027	09/02/2028		20w 3d	
78	65746	Landscaping & Planting	1w 1d	07/02/2028	14/02/2028		20w 3d	
79	55935	Upper Promenade - Complete		14/03/2028	14/03/2028		25w 3d	
80	64796	Lower Footway Construction & Finishes	6w 2d	07/02/2028	29/02/2028		6w 2d	
81	700	Building Envelope Works	31w	01/09/2027	23/04/2028		20w 3d	
82	1451	Loadbearing masonry to 1st Floor GL18 - GL22	12w	01/09/2027	24/11/2027		6w 3d	
83	2270	Loadbearing masonry to 1st Floor GL8 - 13	2w 3d	16/09/2027	04/10/2027		1w 1d	
84	2241	Loadbearing masonry to 1st Floor GL1 - 6	3w 1d	04/10/2027	19/10/2027		1w 1d	
85	2160	Facade Works	20w	17/11/2027	20/04/2028		20w 3d	
86	1160	Fit-Out & Finishes	27w 1d	29/02/2028	11/09/2028		9w 4d	
87	1690	Internal Works Arches 150 - 149	20w 3d	29/02/2028	29/07/2028		9w 2d	
88	1691	Internal Works Arches 139 & 137	1w	29/02/2028	03/03/2028		9w	
89	2670	Internal Works - Arches 124A - 106	23w	29/05/2028	11/09/2028		9w 4d	
	1080	COMPLETION WORKS	8w	11/05/2028	06/07/2028			
91	902	Gutters and RWP's	3d	11/05/2028	15/05/2028		3d	
92	912	Final decoration to timber facades & doors	1w	16/05/2028	22/05/2028		3d	
93	922	Decoration to Staircase external render	2d	23/05/2028	24/05/2028		3d	
94	932	Sealant to facades & expansion joints	3d	25/05/2028	30/05/2028		3d	
95	1090	Builders Clean & Snagging	2w	05/09/2028	18/09/2028			
96	1091	Client Inspection	2d	19/09/2028	20/09/2028			
97	1100	De-Snag & Sparkle Clean	1w	21/09/2028	27/09/2028			
98	1110	Final Inspections & Sign Off	2d	28/09/2028	29/09/2028			
99	1120	As Built Drawings	2w	04/09/2028	15/09/2028			
100	1130	Preparation of Health & Safety File Information	2w	18/09/2028	29/09/2028			
101	1140	Demobilise	1w	02/10/2028	06/10/2028			



KNIGHTS BROWN

160 Christchurch Road
Ringwood
Hampshire
BH24 3AR

Telephone 01425 472241

Client: **Brighton & Hove City Council**		Contract No: **T10427**	Date: **22/10/2025**
Project: **Kings Rd Arches Ph5**		Programme No. **TP001 - 1.0**	
Title: **Tender Programme**		Drawn: **Knights Brown Construction Ltd**	

C:\Users\AndyB\Knights Brown\SE Precon - Tenders\T10427 PH 5 Kings Road Arches\2 Working Documents\2.6 Programme\Andy\Kings Rd Arches Ph5 TP001 - 1.0.pp Printed 23/10/2025 at 14:09:03

