

<b>Subject:</b>	<b>Brighton Station Gateway Preferred Option</b>		
<b>Date of Meeting:</b>	<b>October 2<sup>nd</sup> 2012</b>		
<b>Report of:</b>	<b>Strategic Director, Place</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Jim Mayor</b>	<b>Tel: 29-4164</b>
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<b>Ward(s) affected:</b>	<b>All</b>		

**FOR GENERAL RELEASE****1. SUMMARY AND POLICY CONTEXT:**

- 1.1 The Brighton Station Gateway project has been under development since 2010. It aims to rationalise and improve circulation and access for people and vehicles at the main entrance points to, and in the area around, the city's main railway station. The project seeks to contribute towards a number of the Council's transport goals including assisting in economic growth, improving safety and security and enhance equality of access.
- 1.2 This report outlines the preferred option for the Station Gateway scheme and seeks Committee approval to commence full public consultation.

**2. RECOMMENDATIONS:**

- 2.1 That Members agree that public consultation should be undertaken on the preferred Southern Gateway scheme.
- 2.2 That Members agree that the results of public consultation should be reported back to Committee in January 2013, where members will make a decision on whether the preferred option should be progressed to detailed design stage.
- 2.3 That Members acknowledge the help of Stakeholders in arriving at the preferred scheme.

**3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:**

- 3.1 In November 2010 Cabinet granted approval to undertake work that would lead to the enhancement of the environment around Brighton Station. The project sought a design solution that improved the station environment as a welcome, a place and an interchange, and the aspiration was supported by all parties.
- 3.2 A Vision and series of Objectives for the project (set out in Appendix 1) were agreed with a representative group of Stakeholders on project commencement.
- 3.3 In January 2012 officers updated the Environment, Transport & Sustainability Cabinet Members Meeting (CMM) on the results of public scoping consultation.

CMM agreed that the next 6 month stage of project development would incorporate development of design options that would be shared with the public in March / April to inform development of a preferred option, which would be shared with the public in July / August.

- 3.4 The project suffered a slight delay on the programme agreed at CMM. The delay resulted from the IBIS redevelopment of the Old Casino in Queens Road, which necessitated the current temporary rearrangement of traffic in Queens Road and Surrey Street. The changes commenced in April 2012, and it was considered prudent to delay consultation for a few weeks to avoid public confusion between the IBIS works and the Station Gateway project. As a result the options consultation was completed in June 2012.
- 3.5 At Transport Committee in July 2012, the results of Options Consultation were shared with members. Committee agreed that an amalgamated preferred option be developed based on the positive and negative comments received relating to all the various options. This preferred option (with sub-options relating to issues such as local traffic restrictions and taxi arrangements) would be presented back to Committee in October, where members would make a decision as to whether the proposed preferred option should be progressed to full public consultation.
- 3.6 Over two workshops in August and September Council officers have worked with a range of stakeholders to develop a preferred scheme.
- 3.7 Officers and Stakeholders have worked to identify a preferred scheme for the Northern as well as Southern Gateway areas. However, at this stage Southern Railway is still working to confirm whether a new northern cycle parking facility can be delivered. As this will have a significant impact on the Northern Gateway, it is recommended that a decision on the Northern Gateway is put on hold and revisited at January Committee. The preferred design for the Southern Gateway is attached as Appendix 2a. The interim preferred design for the Northern Gateway is attached as Appendix 2b. A summary of key elements of the preferred schemes is provided in Appendix 3. A summary of Stakeholder Workshop response to the preferred option is attached as Appendix 4.
- 3.8 In order to accommodate the taxi rank in Frederick Place, some changes to the North Laine traffic arrangement are proposed. These seek to maintain local resident and business access without creating rat running through residential streets. A diagram showing proposed changes is attached as Appendix 5.
- 3.9 It is recommended that members agree that the preferred option should be taken to full public consultation in November 2012, and that the results of consultation should be reported back to Committee in January. In January 2013 members will make a decision as to whether the scheme should be progressed towards detailed design stage.
- 3.10 Consultation would run from mid October to mid November, and be based around a 4 page document, containing a summary of the proposed Southern Gateway scheme and explanation of key design elements (based on Appendices 2a and 3). Members of the public would be given an opportunity to feed any comments or suggestions back via various media. The document would be circulated to around 6000 addresses within the immediate vicinity of the Station,

and made available on buses and at the Rail Station. The consultation would also be publicised via the council's regular media and publicity channels.

