



Brighton & Hove
City Council

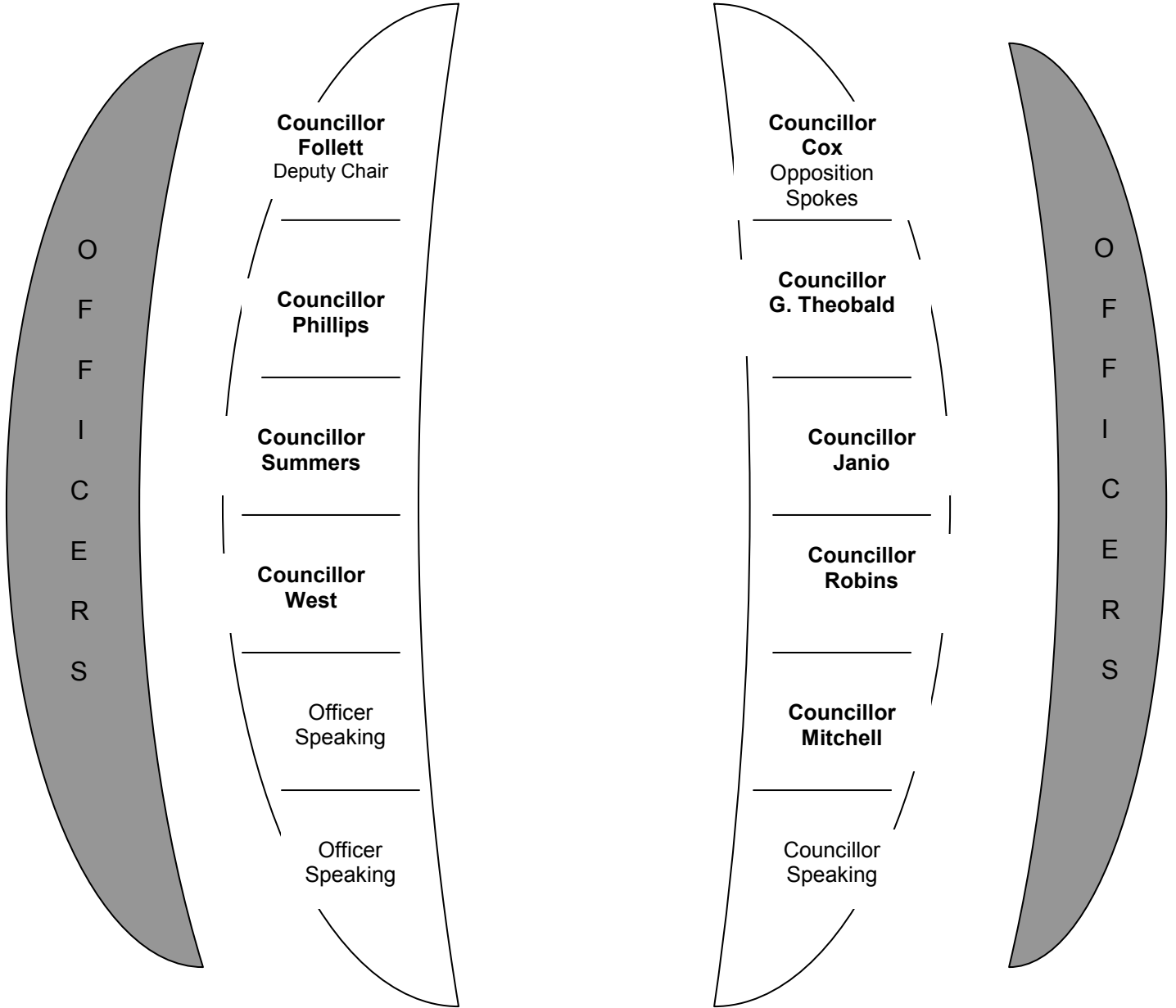
Transport Committee

Title:	Transport Committee
Date:	10 July 2012
Time:	4.00pm
Venue	Council Chamber, Hove Town Hall
Members:	Councillors: Davey (Chair), Follett (Deputy Chair), Cox (Opposition Spokesperson), Janio, Mitchell, Phillips, Robins, Summers, G Theobald and West
Contact:	John Peel Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk

	The Town Hall has facilities for wheelchair users, including lifts and toilets
	An Induction loop operates to enhance sound for anyone wearing a hearing aid or using a transmitter and infra red hearing aids are available for use during the meeting. If you require any further information or assistance, please contact the receptionist on arrival.
	FIRE / EMERGENCY EVACUATION PROCEDURE If the fire alarm sounds continuously, or if you are instructed to do so, you must leave the building by the nearest available exit. You will be directed to the nearest exit by council staff. It is vital that you follow their instructions: <ul style="list-style-type: none">• You should proceed calmly; do not run and do not use the lifts;• Do not stop to collect personal belongings;• Once you are outside, please do not wait immediately next to the building, but move some distance away and await further instructions; and• Do not re-enter the building until told that it is safe to do so.

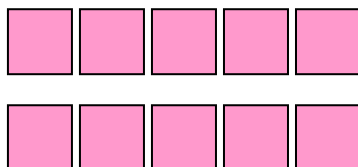
Democratic Services: Transport Committee

Legal Officer	Councillor Davey Chair	Strategic Director Place	Democratic Services Officer
---------------	----------------------------------	--------------------------	-----------------------------



Public Speaker	Public Speaker
----------------	----------------

Public Seating



Press



AGENDA

PART ONE

Page

1. PROCEDURAL BUSINESS

- (a) **Declarations of Substitutes:** Where councillors are unable to attend a meeting, a substitute Member from the same political group may attend, speak and vote in their place for that meeting.
- (b) **Declarations of Interest:** Statements by all Members present of any personal interests in matters on the agenda, outlining the nature of any interest and whether the Members regard the interest as prejudicial under the terms of the Code of Conduct.
- (c) **Exclusion of Press and Public:** To consider whether, in view of the nature of the business to be transacted or the nature of the proceedings, the press and public should be excluded from the meeting when any of the following items are under consideration.

Note: Any item appearing in Part Two of the agenda states in its heading the category under which the information disclosed in the report is exempt from disclosure and therefore not available to the press and public.

A list and description of the exempt categories is available for public inspection at Brighton and Hove Town Halls and on-line in the Constitution at part 7.1.

2. CONSTITUTIONAL MATTERS

1 - 6

Report of the Monitoring Officer (copy attached).

Contact Officer: Mark Wall

Tel: 29-1006

3. MINUTES- FOR INFORMATION

7 - 28

Minutes of the previous Environment, Transport and Sustainability Cabinet Member Meetings held on 27 March and 4 May 2012 (copy attached).

Contact Officer: John Peel

Tel: 29-1058

4. CHAIR'S COMMUNICATIONS

5. CALL OVER

TRANSPORT COMMITTEE

6. PUBLIC INVOLVEMENT

29 - 30

To consider the following matters raised by members of the public:

(a) **Petitions:**

To receive any petitions presented by members of the public to the full Council or at the meeting itself (copy attached).

(i) 20mph speed limit on roads close to St Ann's Well Gardens

(b) **Written Questions:**

To receive any questions submitted by the due date of 12 noon on the 3 July 2012.

(c) **Deputations:**

To receive any deputations submitted by the due date of 12 noon on the 3 July 2012.

7. ISSUES RAISED BY MEMBERS

31 - 38

To consider the following matters raised by Members:

(a) **Petitions:**

To receive any petitions submitted to the full Council or at the meeting itself;

(b) **Written Questions:**

To consider any written questions (copy attached)

(i) Councillor Cox- Poets Corner

(ii) Councillor Mitchell- New England Road Railway Bridge

(c) **Letters:**

To consider any letters (copy attached)

(i) Councillor Jones- Doctors Parking Bay

(ii) Councillor Mitchell- Parking Sudeley Place

(d) **Notices of Motion:**

To consider any Notices of Motion.

8. INTRODUCTION TO TRANSPORT COMMITTEE- PRESENTATION

Verbal Report by the Strategic Director; Place.

Contact Officer: Geoff Raw

Tel: 29-7329

9. RICHMOND HEIGHTS AND CANNING STREET RESIDENT PARKING SCHEMES - FORMAL TRO CONSULTATION RESULTS

39 - 56

Report of the Strategic Director, Place (copy attached).

Contact Officer: Charles Field

Tel: 29-3329

TRANSPORT COMMITTEE

Ward Affected: Queen's Park

10. BRIGHTON STATION GATEWAY PROGRESS REPORT

57 - 94

Report of the Strategic Director, Place (copy attached).

Contact Officer: Jim Mayor Tel: 29-4164

Ward Affected: St Peter's & North Laine

11. VALLEY GARDENS CONSULTATION & PROGRESS REPORT

95 - 132

Report of the Strategic Director, Place (copy attached).

Contact Officer: Jim Mayor Tel: 29-4164

*Ward Affected: Hanover & Elm Grove;
Queen's Park; Regency;
St Peter's & North Laine*

The City Council actively welcomes members of the public and the press to attend its meetings and holds as many of its meetings as possible in public. Provision is also made on the agendas for public questions to committees and details of how questions can be raised can be found on the website and/or on agendas for the meetings.

The closing date for receipt of public questions and deputations for the next meeting is 12 noon on the fifth working day before the meeting.

Agendas and minutes are published on the council's website www.brighton-hove.gov.uk. Agendas are available to view five working days prior to the meeting date.

Meeting papers can be provided, on request, in large print, in Braille, on audio tape or on disc, or translated into any other language as requested.

For further details and general enquiries about this meeting contact John Peel, (01273 291058, email john.peel@brighton-hove.gov.uk) or email democratic.services@brighton-hove.gov.uk

Date of Publication- Monday 2 July 2012

Subject:	Constitutional Matters		
Date of Meeting:	10th July 2012		
Report of:	Monitoring Officer		
Contact Officer:	Name:	Mark Wall	Tel: 29-1006
	E-mail:	mark.wall@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	All		

For General Release**1. SUMMARY AND POLICY CONTEXT**

- 1.1 To provide information on the committee's terms of reference and related matters including the appointment of its urgency sub-committee.

2. RECOMMENDATIONS

- 2.1 That the committee's terms of reference, as set out in Appendix A to this report, be noted; and
- 2.2 That the establishment of an Urgency Sub-Committee consisting of the Chair of the Committee and two other Members (nominated in accordance with the scheme for the allocation of seats for committees), to exercise its powers in relation to matters of urgency, on which it is necessary to make a decision before the next ordinary meeting of the Committee be approved.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Council meeting on 26 April 2012 agreed the new constitution for the City Council. The new constitution came into force at the conclusion of the Annual Council meeting on 17 May.
- 3.2 Article 6 of the constitution, incorporates a schedule of all the Committees/Sub-committees established in the new constitution together with a summary of their respective functions.