Line	UTID	Name	Duration	Start	Finish	TRA	Total float	Contract Notes
1	0	**CONTRACT DATES**	**72w 1d**	**31/07/2025**	**22/01/2027**			
2	1	Tender	22w 1d	31/07/2025	19/01/2026			
3	2,3	Tender Period	12w 1d	31/07/2025	24/10/2025			
4	4	Tender Return Date		27/10/2025	27/10/2025			27th Oct (Revised from 06/10/25)
5	5	Tender Clarification Closing Date		22/09/2025	22/09/2025		5w	22nd Sept 2025
6	6	Tender Review	10w	27/10/2025	16/01/2026			
7	7	Estimated Work Order award date		19/01/2026	19/01/2026			19th Jan 2026
8	8	Contract Date Part One	59w	19/01/2026	22/01/2027			
9	9	Start Date		19/01/2026	19/01/2026			23rd Feb 2026
10	10	Access Date - Whole of the Site		23/02/2026	23/02/2026			23rd Feb 2026
11	11	Completion Date		22/01/2027	22/01/2027			22nd Jan 2027
12	12	Contract Date Part Two	3d	19/01/2027	22/01/2027			
13	14	planned Completion		19/01/2027	19/01/2027			
14	15	Terminal float	3d	20/01/2027	22/01/2027			
15	16	**PROCUREMENT**	**41w 3d**	**19/01/2026**	**11/11/2026**		**7w 2d**	
16	17	Package Procurement	37w 3d	19/01/2026	14/10/2026		1w 2d	
17	18	Utility Survey PAS128 - SC order Placement	1w	26/01/2026	30/01/2026		2d	
18	19	Waterproofing & Radon Protection - S/C order Placement	1w	19/01/2026	23/01/2026		5w 3d	
19	20	Piling - S/C Order Placement	1w	22/01/2026	28/01/2026			
20	21	Surfacing - S/C order Placement	1w	11/08/2026	17/08/2026		9w 3d	
21	22	Arch formers - Mtl Order Placement	1w	26/06/2026	02/07/2026			
22	23	Special bricks - Mtl Order Placement	1w	03/03/2026	09/03/2026			
23	24	Design & manufacture of RW goods - Mtl Order Placement	1w	01/06/2026	05/06/2026			
24	25	Stone copings - Mtl Order Placement	1w	27/04/2026	01/05/2026		3w 3d	
25	26	Brick slip cutting - Mtl Order Placement	1w	08/10/2026	14/10/2026		1w	
26	27	External door frames - Mtl Order Placement	1w	01/07/2026	07/07/2026		4w 3d	
27	28	Supply Chain Lead In Time	40w	29/01/2026	11/11/2026		7w 2d	
28	29	Utility Survey PAS128 - S/C Lead Time	3w	02/02/2026	20/02/2026		2d	
29	30	Waterproofing - S/C Lead Time	6w	19/06/2026	30/07/2026		17w 1d	
30	31	Piling - S/C Lead Time	6w	29/01/2026	11/03/2026			
31	32	Surfacing - S/C Lead Time	10w	18/08/2026	27/10/2026		9w 3d	
32	33	Arch formers - Mtl Lead Time	3w	03/07/2026	23/07/2026			
33	34	Special bricks - Mtl Lead Time	18w	10/03/2026	17/07/2026			
34	35	Design & manufacture of RW goods - Mtl Lead Time	6w	08/06/2026	17/07/2026			
35	36	Stone copings - Mtl Lead Time	16w	05/05/2026	25/08/2026		3w 3d	
36	37	Brick slip cutting - Mtl Lead Time	4w	15/10/2026	11/11/2026		1w	
37	38	External door frames - Mtl Lead Time	8w	07/07/2026	01/09/2026		4w 3d	
38	39	Precast Concrete Treads - Mtl Lead Time	6w	17/09/2026	28/10/2026		1w	
39	40	**CONTRACTOR DESIGN**	**13w**	**19/01/2026**	**21/04/2026**		**21w 1d**	
40	51	**WORKING & FABRICATION DRAWINGS**	**19w 3d**	**19/01/2026**	**09/06/2026**		**24w 3d**	
41	92	**STATUTORY UNDERTAKERS WORK - APPENDIX 1/16**	**39w 3d**	**19/01/2026**	**28/10/2026**		**10w 2d**	
42	93	BHCC Private Sewer	8w	06/03/2026	08/05/2026			
43	95	BT Openreach	34w 3d	23/02/2026	28/10/2026		1w 4d	
44	98	Southern Gas Networks		23/02/2026	23/02/2026			
45	100	Southern Water	8w	19/01/2026	13/03/2026		42w	
46	102	UK Power Networks		23/02/2026	23/02/2026			
47	104	Vodafone		23/02/2026	23/02/2026			
48	106	**PRE-CONSTRUCTION**	**7w**	**05/01/2026**	**20/02/2026**			
49	107	Permits, Licenses & Agreements		19/01/2026	19/01/2026			
50	108	Client issues all Required permits, licences & permissions		19/01/2026	19/01/2026			
51	109	Make Ready Needs By Client		19/01/2026	19/01/2026			
52	110	Construction issue design details issued by client		19/01/2026	19/01/2026			
53	111	Mobilisation	7w	05/01/2026	20/02/2026			
54	112	Labour, Plant & Materials	4w	26/01/2026	20/02/2026			
55	113	**HSQE Documentation**	**5w**	**19/01/2026**	**20/02/2026**			
56	129	**Pre-Start**	**5w**	**05/01/2026**	**09/02/2026**		**2w**	
57	130	Pre-Start Meeting		09/02/2026	09/02/2026		2w	
58	131	First Programme for Approval		09/02/2026	09/02/2026		2w	
59	132	Start of Work Notice (SWN) Approval	3w	05/01/2026	26/01/2026			
60	136	**TRAFFIC MANAGEMENT PHASING CHANGES**	**34w 2d**	**02/03/2026**	**03/11/2026**		**44w**	
61	137	Phase One Traffic Management Setup	3w 3d	02/03/2026	25/03/2026			
62	138	Phase Two Traffic Management Setup	30w 4d	26/03/2026	03/11/2026		9w 3d	
63	139	Footbridge Access to seahorse restaurant - CLOSED (Arch Strengthening Works)	3w 2d	16/03/2026	09/04/2026		38w 2d	
64	57865	Footbridge Access to seahorse restaurant - CLOSED (Bridge Bearing Works)	3w 3d	09/07/2026	03/08/2026		11w 3d	
65	1410	**Special Events: Appendix 1/13**	**41w 1d**	**27/02/2026**	**18/12/2026**		**3w**	
66	141	**CONSTRUCTION**	**41w 2d**	**23/02/2026**	**15/12/2026**		**3w 3d**	
67	142	Enabling & Civils Works	14w 4d	23/02/2026	10/06/2026		30w	
68	216	Reinforced Concrete (RC) Frame	7w 1d	11/06/2026	30/07/2026		5w 4d	
69	235	Footbridge Bearing Works	3w 3d	09/07/2026	03/08/2026		11w 3d	
70	245	Utility Installations	3w	29/10/2026	18/11/2026		1w 4d	
71	248	Surface Water Drainage	4d	10/08/2026	13/08/2026	5.00	17w 1d	
72	250	Upper Footway Construction & Finishes	13w 2d	31/07/2026	03/11/2026		9w 3d	
73	57835	Traffic Managment Phase Two - Complete		03/11/2026	03/11/2026		9w 3d	
74	261	Lower Footway Construction & Finishes	2w	19/11/2026	02/12/2026		1w 4d	
75	265	Building Envelope / Fit Out & Finishes	21w 1d	20/07/2026	15/12/2026		3w 3d	
76	407	**COMPLETION WORKS**	**9w 4d**	**29/10/2025**	**19/01/2027**			

