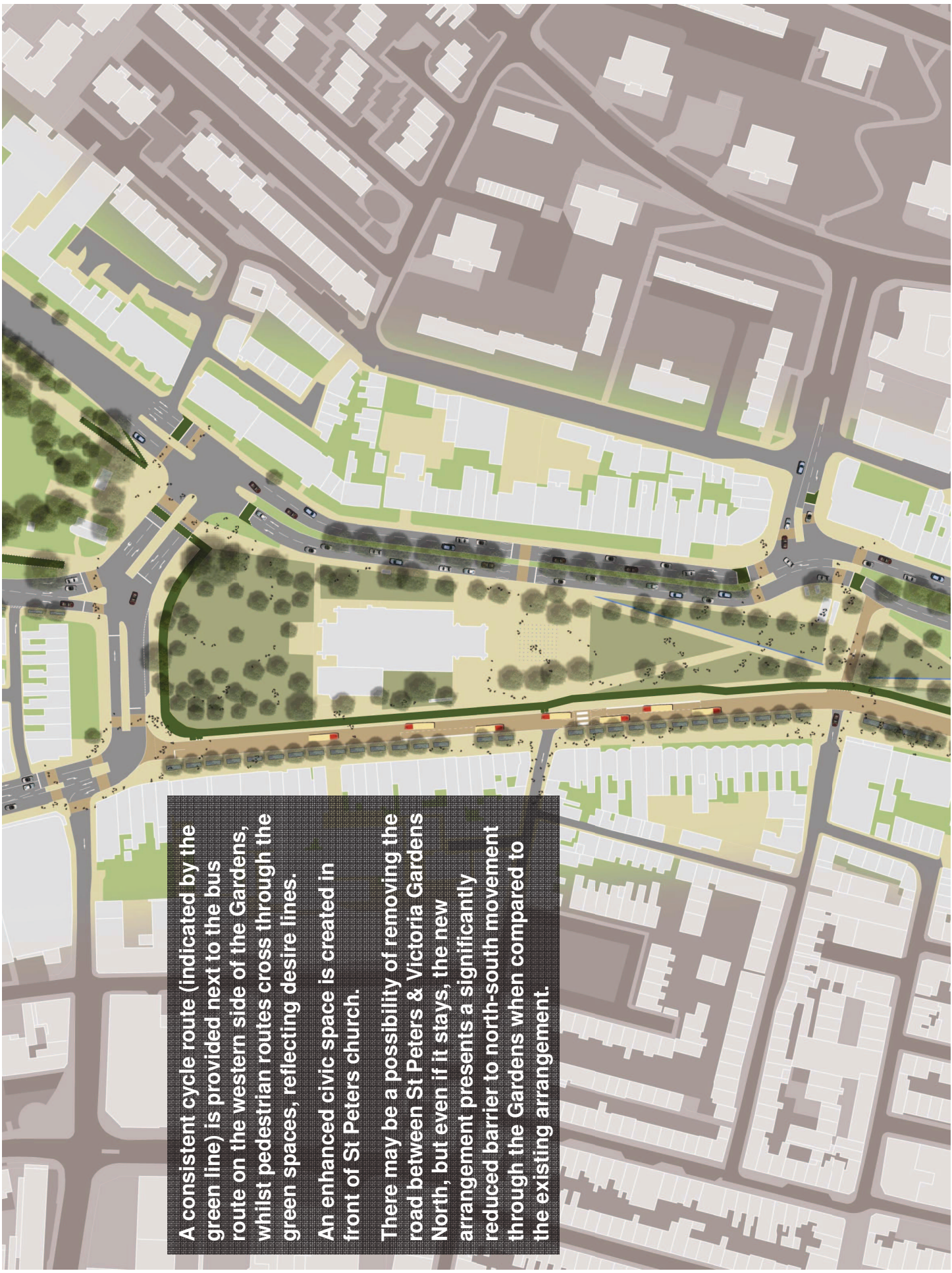


Valley Gardens Appendix 1: Concept Scheme

The following slides give a flavour of the Valley Gardens concept scheme.

The image to the right outlines the general principle of a simplified traffic infrastructure layout, with buses (red) on the west side of the Gardens, and general traffic (blue) on the east. By simplifying the unnecessarily complex traffic arrangements between the pier and St Peters, (north of St Peters vehicles will still cross from east to west to access Lewes, Ditchling or London Road, but improvements should also be possible here) space given over to traffic (and so back to other users) can be reduced by 25%. Complex junctions – including east–west intersections - can be reduced, reducing movement barriers for everyone whilst maintaining – and hopefully improving – the ease of moving through the area by vehicle.