The Transport Committee – Terms of Reference

- 3.3 The terms of reference of the Transport Committee were agreed by Council on the 26th April when adopting the new constitution. This Committee is responsible for highways management, traffic management and transport, parking, and related public space.

- 3.4 A copy of the terms of reference for the committee is attached in Appendix A. These should be read in the context of the 'Introduction and General Delegations' included in the Scheme of Delegations to Committees and Sub-Committees at part 4 of the constitution.

Membership

- 3.5 The membership of the committee is set at 10 Members of the council.
- 3.6 The arrangements for substitute Members to attend meetings of Committees/Sub-Committees, as set out in the Council Procedure Rules 18 to 24, apply to meetings of the Transport Committee.

Programme Meetings

- 3.7 Ordinary meetings of the Transport Committee are scheduled to take place on the following dates during 2012/13:

Tuesday 10 July 2012
Tuesday 2 October 2012
Tuesday 27 November 2012
Tuesday 15 January 2013
Tuesday 5 March 2013
Tuesday 30 April 2013

- 3.8 Meetings of the Committee will normally be held at Hove Town Hall and will start at 4.00 p.m.

Urgency Sub-Committee

- 3.9 The Constitution states that 'each Committee of the Council except the Audit & Standards Committee may appoint an Urgency Sub-Committee to exercise its powers. The Membership of such Urgency Sub-Committee shall consist of the Chair of the Committee, and two other Members nominated by the Group Leader or Leaders as appropriate to meet the requirements for the allocation of seats between political groups. Under current allocations this would mean an urgency sub-committee will consist of one Member from each of the three political groups on the Council.
- 3.10 Such Urgency Sub-Committees may exercise their powers in relation to matters of urgency on which it is necessary to make a decision before the next ordinary meeting of the Committee. Every decision of each Urgency Sub-Committee shall be reported for information to the next ordinary meeting of the Committee as appropriate.'

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 All Members considered and approved the new constitution on the 26th April 2012.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 There are no specific financial implications arising from this report. It is expected that the overall effect of the introduction of the new constitution will be cost neutral.

Finance Officer Consulted: Name Anne Silley Date: 23/05/12

Legal Implications:

- 5.2 The Council's constitution complies with the requirements of the Localism Act 2011, the Local Government Act 2000, the Local Authorities (Constitutions) Direction and relevant guidance.

- 5.3 There are no adverse Human Rights Act implications arising from this report.

Lawyer Consulted: Elizabeth Culbert Date: 23/05/12

Equalities Implications:

- 5.4 There are no equalities implications arising from the report.

Sustainability Implications:

- 5.5 There are no sustainability implications arising from the report.

Crime & Disorder Implications:

- 5.6 There are no crime & disorder implications arising from the report.

Risk and Opportunity Management Implications:

- 5.7 There are no risk or opportunity management implications arising from the report.

Public Health Implications:

- 5.8 There are no public health implications arising from the report.

Corporate / Citywide Implications:

- 5.9 There are no corporate or city wide implications arising from the report.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The council's constitution provides for the appointment of the sub-committees and urgency sub-committees and it is for the Committee to determine this action and it could decide not to make such appointments. However, this

would be contrary to the wishes of the council and is not therefore regarded as a viable alternative option.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The recommendations are being put forward in line with the requirements of the constitution.

SUPPORTING DOCUMENTATION

Appendices:

1. (A) Transport Committee Terms of Reference.

Background Documents

1. The Constitution

TRANSPORT COMMITTEE

Explanatory Note

This Committee is responsible for the Council's functions relating to highways management, traffic management and transport, parking, and related matters.

Delegated Functions

1. Highways Management

To exercise the Council's functions in relation to all highways matters and as highway authority, street authority, bridge authority, including but not limited to highways, bridges, private streets and rights of way.

2. Traffic Management and Transport

- (a) To manage the provision of transport services for service departments including home-school transport and transport for social services;
- (b) To exercise the Council's functions in relation to traffic management and transport and as traffic authority, including but not limited to public passenger transport and the co-ordination of transport for service users;
- (c) To consider and make decisions on proposed traffic orders and rights of way issues where objections have been received and not withdrawn or otherwise resolved;
- (d) To exercise the Council's powers regarding travel concessions.

3. Parking

To exercise the Council's functions in relation to parking, including on and off street parking and civil parking enforcement.

4. Public Space

To exercise the council's functions regarding spaces to which the public have rights of access and consisting of the highway, street furniture on the highway and open spaces or parts of open spaces immediately adjacent to the highway to which the public have access.

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING

2.00pm 27 MARCH 2012

COMMITTEE ROOM 3, HOVE TOWN HALL

MINUTES

Present: Councillor West (Cabinet Member)

Also in attendance: Councillor Mitchell (Opposition Spokesperson) and G Theobald (Opposition Spokesperson)

Other Members present: Councillor Gilbey

PART ONE

89. PROCEDURAL BUSINESS

89(a) Declarations of Interests

89.1 There were none.

89(b) Exclusion of Press and Public

89.2 In accordance with section 100A of the Local Government Act 1972 (“the Act”), the Cabinet Member considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of the proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100I(1) of the Act).

89.3 **RESOLVED** - That the press and public not be from the meeting.

90. MINUTES OF THE PREVIOUS MEETING

90.1 **RESOLVED** – That the minutes of the previous meeting held on 24 January 2012 be agreed and signed as the correct record.

91. MINUTES OF THE PREVIOUS SPECIAL MEETING

- 91.1 **RESOLVED-** That the minutes of the previous Special Meeting held on 17 February 2012 be approved and signed as the correct record.

92. CABINET MEMBERS' COMMUNICATIONS

- 92.1 Councillor West provided the following communications:

92.2 'Councillor Davey unfortunately could not be here today as he is attending an important Euro Cities Mobility Forum in The Netherlands where we are seeking additional EU funding and engagement with partner cities to work with us on a range of Transport projects including taking forward a Freight Strategy.

Councillor Davey is sorry that he is unable to be here today to agree progress on a number of important projects that he has been steering. Councillor Randall has agreed to delegate responsibility for Ian's Transport & Public Realm portfolio to me while he is away and I will therefore be making Cabinet Member decisions on Ian's behalf during this meeting'.

92.3 'I am delighted to announce that following a competitive bidding process, the city council has been successful in securing £3.5 million additional grant funding through the Department for Transport's Better Bus Areas fund. The funding is split between the next two financial years and will be used to deliver projects designed to make journeys by bus quicker and more attractive. Improvements will be focussed on the Valley Gardens area, the Edward Street/Eastern Road corridor, and to improve bus facilities as part of the Lewes Road scheme. Bus services in the Lewes Road area will also be improved by increasing the frequency of key routes and extending others to serve additional areas. The funding supplements the existing £4.2 million already won through the government's Local Sustainable Transport Fund programme, and brings the total amount of external funding brought in to improve transport during this administration to over £8 million, which is quite unprecedented'.

92.4 'As you will be aware, we have experienced two years of below average rainfall, and the city's ground water sources are now at a low level.

These drought conditions are of great concern to the Council, and we are doing what we can to prepare and also cut our own water use.

For example, we have introduced water saving measures in the Brighton Centre, which are saving 13,000 litres a day and £9,200 a year. We are also introducing more sustainable perennial plantings in our parks and gardens.

The Council has a role to play, and has concern for the city's well-being of the city, but responsibility for water supply in the city lies with Southern Water.

We are submitting a strong response to Southern Water's consultation on its drought plan, and I will say, we have been urging Southern Water to respond with a greater sense of urgency as the likelihood of a drought has emerged.

With our complete reliance on chalk groundwater sources, the City is at greater risk of longer term drought events. We are therefore urging Southern Water to bring forward its programme of universal metering, as metering generally sees a reduction in water consumption by 10-15%.

We are also urging Southern Water to bring forward accompanying measures that will support residents making those savings.

The Council has adopted a Climate Change Strategy which looks for the city to adapt well to the impacts of climate change. More frequent drought is one of those impacts we need to become used to. We will also be adopting a One Planet Living approach, of which sustainable water is a key element.

To ensure, as a city, we adapt well and avoid risks to our local economy and environment, the City needs to see serious investment in relation to climate change adaptation. I hope that if one good thing emerges from the drought this year it will be an awakening of the need make that investment.

In the meantime, we must all do what we can to immediately save water, and residents and business will be able to find helpful tips from the Environment Agency and Southern Water on our website with links to their pages too’.

93. ITEMS RESERVED FOR DISCUSSION

93.1 **RESOLVED** – That all items be reserved for discussion.

94. PETITIONS

94(i) Remove cycling ban on Hove Promenade

94i.1 The petitioner did not attend the meeting therefore a response was provided in writing and is set out below:

94i.2 Councillor West provided the following response:

‘Thank you for your petition. As you may be aware, there are other areas in the city where people cycling and walking are able to share space together respectfully. In Brighton & Hove ‘pedestrian priority’ measures on The Undercliff Walk were introduced last year and I understand are working well, and there has been a reduction in the number of complaints about cycle and pedestrian conflict. The work on The Undercliff involved commissioning an independent study to understand the existing situation, assessing the numbers of people already walking & cycling and also working with key stakeholders and business on the Undercliff Walk to reach a viable solution for everyone – walking, cycling, running, dog-walking etc. Therefore I will be asking officers to undertake a similar study on the viability of allowing cycling along suitable parts of Hove Promenade’.

94i.3 **RESOLVED-** That the petition be noted

94(ii) Parking restrictions in The Droveway, Hove

94ii.1 The petitioner did not attend the meeting therefore a response was provided in writing and is set out below:

94ii.2 Councillor West provided the following response:

‘Thank you for your petition which I formally note.

I am personally familiar with the traffic problems in the Drove Way.

I understand that residents are concerned about inconsiderate parking, commuter parking and displacement of vehicles from neighbouring streets with existing restrictions

Some residents have requested single yellow lines with a time restriction, whilst another option is a residents parking scheme

Single yellow lines on both sides of the road with a time restriction would need to be considered as part of the City Wide Parking Review consultation.

This is because they would constitute a form of residents parking control that would have wider implications on the local area and would require consultation as part of that Strategic Review.

I am therefore asking that officers consider your request as part of that review which will report back with recommendations later this year’.

94iii.3 **RESOLVED-** That the petition be noted.