1 Allocation to Date - (Grondworks & Civils), Bricklayers, Bricklayers labour, Carpenters, Concrete repairs, Decorator, Floor layer, Groundworker, Leadwork, Levelling screed, Lift installer, M&E, Metalwork, Partitions & Ceilings, Render, Resin flooring, Roller shutters, Roofers, RW Goods, Scaffolders, Screeder, Sealant, Steel Fitters, Tiler, Whiteroc

Allocation: 30, 20, 10, 0

Allocation: 2 3 4 5 3 3 3 0 1 1 2 2 2 2 2 0 0 0 1 1 6 4 4 9 14 11 10 19 14 16 20 22 16 13 20 22 14 13 11 9 6 2

7,Sub Contractors,1, Procurement Stages,2, NEC ,3, Civils,8, Traffic Managment

Summary Bar | Milestone | Mobilisation | No Poitive Traffic Managment | Closure | Key Date

Calendar Exceptions

Embargo Dates | Holiday | Weekend | Weekend Working

Histogram Legend

Allocation - (Grondworks & Civils) | Allocation - Bricklayers | Allocation - Bricklayers labour | Allocation - Carpenters | Allocation - Concrete repairs | Allocation - Decorator | Allocation - Floor layer | Allocation - Groundworker | Allocation - Leadwork | Allocation - Levelling screed | Allocation - Lift installer | Allocation - M&E | Allocation - Metalwork | Allocation - Partitions & Ceilings | Allocation - Render | Allocation - Resin flooring | Allocation - Roller shutters | Allocation - Roofers | Allocation - RW Goods | Allocation - Scaffolders | Allocation - Screeder | Allocation - Sealant | Allocation - Steel Fitters | Allocation - Tiler | Allocation - Whiteroc