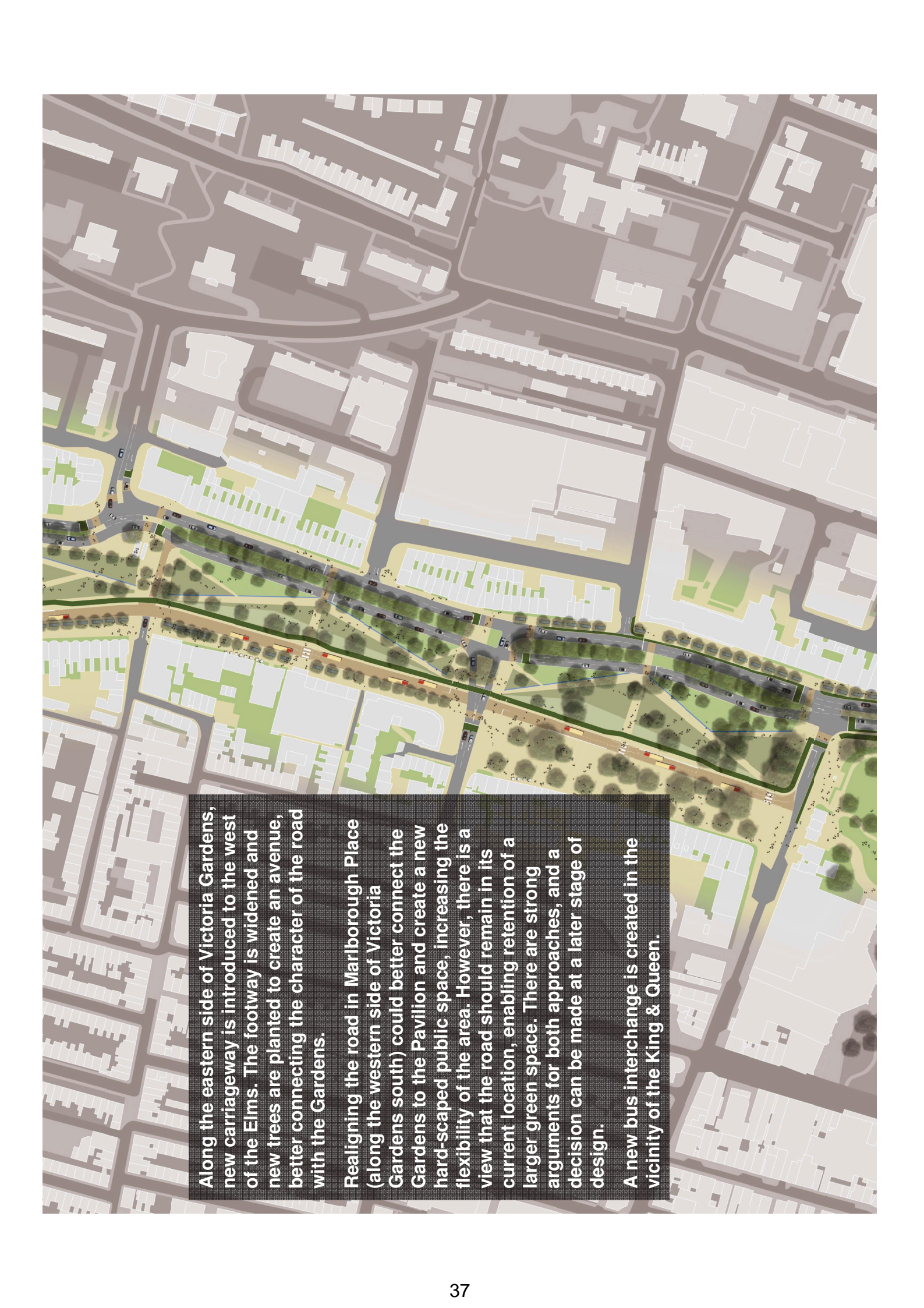


An aerial-style illustration of a city street layout. A central green space, likely a park or garden, is surrounded by residential buildings. A road runs horizontally across the middle, with a bus route indicated by a green line and a pedestrian route by a blue line. A cycle route is shown as a green line with a white border. The layout includes various street intersections, parking areas, and green spaces.

A consistent cycle route (indicated by the green line) is provided next to the bus route on the western side of the Gardens, whilst pedestrian routes cross through the green spaces, reflecting desire lines.

An enhanced civic space is created in front of St Peters church.

There may be a possibility of removing the road between St Peters & Victoria Gardens North, but even if it stays, the new arrangement presents a significantly reduced barrier to north-south movement through the Gardens when compared to the existing arrangement.

An aerial view of a city street plan. A central corridor is highlighted in green, showing a new carriageway and a widened footway. The surrounding area is filled with grey and white building footprints and streets. A grey text box is overlaid on the bottom left of the image.

Along the eastern side of Victoria Gardens, a new carriageway is introduced to the west of the Elms. The footway is widened and new trees are planted to create an avenue, better connecting the character of the road with the Gardens.

Realigning the road in Marlborough Place (along the western side of Victoria Gardens south) could better connect the Gardens to the Pavilion and create a new hard-scaped public space, increasing the flexibility of the area. However, there is a view that the road should remain in its current location, enabling retention of a larger green space. There are strong arguments for both approaches, and a decision can be made at a later stage of design.

A new bus interchange is created in the vicinity of the King & Queen.