94(iv) Brighton & Hove Albion football supporter’s inconsiderate parking in the East Moulsecoomb area

94iv.1 The petitioner did not attend the meeting therefore a response was provided in writing and is set out below:

94iv.2 Councillor West provided the following response:

‘Thank you for your petition. I am aware of the difficulties that have been experienced by residents in Moulsecoomb, and also Coldean, in association with increased parking on Saturday afternoons and weekday evenings when football matches are being played at the Amex Stadium.

I also recognise that the club is making a good effort to maintain high levels of sustainable transport use to enable the 20,000 plus supporters that are attending each game and enjoying the Amex Stadium and the success that the club is having on the pitch. But we also need to ensure that local residents are not disadvantaged by the actions of some of those supporters.

The particular concern expressed in this petition relates to inconsiderate parking, which can cause obstruction and damage verges, and I know that the Police have now started to clamp down on this type of behaviour and I hope that this will make a difference.

The council and the club are taking other actions as well, and these include:

- regular Resident Liaison Group meetings with the club, which I would encourage local Resident Associations to get involved in;
- We are working actively with the club and other partners to address transport issues and the council chairs the stadium Travel Management Group.
- It is proposed to introduce some double yellow lines in certain roads to stop parking that has obstructed buses.
- We have agreed to allow the club to use some land near the Falmer Academy for parking, subject to planning permission being granted.
- The council and club have jointly commissioned an independent report to help study transport and traffic issues.

- And, the Council is also developing proposals to support transport arrangements along the Lewes Road Corridor that will be discussed later in the meeting.

This petition is timely given that the club have made a planning application to increase the number of seats in the stadium. We are looking very carefully at all the information that has been submitted, especially what it says about addressing parking in local roads.

Whilst my colleague Cllr Davey and I will ensure that the petition is taken into account by officers when the planning application is considered, we will also be actively seeking the development of some form of match and event day parking scheme. I hope this is re-assuring, but as the planning processes are underway with the Football Club, I won't say more at this stage.

94iv.3 **RESOLVED-** That the petition be noted.

94(v) Loading restrictions on Western Road

94v.1 Mr Campbell presented a petition signed by 556 people requesting that proposed loading restrictions on Western Road not be introduced.

94v.2 Councillor West provided the following response:

Thank you for your petition, which I note.

This relates to Item 105 of this agenda, and I would in particular draw attention to the summary of objection on page 116.

I do sympathise with your request, but Western Road is one of the most congested urban roads in the city.

We have received numerous requests from the bus companies to make changes in order to ease the disruption to the bus services, which are caused by indiscriminate parking along this section of Western Road.

The parked cars also impact on cyclists and other road users who must navigate around them. It is quite clear congestion is particularly bad here during morning and evening peak periods on both sides of the road.

Officers have investigated alternative arrangements for loading, however, no loading bays are viable on Western Road itself and there are very few possible locations on side roads.

Although we have been lobbied for more restrictive proposals on both sides of the road, we are aware of the importance of allowing servicing of shops and businesses. So, we are proposing the compromise of a "peak hours only" loading prohibition on one side of the road between Holland Road and Montpelier Road).

94v.3 Councillor Theobald stated that the petitioner had made valid points and asked Councillor West to reject the proposals. He believed a more flexible approach on this issue was successfully operated in other countries in mainland Europe.

94v.4 Councillor West noted that the Council had also been lobbied in favour of the proposals as evidenced on page 116 of the agenda.

94v.5 **RESOLVED-** That the petition be noted.

94(vi) Resident Parking Charge for low emission vehicles

94vi.1 The petitioner did not attend the meeting therefore a response was provided in writing and is set out below:

94vi.2 Councillor West provided the following response:

Thank you for your petition.

I am satisfied that the existing charging schemes provide adequate support and incentive for low emission vehicles owners in the City.

There is currently a permit scheme in place for residents with electric vehicles that allows them to charge the vehicle for free.

To date, 30 vehicles are registered for free permits and there are 9 electric vehicle charging points around the city where anyone with an electric vehicle can park and charge their vehicle for free.

There is also a 50% reduced rate permit scheme for residents who own low emission vehicles.

94vi.3 **RESOLVED-** That the petition be noted.

95. PUBLIC QUESTIONS

95.1 The Cabinet Member reported that one public question had been received.

95.2 Mr Pennigton asked the following question:

“Given the local Craven Vale Community Association/Local Action team was not advised properly of the start of the formal consultation (thus reducing significantly the number of responses), and given the St Mary’s Church Hall exhibition was not located near Canning Street even though there was a nearer venue in Hadlow Close and given it will be more likely that there will be much parking displacement into the adjoining streets of Bakers Bottom caused by this extension of Zone H, will the parking team monitor the situation to show the extent of that parking displacement for at least one year?”

95.3 The Cabinet Member gave the following response:

“Thank you for your question.

Residents in the Baker's Bottom area and wider Hanover area were given the opportunity to comment on whether they wanted a resident parking scheme in 2010 but rejected the proposal. However, residents in the Canning Street and Richmond Heights area were in favour of a scheme so the Council are re-consulting the roads directly affected to see whether they would like a resident parking scheme to be taken forward to the formal TRO consultation stage.

The staffed exhibition took place in St Mary's Hall in George Street which is a 5-10 minute walk from both the Richmond Heights and Canning Street areas. I appreciate the preferred location would be directly in the areas but unfortunately suitable locations were not found which allowed daytime and evening use.

The overall parking scheme consultation will be discussed later in the meeting. If taken forward the proposals will be advertised through a traffic order to allow formal comments from members of the public in April / May. This will include notices on street, a notice in the press and details on the Council website.

All comments and objections to the formal consultation will then be presented to a further Environment / Transport Committee meeting later in the year for a final decision on the way forward. The further report will go into more detail about the design of the scheme and the comments received".

- 95.4 Mr Pennington stated that he was not aware that the formal consultation had not yet begun. He asked that Hadlow Place be used for such events in future.
- 95.5 The Cabinet Member replied that the request would be taken into account for future events. The Parking Infrastructure Manager stated that Hadlow Place had been used for such events in the past but was unavailable this time due to a difficulty with times.

96. DEPUTATIONS

- 96.1 There were none.

97. LETTERS FROM COUNCILLORS

- 97.1 There were none.

98. WRITTEN QUESTIONS FROM COUNCILLORS

- 98.1 There were none.

99. NOTICES OF MOTIONS

99.1 There were none.

100. THE LEVEL REDEVELOPMENT CONTRACT PROCUREMENT

100.1 Councillor West considered a report of the Strategic Director, Place that sought approval for the procurement of a contract for the construction work as part of The Level restoration project.

100.2 Councillor West stated that he was very pleased to be presenting the report that sought approval for the procurement of the construction contract for the redevelopment of The Level. The contract would be key to delivering the improvements to The Level including restoration of the heritage features, construction of the new café, toilets, play areas and the new water feature. Councillor West stated that works on site will commence in the autumn with the majority being completed ready for next summer.

100.3 Councillor Mitchell asked if local labour would be used by the successful bidder.

100.4 The Head of Projects & Strategy replied that he was unable to answer the question fully at this time but the contract procurement would be undertaken in line with Brighton & Hove City Council's Contract Procurement Strategy.

100.5 Councillor Theobald asked if the skate park would still be located in the northern area of the park.

100.6 Councillor West replied that a decision had been taken on the location of the skate park. Officers were now working on the 'soft detail' of the project.

100.7 Councillor Theobald asked if there would be further report on the skate park to a future meeting with a health and safety risk assessment.

100.8 The Head of Projects & Strategy answered that the proposals would be submitted to the Planning Committee. The health and safety risk assessment would be included in the information submitted.

100.9 **RESOLVED-** That the Cabinet Member for Environment approves the tender of the contract for the construction works on The Level and gives delegated authority to the Strategic Director, Place in consultation with Director of Finance to award the contract.

101. BIOSPHERE RESERVE WORK PLAN AND CONSULTATION AND ENGAGEMENT PLAN

101.1 Councillor West considered a report of the Strategic Director, Place that set out progress made towards Brighton and Hove achieving UN Biosphere Reserve status and sought approval for the next stages of the work plan and engagement and communication plan.

- 101.2 Councillor West stated that he was very pleased to present the report which set out the progress of Biosphere project, and the next steps towards submission of the bid to UNESCO.
Councillor West added that Biosphere was about conserving the natural environment, not just for enjoyment and health, but also to protect essential requirements for life such as clean water and air, and local food production, now and in the long term. Part of the project included research and education and the role of the Universities and Rangers would be key.
It also encouraged the city's economy to develop in ways that wouldn't have a detrimental impact on the environment through developing eco-tourism, green industries and moving to a low carbon economy.
Councillor West supplemented that key partners had signed up to the project including four neighbouring local authorities, the National Park, the National Trust, the Sussex Wildlife Trust and the Environment Agency.
The Biosphere project would be hugely beneficial for the city and the surrounding area, bringing together the wide range of work being undertaken and delivering coordinated actions to conserve the environment
It would help raise the profile of Brighton & Hove nationally and internationally, and provide opportunities for sustainable economic development
The Biosphere bid had already played a key part in the successful joint Nature Improvement Area funding bid with the national park worth £660k. This would bring approximately £116k of external funding into the city for habitat improvement and get the public more involved in their environment.
Councillor West stated that he was looking forward to the formal launch of the Biosphere in May and the subsequent public engagement activity to help inform the management plan submitted as part of the final bid.
- 101.3 The Biosphere Project Officer gave a presentation that provided further information on Biosphere functions and the work underway and planned in Brighton and Hove.
- 101.4 Councillor Theobald asked for an update as to the £237,000 earmarked for open access land in Ditchling Rise.
- 101.5 The Head of City Infrastructure replied that she believed this referred to funding for improvements to Downland which was due to be spent over a number of years. Some of the funds had already been used for improvements to open access.
- 101.6 Councillor Mitchell thanked the Biosphere Project Officer for his presentation. She agreed that Brighton and Hove had all the component parts to achieve Biosphere Reserve status, stating her relief that work was underway on a project that had been earmarked in 2006 but also her disappointment that progress had not been communicated earlier. Councillor Mitchell asked the reasoning behind the 2013 deadline for completion of the bid.
- 101.7 Councillor West agreed that it would have been ideal to provide information at an earlier date however; the Biosphere Project Officer had only been undertaking work since being appointed to the post in September 2011.
- 101.8 The Biosphere Project Officer stated that the 2013 deadline arose because there was an 18 month timescale for bid submission. This would ensure that the bid would be

comprehensive and thorough. He supplemented that work was being actively guided by the Biosphere Partnership who had extensive experience and would assist in guaranteeing that the application was of a very high standard.