#### **4. COMMUNITY ENGAGEMENT AND CONSULTATION**

- 4.1 To date the project process has been undertaken in line with the Community Engagement Framework and Standards, from incorporating workshops with representatives from various communities affected by the station environment to the sharing of consultation information in this report. The Preferred Option set out in this report has been developed in close consultation with a representative group of stakeholders, and subject to member agreement will be shared with the general public for full consultation.

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

##### Financial Implications:

- 5.1 £100,000 funding has been set aside from within the 2012-13 Local Transport Plan capital allocation in order to fund Brighton Station Gateway.

*Finance Officer Consulted: Karen Brookshaw Date: 21/08/12*

##### Legal Implications:

- 5.2 In carrying out consultation the Council must comply with the legal requirements for fair consultation that have been set out by the courts:
- consultation must take place while the proposals are still at a formative stage;
  - those consulted must be provided with information which is accurate and sufficient to enable them to make a meaningful response;
  - they must be given adequate time in which to do so;
  - there must be adequate time for their responses to be considered; and
  - the Council must consider responses with a receptive mind and in a conscientious manner when reaching its decision.

There are no Human Rights implications to draw to Members' attention at this stage.

*Lawyer Consulted: Carl Hearsom Date: 17/09/12*

##### Equalities Implications:

- 5.3 An EIA will be undertaken during the design process to ensure the new scheme is accessible to all.

##### Sustainability Implications:

- 5.4 The enhancement project will promote sustainable transport, and particularly overcome current barriers to walking and cycling in the vicinity of the station.

Sustainable construction practises and materials will be used where possible. The improvements will enhance the built environment and, through albeit indirect links to the greenway, contribute towards enhanced natural habitats and wildlife conditions. By improving the station as a welcome to the city and improving the immediate environment for businesses, the scheme will contribute to enhancing the local economy at a micro and macro scale.

#### Crime & Disorder Implications:

- 5.5 Stakeholder consultation has identified the need for any improvements delivered by the Station Gateway project to enhance real and perceived safety in the area, especially later in the day. The design process will seek to deliver this objective.

#### Risk and Opportunity Management Implications:

- 5.6 The main risk associated with the next stage of the Station Gateway project is inability to reach a final design that has support of all stakeholders, especially given the transport-related sensitivities associated with the station environment. This risk will be mitigated as far as possible by maintaining a transparent and equitable consultation process. Longer-term risks include the inability to find funding to implement enhancements (although it is expected that improvements could be delivered from within the Local Transport Plan budget if alternative funding cannot be sourced) and the risk of any identified enhancements having unforeseen negative consequences when implemented. The latter risk will be mitigated by a careful design process in the first instance, and trialing a temporary version of any proposed changes before they are permanently and irreversibly implemented.

#### Public Health Implications:

- 5.7 By tackling the poor quality of the existing public realm around the station, the project will overcome issues impacting on public health including air and noise pollution. The project will also enhance living and working conditions and contribute towards a healthy and sustainable place and community.

#### Corporate / Citywide Implications:

- 5.8 Enhancing the station as a place, interchange and welcome will contribute towards the Corporate Plan objectives of tackling inequality and creating a more sustainable city, whilst the design process will contribute towards the objective of engaging people who live & work in the city.

## **6. EVALUATION OF ANY ALTERNATIVE OPTION(S):**

- 6.1 The process outlined in this report contributes towards enhancement of the station environment to the benefit of all residents and visitors. Doing nothing would result in the station environment continuing to fall short of realising its potential benefit to the city (and in doing so potentially having a detrimental impact on both residents' daily lives and the city's economic viability).

## **7. REASONS FOR REPORT RECOMMENDATIONS**

- 7.1 By undertaking full consultation prior to a final Committee Decision on whether to progress the Station Gateway project to implementation, members achieve the best balance of expediency and consideration of community views.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Project Vision & Objectives
- 2a. Preferred Option (Southern Gateway)
- 2b. Preferred Option (Northern Gateway)
3. Overview of Preferred Scheme
4. Summary of Brighton Station Stakeholder Workshop comments
5. North Laine Suggested Traffic Changes

### **Documents in Members' Rooms**

1. None

### **Background Documents**

1. None