KNIGHTS BROWN
160 Christchurch Road
Ringwood
Hampshire
BH24 3AR
Telephone 01425 472241

Client: **Brighton & Hove City Council**

Contract No: **T10422**

Date: **22/10/2025**

Project: **Kings Road Arches Ph 4**

Programme No. **TP001 - 1.2**

Title: **Tender Programme**

Drawn: **Knights Brown Construction Ltd**

Appendix I –Cycle Flow Profiles

Site Numb	00000951		Site Refer	00000951							Lat/Lng.	50.82199,-0.15296
A259 Kings Road between Oriental Place and Cavendi												
Year Report					Year 2024						Channel:	Path Westbound

	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	2024 Summary
Weekday Average													
12H(7-19)	80	85	99	99	132	156	156	176		0	0	93	93
16H(6-22)	95	101	118	119	167	200	195	210		0	0	109	115
18H(6-24)	101	108	128	129	180	215	210	224		0	0	119	123
24H(0-24)	109	114	136	137	191	227	223	237		0	0	124	131
7 Day Average													
12H(7-19)	82	90	105	117	153	167	162	184		0	0	84	100
16H(6-22)	97	106	125	139	190	209	202	223		0	0	100	121
18H(6-24)	102	113	135	149	206	224	219	239		0	0	108	130
24H(0-24)	111	122	144	158	221	237	234	255		0	0	115	139
Weekday Average - Peaks													
AM Hour	11:00	08:00	08:00	08:00	08:00	08:00	11:00	11:00		11:00	11:00	08:00	08:00
AM Flow	6	7	8	7	10	13	12	15		0	0	13	8
PM Hour	16:00	17:00	17:00	17:00	17:00	18:00	18:00	17:00		23:00	23:00	16:00	17:00
PM Flow	9	11	12	12	16	18	19	21		0	0	9	11
7 Day Average - Peaks													
AM Hour	11:00	11:00	11:00	11:00	11:00	11:00	11:00	11:00		11:00	11:00	08:00	11:00
AM Flow	7	7	8	8	12	13	13	17		0	0	10	8
PM Hour	15:00	17:00	17:00	16:00	16:00	16:00	16:00	17:00		23:00	23:00	16:00	16:00
PM Flow	10	11	12	13	18	19	18	21		0	0	9	11
Weekday Average - Profiles													
12H(7-19)	0.8550	0.9058	1.0590	1.0558	1.4182	1.6772	1.6675	1.8905		0.0000	0.0000	0.9971	
16H(6-22)	0.8285	0.8783	1.0341	1.0432	1.4557	1.7427	1.7071	1.8357		0.0000	0.0000	0.9551	
18H(6-24)	0.8203	0.8732	1.0389	1.0500	1.4642	1.7451	1.7063	1.8149		0.0000	0.0000	0.9625	
24H(0-24)	0.8350	0.8762	1.0379	1.0485	1.4635	1.7371	1.7085	1.8152		0.0000	0.0000	0.9505	
7 Day Average - Profiles													
12H(7-19)	0.8550	0.9058	1.0590	1.0558	1.4182	1.6772	1.6675	1.8905		0.0000	0.0000	0.9971	
16H(6-22)	0.8285	0.8783	1.0341	1.0432	1.4557	1.7427	1.7071	1.8357		0.0000	0.0000	0.9551	
18H(6-24)	0.8203	0.8732	1.0389	1.0500	1.4642	1.7451	1.7063	1.8149		0.0000	0.0000	0.9625	
24H(0-24)	0.8350	0.8762	1.0379	1.0485	1.4635	1.7371	1.7085	1.8152		0.0000	0.0000	0.9505	

Site Numb	00000951		Site Refer	00000951							Lat/Lng.	50.82199,-0.15296
A259 Kings Road between Oriental Place and Cavendi												
Year Report					Year 2024						Channel:	Road Westbound