101.9 RESOLVED-

1. That the Cabinet Member notes the progress made on the project
2. That the Cabinet Member approves the next key milestone in the work plan
3. That the Cabinet Member approves the communication and engagement plan

102. LEWES ROAD LSTF PROJECT - UPDATE AND NEXT STEPS

102.1 Councillor West considered a report of the Strategic Director, Place that shared the results of the public consultation on infrastructure improvements to Lewes Road and details as to the nature of the infrastructure changes the Council was seeking to deliver.

102.2 Councillor West stated that he was pleased to present the report that provided an update on the progress made so far with the Lewes Road Local Sustainable Transport Fund (LSTF) project and outlined the proposed next steps.

Councillor West noted that there has been a strong response to the initial consultation that had indicated that sustainable modes, bus, foot and bike were the predominant travel modes for local people. Respondents had also reported that their travel experience was poor, blighted by congestion, inconsiderate parking, and for cyclists a lack of actual and perceived safety.

Councillor West said that the information gathered from local people had been used to help identify and design specific improvement schemes for Lewes Road. The proposals identified had been developed in partnership with members of the local community and had support from a number of key stakeholders including Brighton and Sussex Universities, Brighton & Hove Buses, The Big Lemon, Brighton & Hove Albion Football Club and The Jo Walters Trust - a charity set up by the family of Jo Walters who died cycling to University on Lewes Road in 2010.

Councillor West added that being able to travel safely and sustainably along the Lewes Road is of great importance to local residents and business, but also to the city as a whole.

With plans to expand the Amex Stadium, the Albion were keen to build on their success in encouraging fans to travel sustainably, and the Lewes Road improvements would be key to enabling that.

Councillor West supplemented that the improvements would also underpin sustainable travel choices for those experiencing the new national park, and the developing Eco Tourism offer.

Councillor West stated that a second consultation on the detailed proposals outlined in the report would take place in April 2012 for a further 6 week period. Subject to the results of that consultation, construction work could commence in late 2012.

- 102.3 The Principal Transport Planning Officer gave a short presentation that provided more detail on the area, initial consultation and the proposals.
- 102.4 Councillor Mitchell expressed her disappointment that she had not received a briefing from officers regarding the consultation or the proposals before the meeting adding that it was essential that opposition Members were kept informed particularly on a major project such as this. Councillor Mitchell went on to congratulate officers for the work carried out thus far however; she had a number of concerns. Councillor Mitchell felt that the delays caused when work was underway and the general shifting of attitudes to travel had to be managed carefully. She recommended that motorists be offered something in return such as a football matchday park and ride scheme. She also had concern as a ward councillor for any increases in the number of buses travelling along Eastern Road that was already serviced by twenty four buses an hour and experienced significant traffic problems.
- 102.5 Councillor West apologised to Councillor Mitchell for the lack of a briefing on the project adding that it was important for opposition Members to be kept informed on such a major undertaking. Councillor West agreed that there would be a cross over period when the work was being carried out. The Principal Transport Planning Officer supplemented that the work proposed for Eastern Road was the development of a bus priority infrastructure not an increase in the number of buses.
- 102.6 Councillor Theobald asked how turnings would be managed if a lane was removed from Lewes Road, how utility company work would be managed whilst the work was ongoing and if measures would be introduced to the south of the Vogue Gyratory as well as the north.
- 102.7 The Principal Transport Planning Officer clarified that right turn dividers would remain along Lewes Road for right turns, that a Permit Scheme was being proposed to manage works undertaken by utility companies and that research had demonstrated that by alleviating traffic problems to the north of the Vogue Gyratory would ease the problems in the south.

102.8 RESOLVED-

1. That the Cabinet Member formally notes the outcome of the initial public consultation
2. That the Cabinet Member agrees the principles of the schemes set out in this report and grants permission to consult with local people in accordance with the timescales outlined.

103. RESIDENT PARKING SCHEME CONSULTATIONS

- 103.1 Councillor West considered a report of the Strategic Director, Place that requested extensions of the Area C and Area H Resident Parking Schemes and the necessary pay and display equipment to ensure implementation.
- 103.2 Councillor West introduced the report which considered the outcome of the public consultations undertaken. The first was for a proposed extension to the Area C

Residents Parking Scheme (Queens Park area) into the Richmond Heights area and the second for a proposed extension to the Area H resident parking scheme (RSCH area) into Canning Street.

Councillor West stated that there was a good response rate to both consultations, with majority support among respondents in favour of resident parking schemes being implemented. Councillor West added that ward councillors had also been consulted and expressed their support for taking this forward to the formal Traffic Order consultation.

103.3 Councillor Mitchell noted her concern regarding overflow in both areas.

103.4 The Parking Infrastructure Manager replied that these areas would be monitored as part of the Strategic Citywide Parking Review.

103.5 RESOLVED-

1. That the Cabinet Member approves the extension of the Area C Residents Parking Scheme (Richmond Heights area) be progressed to the final design and the Traffic Regulation Order advertised
2. That the Cabinet Member approves the extension of the Area H Residents Parking Scheme (Canning Street) be progressed to the final design and the Traffic Regulation Order advertised
3. That the order should be placed for all required pay and display equipment to ensure implementation of the extension of the proposed parking schemes if agreed is undertaken as programmed.

104. PERMIT SCHEME BRIEFING REPORT

104.1 Councillor West considered a report of the Strategic Director, Place that outlined actions that the council would have to undertake to introduce a permit scheme in Brighton and Hove following a Notice of Motion agreed at Full Council in October 2011.

104.2 Councillor West stated that he was pleased to present the report which discussed the provision of a Permit Scheme for the city.

There was considerable interest both politically and from all road users where delays due to road works cause disruption and ways to reduce this must be considered. Councillor West said that a permit scheme would give more direct control of road works on the city's streets; road workers would have to seek permission rather than the current requirement to simply provide notice to the Council of their intention to do work.

Councillor West added that a permit scheme should be cost neutral and was not an opportunity for the council to raise income from utility companies. Council works would also be "permitted" and parity must be shown between Council and non council highway works.

Councillor West stated that the report recommended creating a full business case which would in turn help the Council to decide if a Permit Scheme was operationally and financially appropriate for the city. Councillor West noted a change to the report recommendation 2.1 which would read 'presented to a Committee Meeting' rather than 'presented to a CMM' due to changes to the authorities' governance structure effective from May 2012.

104.3 Councillor Theobald enquired as to the timescale of the scheme.

104.4 The Highway & Traffic Manager estimated that it would take two years to implement if the business case was made. This was due to financial, legal and IT complications and the possibility that permission may need to be sought from the Secretary of State. This would also include a 'shadow' system in place for six to eight months.

104.5 **RESOLVED-**

1. That the Cabinet Member authorises officers to draw up a business case considering the need for and impact of a Permit Scheme for Brighton & Hove which will be presented to a Committee Meeting in Autumn 2012.
2. That the Cabinet Member authorises officers to engage the specialist service of consultants in the creation of the business case and considers funding this from the 2012/13 Local Transport Plan allocation. Estimated cost of this work is £10-£15k.

105. VARIOUS CHANGES TO CONTROLLED PARKING ZONES (CPZ) ORDER, AREAS OUTSIDE OF CPZ ORDER AND SEAFRONT ORDER

105.1 Councillor West considered a report of the Strategic Director, Place that requested approval for various changes to Controlled Parking Zones (CPZ) following consideration of the comments, support and objections received.

105.2 Councillor West explained that the Council received a significant amount of requests for changes to parking throughout the City and the report responded to the request of residents, businesses and Ward Councillors. The report considered the comments, support and objections received to an amendment Traffic Regulation Order and contained proposals for 150 roads. The amendments include the provision of safety improvements such as waiting restrictions to improve visibility at junctions and often help to improve sustainable transport.

105.3 Councillor Mitchell asked for specific monitoring of the suggested location for a loading bay in Valley Road as the site was near a busy junction that led to 480 houses. She was concerned that delivery vehicles at the loading bay would restrict driver visibility and was potentially dangerous.

105.4 Councillor West agreed and asked officers if a risk assessment could be conducted for the site before implementation.

105.5 The Parking Infrastructure Manager replied that a risk assessment would be conducted at the proposed site.

- 105.6 Councillor Theobald asked for a deferral of the decision for a loading ban on Western Road for further consideration or to introduce measures on both sides of the road.
- 105.7 Councillor West replied that he was content that a compromise had been reached and all views had been considered. The Parking Infrastructure Manager added that introducing a loading ban on only one side would be less disruptive to parking. It was explained that there are two main reasons why the loading ban is on the north side of the road only. Firstly, if the restriction were applied to both sides of the road more signs and lining would have to be installed which will increase the amount of clutter and add to the cost of maintenance. Secondly, having two sets of restrictions would be more confusing to motorists with different times applied to different sides of the road. The confusion this causes is a common complaint from members of the public. The Parking Infrastructure Manager said there are also slightly more opportunities to park within pay and display exclusive bays on the side streets on the north side of Western Road.

- 105.8 **RESOLVED-** The Cabinet Member (having taken into account of all the duly made representations and objections):

Approves the Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 201* and Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 amendment Order No.* 201* and Brighton & Hove Seafront (Various Restrictions) Consolidation Order 2008 Amendment No.* 201* with the following amendments:

- a) The proposed relocation of permit parking bay in New Church Road is to be removed from the Traffic order due to reasons outlined in section 3.7
- b) The proposed extension to loading bay in Applesham Avenue is to be removed from the Traffic Order due to reasons outlined in section 3.8
- c) The proposed removal of loading bay in Ashford Road is to be removed from the Traffic Order due to reasons outlined in section 3.11
- d) The proposed double yellow lines in Coombe Rise are to be removed from the Traffic Order due to reasons outlined in section 3.13
- e) The proposed double yellow lines in Ovingdean Road are to be removed from the Traffic Order due to reasons outlined in section 3.14
- f) The proposed extension to double yellow lines in St Aubyn's Road are to be removed from the Traffic Order due to reasons outlined in section 3.16
- g) The proposed double yellow lines and single yellow lines in Hazeldene Meads and The Beeches are to be removed from the Traffic Order due to reasons outlined in section 3.17
- h) The Proposed double yellow lines in Tongdean Rise are to be removed from the Traffic Order due to reasons outlined in section 3.18

- i) The proposed removal of loading ban in Madeira Drive is to be removed from the Traffic Order due to reasons outlined in section 3.19

106. NORTH LAINE CYCLE PERMEABILITY

- 106.1 Councillor West considered a report of the Strategic Director, Place that outlined proposals for introducing a contraflow cycle network in the North Laine area and sought permission to advertise the associated Traffic Regulation Orders for the first phase of streets where contraflow cycling networks can be introduced.
- 106.2 Councillor West stated that he was very pleased to receive the report which identified twelve streets that would require only minor changes to make them suitable for cycle contraflow facilities. He added that enabling cycle contra flow in these streets will provide valuable new links through the area. Together these streets would form the basis of the first cycle contraflow network in the city. This will significantly improve ease of access for cycle users: helping to increase transport choice and offer support for active travel.
Councillor West stated that Contraflow cycling was already common in the North Laine and these new measures would help to address some of the concerns raised by local businesses and residents regarding cyclists who use pavements and twittens.
Councillor West noted that the proposals had been taken to a number of public meetings, and had been largely well received, particularly by The North Laine Traders Association. Councillor West added the work would continue with local groups to iron out any emerging issues whilst seeking to keep the measures as simple and easily understood as possible.
- 106.3 **RESOLVED-** That the Cabinet Member gives approval to advertise the proposed cycle contraflow facilities in a Traffic Regulation Order and that if any objections are received they would be considered at a future Environment & Sustainability Committee Meeting.