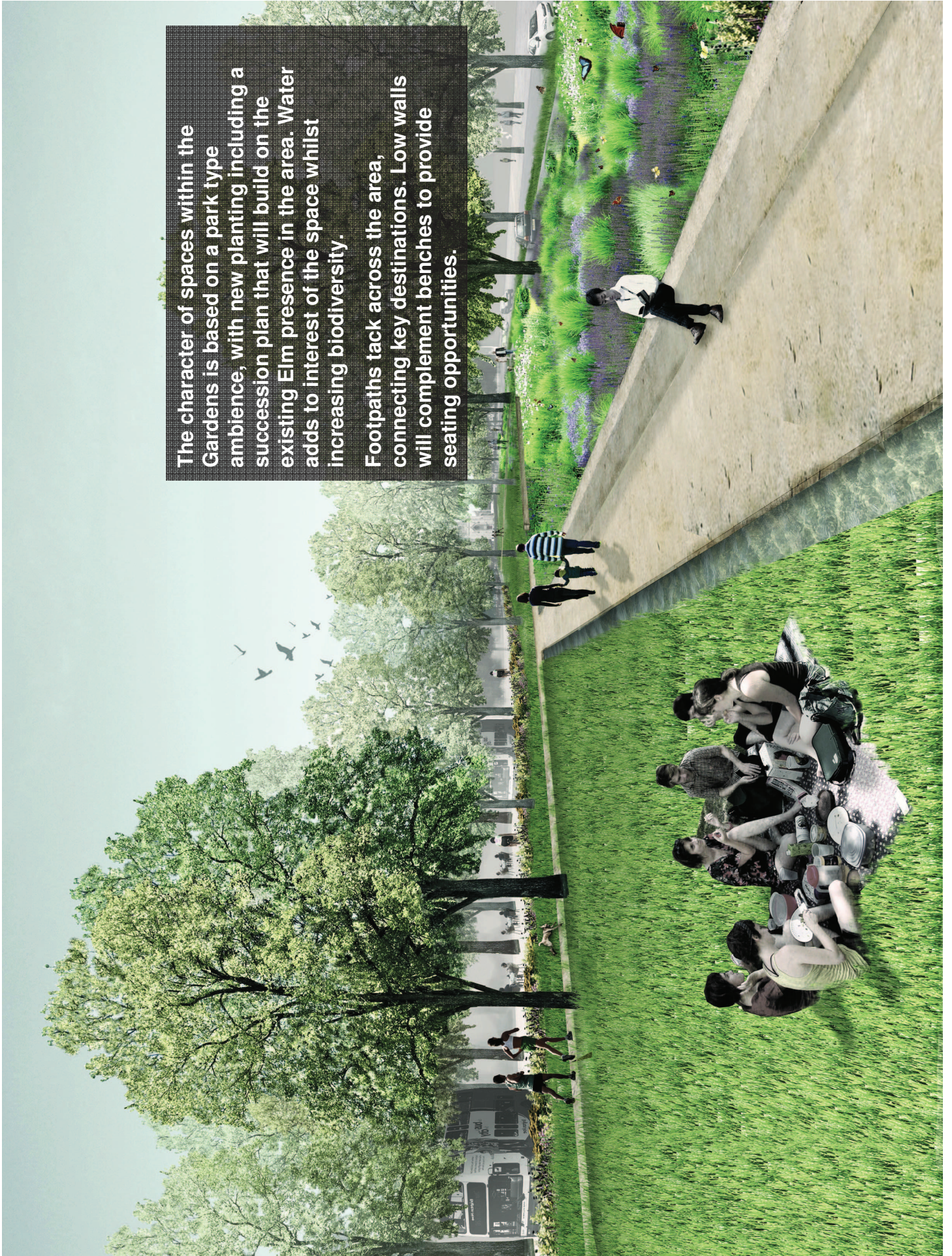
All buses are moved to the west of the Old Steine, creating a more legible interchange.

There is significant opportunity to reclaim large areas of unused tarmac space around Aquarium Roundabout and the south of the Old Steine. Overall, 'footway space' almost doubles by making use of these redundant areas.

There is potential to investigate opportunities for a new cultural space in the area, which will be investigated further at the next stage of design

The character of spaces within the Gardens is based on a park type ambience, with new planting including a succession plan that will build on the existing Elm presence in the area. Water adds to interest of the space whilst increasing biodiversity.

Footpaths tack across the area, connecting key destinations. Low walls will complement benches to provide seating opportunities.



The Avenue on the eastern side of the Gardens is designed to provide a grand route into the city that feels part of (rather than a perimeter encircling and creating a barrier to) the Gardens.

Because the new traffic arrangement is continuous between St Peters and the seafront, people will always know which way traffic is coming from.



Pedestrians will only have to cross two lanes of traffic at any time. Because the new traffic arrangement is continuous between St Peters and the seafront, people will always know which way traffic is coming from.





The option of realigning the road at Marlborough Place provides an opportunity to better connect the Gardens with the Pavilion and create a hard-scaped public space.