	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	2024 Summary
Weekday Average													
12H(7-19)	388	398	504	517	644	735	722	783		479	529	51	517
16H(6-22)	440	462	572	600	765	884	864	924		543	603	58	603
18H(6-24)	453	477	591	621	798	917	899	952		561	623	60	624
24H(0-24)	461	486	602	630	814	935	918	971		570	632	62	636
7 Day Average													
12H(7-19)	372	373	484	493	682	696	691	769		453	472	41	496
16H(6-22)	417	428	544	568	802	831	824	909		511	537	47	576
18H(6-24)	428	442	562	586	834	863	862	940		529	556	49	597
24H(0-24)	437	453	575	598	853	883	883	962		540	568	51	610
Weekday Average - Peaks													
AM Hour	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00
AM Flow	31	35	43	39	48	59	54	66		39	41	8	41
PM Hour	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00
PM Flow	81	81	103	104	122	132	132	132		94	103	9	99
7 Day Average - Peaks													
AM Hour	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00
AM Flow	28	31	38	36	48	54	48	57		35	36	6	37
PM Hour	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00		17:00	17:00	17:00	17:00
PM Flow	65	67	86	85	107	111	112	114		79	83	7	83
Weekday Average - Profiles													
12H(7-19)	0.7509	0.7710	0.9761	1.0005	1.2452	1.4216	1.3965	1.5147		0.9259	1.0237	0.0984	
16H(6-22)	0.7296	0.7665	0.9490	0.9953	1.2687	1.4652	1.4321	1.5314		0.8997	0.9997	0.0969	
18H(6-24)	0.7247	0.7640	0.9461	0.9938	1.2773	1.4687	1.4397	1.5248		0.8979	0.9977	0.0955	
24H(0-24)	0.7250	0.7643	0.9468	0.9909	1.2788	1.4703	1.4426	1.5258		0.8962	0.9935	0.0970	
7 Day Average - Profiles													
12H(7-19)	0.7509	0.7710	0.9761	1.0005	1.2452	1.4216	1.3965	1.5147		0.9259	1.0237	0.0984	
16H(6-22)	0.7296	0.7665	0.9490	0.9953	1.2687	1.4652	1.4321	1.5314		0.8997	0.9997	0.0969	
18H(6-24)	0.7247	0.7640	0.9461	0.9938	1.2773	1.4687	1.4397	1.5248		0.8979	0.9977	0.0955	
24H(0-24)	0.7250	0.7643	0.9468	0.9909	1.2788	1.4703	1.4426	1.5258		0.8962	0.9935	0.0970	

Site Numb	00000951		Site Refer	00000951							Lat/Lng.	50.82199,-0.15296
A259 Kings Road between Oriental Place and Cavendi												
Year Report					Year 2024						Channel:	Road Eastbound

	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	2024 Summary
Weekday Average													
12H(7-19)	24	28	32	36	40	53	50	60		0	0	1	28
16H(6-22)	30	32	36	43	49	66	59	69		0	0	4	34
18H(6-24)	33	33	39	45	51	69	63	72		0	0	4	36
24H(0-24)	34	35	41	47	53	72	65	74		0	0	5	37
7 Day Average													
12H(7-19)	26	28	34	40	48	57	52	61		0	0	1	30
16H(6-22)	31	32	39	46	57	69	62	70		0	0	4	36
18H(6-24)	34	34	41	48	60	72	65	74		0	0	4	38
24H(0-24)	37	36	44	51	62	75	69	76		0	0	5	40
Weekday Average - Peaks													
AM Hour	09:00	11:00	11:00	11:00	08:00	08:00	08:00	08:00		11:00	11:00	07:00	08:00
AM Flow	2	2	2	2	2	4	3	6		0	0	0	2
PM Hour	17:00	17:00	17:00	17:00	17:00	17:00	17:00	16:00		23:00	23:00	21:00	17:00
PM Flow	5	6	7	9	10	10	11	9		0	0	1	6
7 Day Average - Peaks													
AM Hour	11:00	11:00	11:00	11:00	11:00	11:00	10:00	08:00		11:00	11:00	03:00	11:00
AM Flow	2	2	2	3	3	4	3	5		0	0	1	2
PM Hour	17:00	17:00	17:00	17:00	17:00	17:00	17:00	16:00		23:00	23:00	21:00	17:00
PM Flow	4	5	6	7	9	9	9	8		0	0	1	5
Weekday Average - Profiles													
12H(7-19)	0.8581	1.0038	1.1237	1.2954	1.4161	1.8879	1.7633	2.1332		0.0000	0.0000	0.0389	
16H(6-22)	0.8941	0.9427	1.0771	1.2651	1.4323	1.9587	1.7425	2.0221		0.0000	0.0000	0.1138	
18H(6-24)	0.9233	0.9319	1.0803	1.2631	1.4241	1.9327	1.7507	2.0097		0.0000	0.0000	0.1224	
24H(0-24)	0.9211	0.9403	1.0946	1.2678	1.4079	1.9396	1.7462	1.9784		0.0000	0.0000	0.1278	
7 Day Average - Profiles													
12H(7-19)	0.8581	1.0038	1.1237	1.2954	1.4161	1.8879	1.7633	2.1332		0.0000	0.0000	0.0389	
16H(6-22)	0.8941	0.9427	1.0771	1.2651	1.4323	1.9587	1.7425	2.0221		0.0000	0.0000	0.1138	
18H(6-24)	0.9233	0.9319	1.0803	1.2631	1.4241	1.9327	1.7507	2.0097		0.0000	0.0000	0.1224	
24H(0-24)	0.9211	0.9403	1.0946	1.2678	1.4079	1.9396	1.7462	1.9784		0.0000	0.0000	0.1278	