The meeting concluded at 4.00pm

Signed

Cabinet Member

Dated this

day of

BRIGHTON & HOVE CITY COUNCIL

ENVIRONMENT, TRANSPORT & SUSTAINABILITY CABINET MEMBERS MEETING

2.00pm 4 MAY 2012

COUNCIL CHAMBER, HOVE TOWN HALL

MINUTES

Present: Councillor West (Cabinet Member), Councillor Davey (Cabinet Member)

Also in attendance: Councillors Mitchell (Opposition Spokesperson), Councillor Geoffrey Theobald (Opposition Spokesperson)

Other Members present: Councillor Janio

PART ONE

107. PROCEDURAL BUSINESS

107(a) Declarations of Interests

107.1 There were none.

107(b) Exclusion of Press and Public

107.2 In accordance with section 100A of the Local Government Act 1972 (“the Act”), the Cabinet Member considered whether the press and public should be excluded from the meeting during an item of business on the grounds that it was likely, in view of the business to be transacted or the nature of the proceedings, that if members of the press and public were present during that item, there would be disclosure to them of confidential information (as defined in section 100A(3) of the Act) or exempt information (as defined in section 100I(1) of the Act).

107.3 **RESOLVED** - That the press and public not be excluded from the meeting.

108. CABINET MEMBERS' COMMUNICATIONS

108.1 Councillor Davey and Councillor West both noted they were looking forward to working within the Committee Structure, and hoped it would be both constructive and co-operative.

108.2 Councillor West noted he had attended the formal opening of the renovation project at the Rock Gardens; he noted volunteers and local school children had helped work on the project, and hoped the area could be enjoyed by all. Councillor West went on to say

that £145k had been secured to improve playground facilities and equipment for children with disabilities, and young people would be involved in the design ideas.

109. ITEMS RESERVED FOR DISCUSSION

109.1 **RESOLVED** – That all items be reserved for discussion.

110. PRESTON PARK TRAFFIC REGULATION ORDER CONSULTATION

110.1 Councillor West considered a report of the Strategic Director, Place. He noted that a cross party working group had considered the matter, and consulted with residents in 2011; it had been agreed that the scheme would be self-funding, and amendments to the scheme had been made to reduce the cut off hour for evening charging from 2000 to 1800.

110.2 Councillor Mitchell noted her concerns in relation to the potential impact on sports clubs at the park, and stated her view that the reduction in evenings did not go far enough. She proposed that the scheme should be free at weekends, and monitored for 6 months. Councillor Geoffrey Theobald agreed with the comments made by Councillor Mitchell, and hoped other measures could be looked at to provide free weekend parking. Councillor West noted that charging at the weekend was necessary to ensure the scheme was self-funding; the charges were relatively low; a review would take place after 6 months and the scheme addressed safety concerns at the park.

110.3 **RESOLVED** – That:

- (1) Having taken account of all duly made representations and objections, the Cabinet Member approves as advertised the following orders;
 - (a) Brighton & Hove (Preston Park) Various Restrictions Order 20** TRO-7a-2012 with minor amendments in response to the consultation as set out in this report
 - (b) Brighton & Hove (Waiting & Loading/ Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No. * 20** (Preston Drove TRO-7b-2012
 - (c) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No. * 20** (Preston Park Avenue) TRO-7c-2012
- (2) That any amendments included in the report and subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

111. BRIGHTON & HOVE 20MPH CITY

111.1 Councillor Davey considered a report of the Strategic Director, Place, and an Officer update. In response to queries it was highlighted that the any progression of such a scheme would take place in close work with Ward Councillors. He explained that scrutiny had considered 20mph speed restrictions in 2010, and approval had been given in January 2012 for Officers to investigate the possibility of wider 20mph restrictions across the city.

111.2 Councillor Mitchell noted that the report was not a direct reflection of the scrutiny work undertaken in 2010. She went on to raise her concerns in relation to proposed phasing of the Scheme; the funds to undertake the lining work and the long term maintenance. Councillor Geoffrey Theobald also noted concerns in relation to street clutter, and the funding to provide the necessary traffic calming measures. Councillor Janio also noted there would need to be a mechanism in place for areas where residents did not want a 20mph scheme. Councillor Davey noted that there was some rationale in decreasing speeds closer to the city centre; he also highlighted that there would be budget in place to support this over the next three years. Officers confirmed that additional engineering and traffic calming measures would be considered where necessary.

111.3 RESOLVED –

- (1) That the Cabinet Member for Transport & Public Realm agrees the principles of the proposed outline implementation programme (see Appendix 1).
- (2) That the Cabinet Member for Transport & Public Realm grants permission to commence stakeholder and public consultation and preparatory research, surveys and street character assessments.

112. LOCAL SUSTAINABLE TRANSPORT FUND - UPGRADE OF THE REAL TIME PASSENGER INFORMATION (RTPI) SYSTEM

112.1 Councillor Davey considered a report from the Strategic Director, Place, and an Officer update stating that the proposed upgraded system would use GPRS and improve the service provided by the current system which had become dated; the current contract ended in 2013 and it was envisaged coverage could be increased across the city.

112.2 Councillors Mitchell and Geoffrey Theobald welcomed the introduction of the new technology.

112.3 RESOLVED:

- (1) That the Cabinet Member for Transport & Public Realm supports the upgrade of the RTPI system to GPRS and grants permission for officers to begin the Official Journal of the European Union (OJEU) tendering process to secure a provider of a GPRS system and an ongoing maintenance contract.
- (2) That the Cabinet Member for Transport & Public Realm grants permission for officers to plan for the rollout of the new system by July 2013.

113. CITY WIDE PARKING REVIEW - INTERIM REPORT

113.1 Councillor Davey considered report of the Strategic Director, Place and received an Officer update stating that the level of consultation had been extensive including 18 community meetings talking to over 600 residents and traders. The report outlined the current plan; the proposed summer consultation and it was hoped a final report would be brought forward in late 2012.

113.2 Councillor Mitchell stated that she not did understand the purpose of the review; and suggested that there was a risk it only highlight issues that Officers were already aware of in relation to parking. She also expressed concern in relation to the potential costs of the work. Councillor Janio noted that Officers had undertaken good work, but stated that the review lacked any firm proposals that could be properly consulted on. Councillor Davey noted that residents would be able to make suggestions and all parties would be able to feed into the review. Councillor Geoffrey Theobald also noted that the review should be more embracing and include local businesses and tourist bodies.

113.3 RESOLVED:

- (1) That the Cabinet Member notes the progress made on the review to date.
- (2) That the Cabinet Member notes the summary of issues raised to date.
- (3) That the Cabinet Member approves the outline plan to complete the review.

114. RESPONSE TO GOVERNMENT CONSULTATION 'DEVOLVING MAJOR LOCAL TRANSPORT SCHEMES'

114.1 Councillor Davey considered a report of the Strategic Director, Place and received an introduction from the Head of Transport Strategy and Projects, Andy Renaut. It was stated that the report set out the views that had been submitted on behalf of the Council to devolve powers and responsibilities to local authorities; the report discussed the provision of influence through a locally established transport body that would be accountable. The outcome of the consultation was expected to provide advice on how this would be taken forward.

114.2 Councillor Mitchell welcomed the move to start managing transport at a local level; and noted that it was her view to South-East Transport Board had worked effectively before it was decommissioned. Councillor Geoffrey Theobald noted his disagreement with the points made by Councillor Mitchell, and stated that a new board would be better based on the LEP as this would be more relevant to the city as a location. Councillor Davey agreed that the LEP was a useful geographical and economic area to focus on.

114.3 RESOLVED - That the Cabinet Member:

- (1) Approves the officer response submitted on behalf of the council to the government's consultation (attached in Appendix 1).
- (2) Requests that the Strategic Director notifies the Department for Transport of his decision.
- (3) Notes the indicative timetable set out in Appendix 2 associated with the development of a Local Transport Body and authorises the Strategic Director to continue discussions with relevant local authorities and organisations to produce agreed draft Local Transport Body proposals.

115. NORTH LAINE PERMEABILITY TRO REPORT

- 115.1 Councillor Davey considered a report of the Strategic Director, Place, and an Officer update stating that the proposed contra flow in the North Laine area was to address concerns in relation to safety, and support cycling. The formal consultation had only closed the day before the meeting, and the additional road markings would be trialled.
- 115.2 Councillor Janio noted his support for the scheme, but highlighted it would need to be monitored. Councillor Mitchell also welcomed the report.
- 115.3 **RESOLVED** - That the Cabinet Member for Transport & Public Realm, having taken into account all duly made objections and representations, due to the reasons stated in the report, gives approval to the TROs as advertised and gives approval for officers to begin implementation of the proposed cycle contraflow network scheme.

The meeting concluded at 3.13pm

Signed

Cabinet Member

Dated this

day of

Subject: Petitions
Date of Meeting: 10 July 2012
Report of: Strategic Director, Resources
Contact Officer: Name: John Peel Tel: 29-1058
E-mail: john.peel@brighton-hove.gov.uk
Key Decision: No
Wards Affected: Various

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

1.1 To receive any petitions presented at Council, any petitions submitted directly to Democratic Services or any e-Petition submitted via the council's website.

2. RECOMMENDATIONS:

2.2 That the Committee responds to the petition either by noting it or writing to the petition organiser setting out the Council's views, or where it is considered more appropriate, calls for an officer report on the matter which may give consideration to a range of options, including the following:

- taking the action requested in the petition
- considering the petition at a council meeting
- holding an inquiry into the matter
- undertaking research into the matter
- holding a public meeting
- holding a consultation
- holding a meeting with petitioners
- referring the petition for consideration by the council's Overview and Scrutiny Committee
- calling a referendum

3. PETITIONS**3. (i) 20mph Speed Limit on roads close to St Ann's Well Gardens**

To receive the following e-Petition submitted by Clare Tickly and signed by 421 people:

"We the undersigned urge Brighton & Hove City Council to impose 20mph speed limits on the roads around St Ann's Well Gardens (i.e bounded by and including Nizells Avenue to the north, York Avenue/Osmond Gardens to the east, Lansdowne Road to the south, Holland Road to the west and incorporating Somerhill Road, Somerhill Avenue and Furze Hill) The sheer volume of park users- as well as

schoolchildren using St Ann's Well Gardens and surrounding roads as a route to get to and from the Davigdor and Somerhill Schools- is a particular concern".

John Peel
Democratic Services Officer

Dear Mr Peel

Ref Traffic using Poets' Corner

I have been contacted by residents of Poets' Corner concerning an apparent increase in traffic using these narrow roads as a 'rat-run.'

The situation has got much worse since the changes to the lay-out of the junction of Portland Road and Sackville Road. In particular the reduction in the number of lanes in Portland Road to one (when there is still room for two) actively encourages motorists to avoid the delays at the junction, and cut through the side streets instead.

I would like to ask a formal question about traffic using Poets' Corner at the next meeting of the Transport Committee in July.

The question is as follows-

'Changes made to the Portland Road/Sackville Road junction have increased queues. As a result many drivers avoid the junction and use the narrow streets of Poets' Corner instead. What measures are the Council taking to address this problem on behalf of residents of Poets' Corner?'

Please can the necessary action be taken to get this on the agenda.

Thank you

Graham

Graham Cox

Conservative Councillor for Westbourne Ward

01273 291637

07557082663

graham.cox@brighton-hove.gov.uk

Website [Cllr Graham Cox](#)

Twitter [@CoxGraham](#)

Mr Mark Wall
Head of Democratic Services
Brighton & Hove City Council

28th June 2012

Dear Mark,

Please could this written question be placed on the agenda of the meeting of the Transport Committee on 10th July.

“Given the continuing number of complaints about the state of the roadway and pavement area under the railway bridge on New England Road and the very real concerns in relation to the health and safety issues caused by the regular build up of pigeon droppings, can Cllr West please clarify what action the council is currently taking in conjunction with Network Rail to reinstate the Pigeon proofing measures under the bridge that have deteriorated, thus causing this slippery and unpleasant problem to re-occur.

I understand that the council has been in discussion with Network Rail on this issue since the beginning of the year and the rail company maintain that they can only carry out the works needed following a request from the council.”

Cllr Gill Mitchell

Sent Via Email

07/06/2012

Dear Mr Barradell

Re; Request for the installation of a single doctor parking bay outside The Haven GP Practice at 100, Beaconsfield Villas, Brighton, BN1.

<http://www.thehavenpractice.co.uk/>

We have received a request from Dr Barnaby Tredgold on behalf of his wife Dr Larissa Tate for an allocated doctors parking bay outside the above GP practice. I understand that a previous request was refused due to budget restrictions.

This single partner practice was established over 20 years ago and at that time a doctors parking bay was not required as it was relatively easy to park outside or very near. As traffic density has increased, parking has become very difficult and it is often not possible to park on the same road as the surgery. This poses particular problems for a GP called out on emergencies and when carrying equipment.

The LMC have written a letter of support for this request and I quote 'General Practitioners, who are liable by the nature of their work to be called away, unpredictably, to visit patients at home for urgent medical conditions and may therefore find their response to such a request delayed, and also their return to the surgery, where other patients may be waiting, delayed by the difficulty in finding a parking space.'

All GP practices in Brighton and Hove will almost always already have designated Doctor's parking.

Due to the particular circumstances of this parking bay application all 3 ward councillors request this be made an 'essential item' and therefore an exception to the recent budget restrictions on new parking bays.

Yours Sincerely

Mike Jones,

PP Leo Littman, Amy Kennedy

Ward Councillors
Preston Park Ward
Brighton and Hove City Council.

Mr Mark Wall,
Head of Democratic Services
Brighton & Hove City Council

10th June 2012

Dear Mark,

Please could this letter be placed on the agenda of the Transport Committee for its meeting on 10th July 2012.

I am writing on behalf of the residents of Sudeley Terrace that runs between Sudeley Place and Paston Place to the rear of the Sussex Eye Hospital and very near to the Royal Sussex County Hospital.

Following the granting of planning consent for the expansion of the hospital, residents are again asking for the parking arrangements in their street to be changed to resident parking only. At present there are no resident-only bays as the street has a mixture of shared bays on one side and 7 disabled bay spaces occupying the majority of the space along the other side of this relatively small street.

Residents appreciate the need for adequate disabled parking space to be provided near to a hospital but would like the shared bays to be converted to resident-only to give them more protection from the parking pressure that is already preventing them from being able to park near to their homes and that will be exacerbated by the imminent expansion of the hospital. It is also anticipated that as the hospital building work gets underway, further pressure on parking in the area will be added to by contractor and sub-contractor vehicles.

I would ask that this request is looked at urgently in conjunction with the ongoing discussions and planning for the highway related aspects of these forthcoming major works and that this request from the residents is granted before these works get underway.

Yours sincerely,

Councillor Gill Mitchell
East Brighton Ward

Subject:	Richmond Heights & Canning Street - Resident Parking Scheme Formal Consultation		
Date of Meeting:	10 July 2012		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Charles Field	Tel: 29-3329
	E-mail:	charles.field@brighton-hove.gov.uk	
Key Decision:	No		
Wards Affected:	Queens Park		

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

- 1.1 The purpose of this report is to address comments and objections to the draft traffic regulation orders. The traffic orders outline the inclusion of Canning Street into the Area H resident parking scheme and the inclusion of the Richmond Heights area into the Area C resident parking scheme. The proposals include a number of one way streets alongside exemptions for cyclists to maximise parking.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made representations and objections, the Cabinet Member approves as advertised the following orders;
- (a) Brighton & Hove Various Controlled Parking Zones Consolidation Order 2008 Amendment Order No.* 20** (Areas C and H extensions) TRO-13a-2012
 - (b) Brighton & Hove (Waiting & Loading/Unloading Restrictions and Parking Places) Consolidation Order 2008 Amendment Order No.* 20** TRO-13b-2012
 - (c) Brighton & Hove (Various Roads) (One-Way Traffic) Order No.2 20** TRO-13c-2012
- 2.2 That any subsequent requests deemed appropriate by officers are added to the proposed scheme during implementation and advertised as an amendment Traffic Regulation Order.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In September 2009 a letter plus short questionnaire about parking issues was sent to all property addresses in the Hanover and Elm Grove Area. In addition workshops had also been held in the local area with residents and stakeholders to establish whether there was sufficient demand to proceed to informal

consultation on the introduction of a residents parking scheme. Maps and plans for consultation on a proposed parking scheme for Hanover and Elm Grove area were designed, based on evidence gathered in these 3 exercises, and also from on-street parking surveys conducted by Mott MacDonald (traffic engineering and transport planning consultancy) and in consultation with ward councillors.

- 3.2 It was decided not to proceed with a scheme for the Hanover and Elm Grove area due to the level of residents' objections to a proposed scheme for the overall area.
- 3.3 However, respondents from a segment of the wider area in the Richmond Heights area and in Canning Street were broadly in favour of a scheme.
- 3.4 At the Environment Cabinet Member Meeting on 9th November 2011 it was agreed to consult these residents again to determine whether they would like the opportunity to join neighbouring residents parking schemes.
- 3.5 In January 2012 an information leaflet, detailed maps, a questionnaire and a prepaid envelope for reply was sent to each address within the Richmond Heights area (1086 property addresses). 67 property addresses were also consulted in Canning Street.
- 3.6 Plans could also be viewed at exhibitions staffed by officers from Brighton & Hove City Council at: St Mary's Church Hall, 61 St James' Street, Brighton on Tuesday 10 January, 2012, 1.30pm to 5.30pm and Thursday 12 January, 2012, 3.30pm to 7pm. There was also an unstaffed exhibition at Hove Town Hall, Norton Road from Tuesday 3 January, 2012 to Tuesday 31 January, 2012, 9am to 5pm.
- 3.7 In the Richmond Heights area 253 valid responses were received giving a response rate of 23%. Overall, 148 (61%) respondents supported the proposed extension of the Area C scheme and 96 (39%) were not in favour. Responses from outside the area (x1) or where no street name was given (x8) were removed from the analysis
- 3.8 In Canning Street 34 valid responses were received giving a response rate of 51%. Overall, 30 (88%) respondents supported the proposed extension of the Area H scheme and 4 (12%) were not in favour.
- 3.9 Therefore, the recommendation on 27th March 2012 in the report to the Environment, Transport & Sustainability Cabinet Member Meeting was that both these residents parking scheme extensions should be progressed to final design and advertised through a traffic regulation order.

4. CONSULTATION

- 4.1 The draft Traffic Regulation Order (TRO) was advertised on 27th April 2012 with the closing date for comments and objections on 19th May 2012.
- 4.2 The Ward Councillors for the areas were consulted, as were the statutory consultees such as the Emergency Services.

- 4.3 Notices were put on street for 27th April 2012 which outlined the proposal and after a week any missing notices on-street were replaced. The notice was also published in The Argus newspaper on 27th April 2012. Detailed plans and the Traffic Regulation Order were available to view at Hove Library, Jubilee Library, the City Direct Offices at Bartholomew House and Hove Town Hall. A plan detailing the proposals is shown on Appendix A and B.
- 4.4 The documents were also available to view and to respond to directly on the Council website.

Richmond Heights

- 4.5 There were 19 items of correspondence received in relation to the Richmond Heights proposal (hard copies are available to view in the Members Room). All 19 items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix C.
- 4.6 8 items of correspondence were support for the proposals due to the parking problems in the area. The remaining 11 items of correspondence were objections to the proposals.
- 4.7 The 11 representations that objected contained 20 different objections to the resident parking proposals.
- 4.8 5 objections were received to the loss of parking spaces caused by parking only being proposed on one side of the road.
- 4.9 The design of the proposals was created using guidance from Department for Transport and officer expertise from experience of previous schemes. In a number of roads there is no opportunity to allow parking on both sides as the road is too narrow to meet the guidelines and the Council does not condone pavement parking within resident parking schemes. The proposals were clearly outlined in the informal consultation documents and the majority of respondents were in favour of the proposals.
- 4.10 4 objections were that that this is a revenue gaining exercise for the Council and / or they do not want to pay to park.
- 4.11 When introducing new residents parking schemes the Council must demonstrate that these would be self financing. This is why charges have to be made for On-street parking through permits and pay & display. Any surplus from the revenue received from the proposed parking schemes goes back into transport and environmental improvements throughout the City.
- 4.12 2 objections were general objections to the resident parking scheme proposals.
- 4.13 Overall during the informal consultation the majority of respondents who responded were in favour of proceeding with these proposals.
- 4.14 2 objections were due to the fact there is no guarantee of more than one resident permit for each household.