Site Numb	00000951		Site Refer	00000951							Lat/Lng.	50.82199,-0.15296	
A259 Kings Road between Oriental Place and Cavendi													
Year Report						Year 2024					Channel:	Path Eastbound	
	Jan 2024	Feb 2024	Mar 2024	Apr 2024	May 2024	Jun 2024	Jul 2024	Aug 2024	Sep 2024	Oct 2024	Nov 2024	Dec 2024	2024 Summary
Weekday Average													
12H(7-19)	533	530	564	698	802	984	896	1019		176	167	412	595
16H(6-22)	584	591	629	785	925	1149	1055	1173		192	183	458	678
18H(6-24)	593	602	640	796	943	1175	1081	1196		198	188	467	692
24H(0-24)	602	610	649	805	956	1195	1098	1213		201	192	474	702
7 Day Average													
12H(7-19)	503	495	554	666	828	932	877	972		175	160	373	575
16H(6-22)	547	550	614	745	949	1080	1028	1123		191	175	415	652
18H(6-24)	555	561	625	757	967	1106	1055	1149		196	180	423	665
24H(0-24)	564	570	635	766	982	1126	1072	1166		201	184	431	676
Weekday Average - Peaks													
AM Hour	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00
AM Flow	110	110	108	135	145	171	149	157		32	29	69	108
PM Hour	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00		17:00	15:00	12:00	17:00
PM Flow	44	50	58	67	82	105	95	102		17	14	34	58
7 Day Average - Peaks													
AM Hour	08:00	08:00	08:00	08:00	08:00	08:00	08:00	08:00		08:00	08:00	08:00	08:00
AM Flow	87	87	87	109	120	139	123	130		26	23	55	88
PM Hour	17:00	17:00	17:00	17:00	17:00	17:00	17:00	17:00		17:00	12:00	12:00	17:00
PM Flow	37	44	52	59	79	93	89	93		16	14	33	52
Weekday Average - Profiles													
12H(7-19)	0.8959	0.8896	0.9469	1.1727	1.3464	1.6534	1.5042	1.7112		0.2953	0.2803	0.6915	
16H(6-22)	0.8613	0.8714	0.9276	1.1583	1.3652	1.6957	1.5560	1.7301		0.2832	0.2695	0.6757	
18H(6-24)	0.8569	0.8702	0.9256	1.1516	1.3634	1.6993	1.5629	1.7294		0.2857	0.2725	0.6751	
24H(0-24)	0.8575	0.8693	0.9243	1.1467	1.3630	1.7034	1.5639	1.7284		0.2869	0.2730	0.6754	
7 Day Average - Profiles													
12H(7-19)	0.8959	0.8896	0.9469	1.1727	1.3464	1.6534	1.5042	1.7112		0.2953	0.2803	0.6915	
16H(6-22)	0.8613	0.8714	0.9276	1.1583	1.3652	1.6957	1.5560	1.7301		0.2832	0.2695	0.6757	
18H(6-24)	0.8569	0.8702	0.9256	1.1516	1.3634	1.6993	1.5629	1.7294		0.2857	0.2725	0.6751	
24H(0-24)	0.8575	0.8693	0.9243	1.1467	1.3630	1.7034	1.5639	1.7284		0.2869	0.2730	0.6754	