- 4.15 Each household in the proposed scheme will be able to apply for one permit if they do not have off street parking for that vehicle. Any household requiring more than one permit can call the Parking Information Centre to request a second permit application form. Assuming that permits are available following the initial allocation, (as has been the case with previous schemes) these will be issued to other members of the household who have applied for a second permit for that household before the scheme begins operation. The number of permits issued in Area C is based on a 1:1 ratio of spaces available in resident permit only and shared resident permit/ pay & display spaces available and a waiting list will be created at that cut off point. Currently there is no resident permit waiting list in Area C.
- 4.16 2 objections were to the one way streets meaning increased speeds of traffic.
- 4.17 The design of this proposal involved liaising with the road safety team and the outcome was that staggered parking was introduced to reduce speeds of traffic.
- 4.18 2 objections were to the consultation process with concerns that the whole Hanover area voted no to the proposals and this was "Gerrymandering".
- 4.19 The consultation process is clearly outlined in the background section above. Respondents from a segment of the wider area in the Richmond Heights area and in Canning Street were broadly in favour of a scheme as part of the Hanover parking review. At the Environment Cabinet Member Meeting on 9th November 2011 it was agreed to consult these residents again to determine whether they would like the opportunity to join neighbouring residents parking schemes.
- 4.20 1 objection was that there is no consideration for the low paid Commuters.
- 4.21 As part of the consultation undertaken regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the scheme but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the area and existing parking provisions in the area.
- 4.22 1 objection was there is no consideration for the elderly that do not qualify for a blue badge who would be affected by this proposal as they would have to pay for a permit.
- 4.23 The Council do have to charge residents for permits for the schemes as the schemes have ongoing costs i.e. Civil enforcement officers, maintenance of signage and lining etc. The consultation literature makes this perfectly clear and residents had a choice of whether to vote for a scheme or not. Overall during the informal consultation the majority of respondents who responded were in favour of proceeding with these proposals.
- 4.24 The final objection was a failure of the Council to outline the AMEX development proposals during the consultation which include off-street parking for staff.

- 4.25 The planning proposals for the AMEX development have been outlined on the Council website. Therefore, there was the opportunity for respondents to take into consideration other proposals in their area when responding.

Canning Street

- 4.26 There were 8 items of correspondence received in relation to the Canning Street proposal (hard copies are available to view in the Members Room). All 8 items were received from individuals and included support, objections and general comments. The comments / objections are listed in Appendix D.
- 4.27 5 items of correspondence were support for the proposals due to the parking problems in the area. The remaining 3 items of correspondence were objections to the proposals.
- 4.28 The 3 representations that objected contained 10 different objections to the resident parking proposals.
- 4.29 2 objections were to the one way streets meaning increased speeds of traffic and the junctions being more dangerous.
- 4.30 The design of this proposal involved liaising with the road safety team and the outcome was that staggered parking was introduced to reduce speeds of traffic.
- 4.31 2 objections were received to the loss of parking spaces caused by parking only being proposed on one side of the road. It was added that would lead to residents having to travel further to walk to their front door.
- 4.32 The design of the proposals were created using guidance from Department for Transport and officer expertise from experience of previous schemes. In Canning Street there is no opportunity to allow parking on both sides as the road is too narrow to meet the guidelines and the Council does not condone pavement parking within resident parking schemes. The proposals were clearly outlined in the informal consultation documents and the majority of respondents were in favour of the proposals.
- 4.33 1 objection was that that this is a revenue gaining exercise for the Council and / or they do not want to pay to park.
- 4.34 When introducing new residents parking schemes the Council must demonstrate that these would be self financing. This is why charges have to be made for On-street parking through permits and pay & display. Any surplus from the revenue received from the proposed parking schemes goes back into transport and environmental improvements throughout the City.
- 4.35 1 objection was a general objection to the resident parking scheme proposal.
- 4.36 Overall during the informal consultation the majority of respondents who responded are in favour of proceeding with these proposals.
- 4.37 1 objection was due to the fact there is no guarantee of more than one resident permit for each household.

- 4.38 Each household in the proposed scheme will be able to apply for one permit if they do not have off street parking for that vehicle. Any household requiring more than one permit can call the Parking Information Centre to request a second permit application form. Assuming that permits are available following the initial allocation, (as has been the case with previous schemes) these will be issued to other members of the household who have applied for a second permit for that household before the scheme begins operation. The number of permits issued in Area H is based on a 1:1 ratio of spaces available in resident permit only and shared resident permit/ pay & display spaces available and a waiting list will be created at that cut off point. Currently there is no resident permit waiting list in Area H.
- 4.39 1 objection was to the consultation process with concerns that the proposals have changed since the informal consultation stage.
- 4.40 A number of alterations have been made since the informal consultation following comments from residents of Canning Street. These proposals were fully outlined in the advertised formal consultation allowing any member of the public the opportunity to comment on the proposals.
- 4.41 1 objection was that there is no consideration for Hospital staff who should be able to park for free in Canning Street.
- 4.42 As part of the consultation undertaken regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the scheme but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the area and existing parking provisions in the area.
- 4.43 1 objection was that this would cause the displacement of vehicles into the Bakers Bottom area.
- 4.44 In September 2009, the residents of the Bakers Bottom area and surrounding roads in the Hanover area voted to be excluded from any proposed resident parking scheme, and therefore all these roads were not included.
- 4.45 As outlined in the background above respondents from Canning Street, however, were broadly in favour of a scheme. At the Environment Cabinet Member Meeting on 9th November 2011 it was agreed to consult these residents again to determine whether they would like the opportunity to join neighbouring residents parking schemes.

Conclusions

- 4.46 The recommendation is that both scheme extensions be progressed due to the reasons outlined within the relevant background and consultation responses.
- 4.47 Any additional amendments to the approved schemes deemed necessary through the formal consultation will be introduced during the implementation stage and advertised through a traffic regulation amendment order.

- 4.48 As part of the consultation undertaken in the scheme regard has been given to the free movement of traffic and access to premises since traffic flow and access are issues that have generated requests from residents and in part a need for the measures being proposed. The provision of alternative off-street parking spaces has been considered by officers when designing the schemes but there are no opportunities to go forward with any off street spaces due to the existing geographical layout of the areas and existing parking provisions in the areas.
- 4.49 Ward Councillors in Queens Park have been consulted about this proposal.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Revenue: the costs of advertising the traffic regulation orders have been met from existing revenue budgets. The financial impact of the revenue from the new scheme, along with associated ongoing revenue costs, has been included as part of the budget for 2012-13.
- 5.2 Capital: new parking schemes are funded through unsupported borrowings with approximate repayment costs of £100,000 per full scheme over 7 years.

Finance Officer Consulted: Karen Brookshaw

Date: 08/06/12

Legal Implications:

- 5.2 The Council has power to make traffic orders under the Road Traffic Regulation Act 1984. The orders have been advertised in accordance with the relevant procedure regulations. As there are unresolved objections they are now referred to this meeting for consideration.

Relevant Human Rights to which the Council should have regard are the right to respect for family and private life and the right to protection of property. These are qualified rights and there can be interference with them in appropriate circumstances.

Lawyer Consulted: Carl Hearsom

Date: 11/06/12

Equalities Implications:

- 5.3 The proposed measures will be of benefit to many road users.

Sustainability Implications:

- 5.4 The new motorcycle bays will encourage more sustainable methods of transport.
- 5.5 Managing parking will increase turnover and parking opportunities for all.

Crime & Disorder Implications:

- 5.6 The proposed amendments to restrictions will not have any implication on the prevention of crime and disorder.

Risk and Opportunity Management Implications:

- 5.7 Any risks will be monitored as part of the overall project management, but none have been identified.

Corporate / Citywide Implications:

- 5.8 The legal disabled bays will provide parking for the holders of blue badges wanting to use the local facilities.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 The only alternative option for the proposals is doing nothing which would mean the proposals would not be taken forward. However, it is the recommendation of officers that these proposals are proceeded with for the reasons outlined within the report.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To seek approval of the schemes to the implementation stage after taking into consideration of the duly made representations and objections. These proposals and amendments are recommended to be taken forward for the reasons outlined within the report.

SUPPORTING DOCUMENTATION

Appendices:

1. Appendix A - Richmond Heights Plan
2. Appendix B - Canning Street Plan.
3. Appendix C - Richmond Heights - List of Objections / Comments
4. Appendix D - Canning Street - List of Objections / Comments












Documents In Members' Rooms

1. Objections / representations.

Background Documents

1. Item 43 - Environment Cabinet Member Meeting Report – 9th November 2011
2. Item 102 – Environment, Transport & Sustainability Report - 29 March 2012

Key

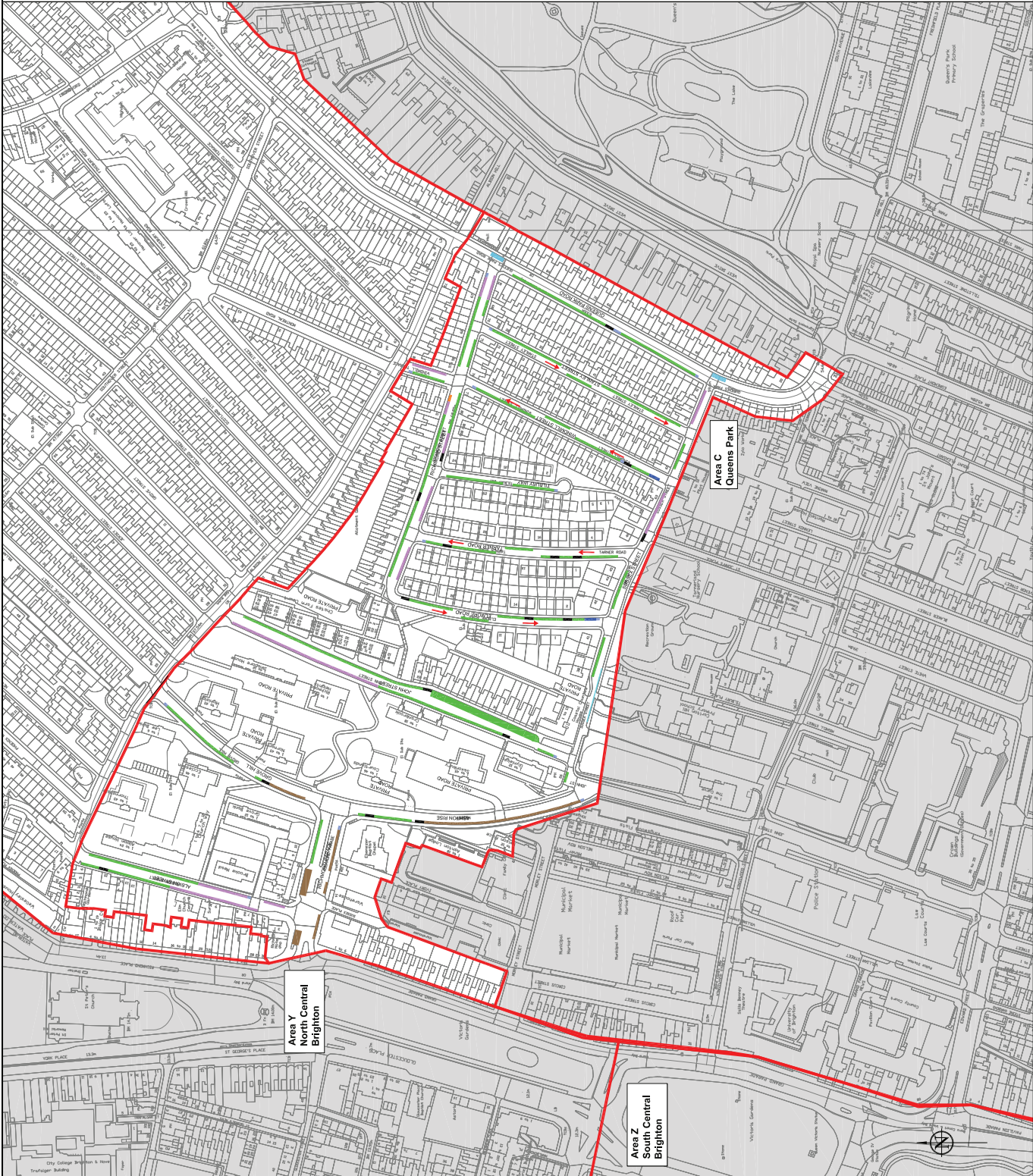
-  Proposed Residents Permits Only 9am - 8pm
-  Proposed Echalon Residents Permit Only 9am - 8pm
-  Proposed Shared Permit and P&D 4hr 9am - 8pm
-  Proposed Shared Permit and P&D 11hr 9am - 8pm
-  Proposed Echalon Shared Permit and P&D 11hr 9am - 8pm
-  Proposed Motorcycle Bay
-  Proposed Disabled Bay
-  Car Club
-  Cycle Parking
-  Proposed Bus Stop Cleanway
-  Proposed School Keep Clear
-  Proposed One Way Street



TARNER ROAD



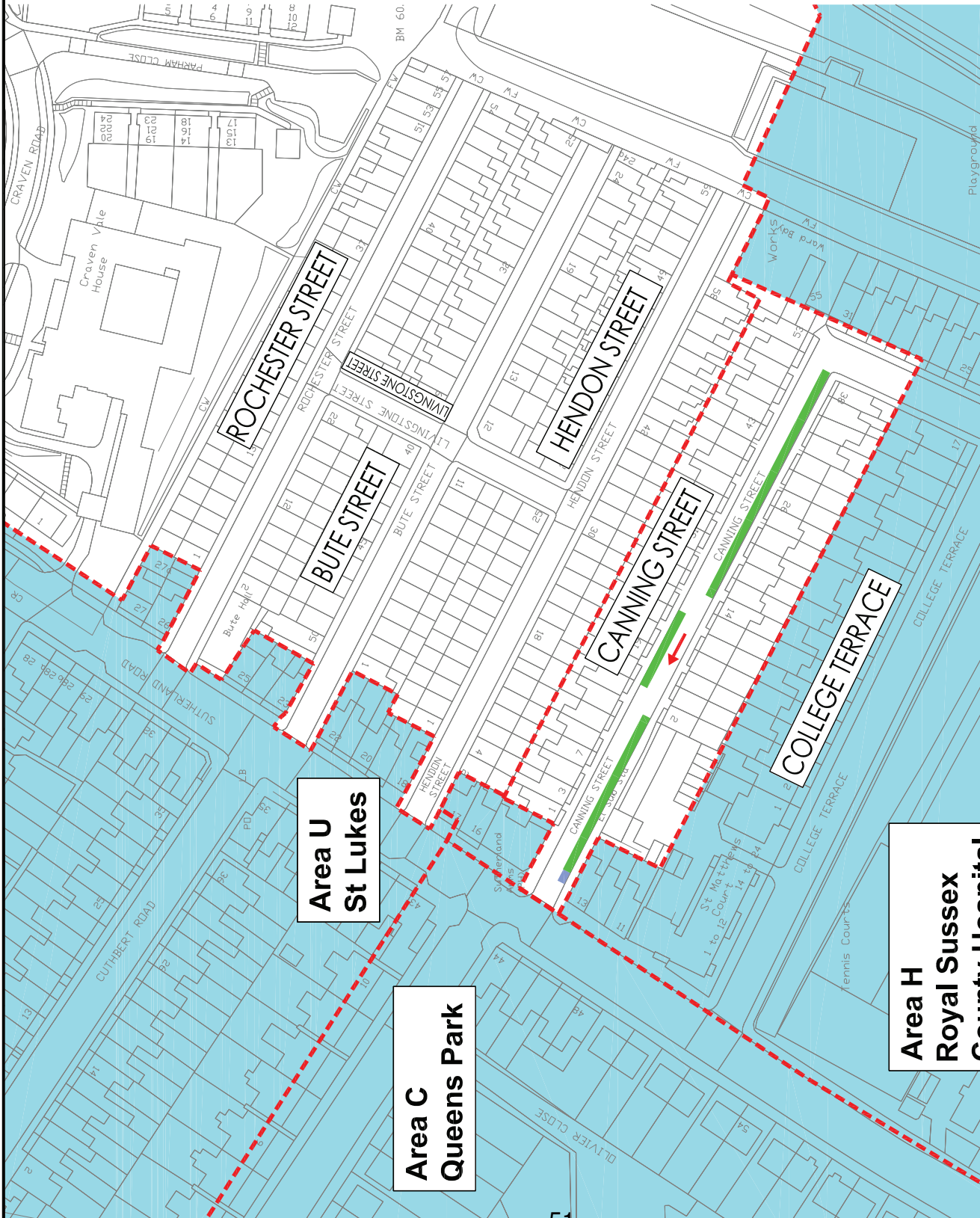
STANLEY STREET



Scale	NTS	Original Aps size	A0	Date	31/08/11
Drawn	P.T.	Checked	-	Approved	-

APPENDIX A

Reproduced from 'Basis on the the permission of the copyright owner. All rights reserved. Brighton & Hove City Council. 10/02/2011'



KEY:

- █ PERMIT PARKING
(Monday - Sunday, 9am - 8pm)
- █ LOADING BAY
- █ MOTORCYCLE BAY
- - - CPZ SCHEME BOUNDARIES



Sutherland Road facing east
looking down Canning Street



Canning Street junction with Walpole Terrace
looking west up Canning Street

**Area U
St Lukes**

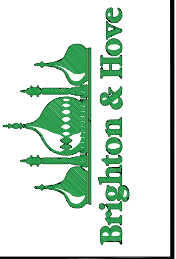
**Area C
Queens Park**

**Area H
Royal Sussex
County Hospital**

Reproduced from / Based on the
Ordnance Survey mapping with the
permission of the controller of H.M.
Stationery Office, Crown copyright.
Unauthorised reproduction infringes
Crown copyright and may lead to
prosecution or Civil Proceedings.
Brighton & Hove City Council.
Licence: 100020999,2012.

NOTES
Any length of road on Canning Street with no
restriction indicated is "No Waiting At Any
Time"

CITY INFRASTRUCTURE <small>PARKING INFRASTRUCTURE</small>	Scale : NTS
	Date : SEPT'11
	Drawn : P.T.



APPENDIX B

APPENDIX C – Items of correspondence - Richmond Heights

Who	Object / Support	Contents
1. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
2. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
3. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
4. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
5. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
6. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
7. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
8. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
9. Resident	Object	<ul style="list-style-type: none"> • General Objection
10. Resident	Object	<ul style="list-style-type: none"> • Doesn't want to pay to park. • No guarantee of more than one permit to each household. • One way streets mean increased speeds.
11. Resident	Object	<ul style="list-style-type: none"> • Concerns with consultation process • Doesn't want to pay to park. • Revenue raising exercise
12. Resident	Object	<ul style="list-style-type: none"> • Concerns with consultation process • No consideration of low paid commuters • No consideration of the elderly who have to pay. • Failure to outline AMEX development plans.
13. Resident	Object	<ul style="list-style-type: none"> • One way streets mean increased speeds. • Loss of parking spaces.
14. Resident	Object	<ul style="list-style-type: none"> • Loss of parking spaces.
15. Resident	Object	<ul style="list-style-type: none"> • Revenue raising exercise
16. Resident	Object	<ul style="list-style-type: none"> • Loss of parking spaces.
17. Resident	Object	<ul style="list-style-type: none"> • Loss of parking spaces.
18. Resident	Object	<ul style="list-style-type: none"> • Loss of parking spaces. • No guarantee of more than one permit to each household.
19. Resident	Object	<ul style="list-style-type: none"> • General Objection

APPENDIX D – Items of correspondence – Canning Street

Who	Object / Support	Contents
1. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
2. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
3. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
4. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
5. Resident	Support	<ul style="list-style-type: none"> • Support for the proposals due to the parking problems in the area.
6. Resident	Object	<ul style="list-style-type: none"> • One way streets mean increased speeds. • Loss of parking spaces. • Doesn't want to pay to park. • Hospital staff need somewhere to park for free. • No guarantee of more than one permit to each household.
7. Resident	Object	<ul style="list-style-type: none"> • General Objection
8. Resident	Object	<ul style="list-style-type: none"> • Will cause displacement • One way streets mean increased speeds and dangerous junction. • Loss of parking spaces / further for residents to park. • Concerns that the proposals have changed since the informal consultation stage.

Subject:	Brighton Station Gateway Progress Report		
Date of Meeting:	10th July 2012		
Report of:	Strategic Director - Place		
Contact Officer:	Name:	Jim Mayor	Tel: 01273-294164
	Email:	jim.mayor@brighton-hove.gov.uk	
Ward(s) affected:	St Peter's & North Laine		

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 results from recent feedback on design options for the Brighton Station Gateway project and seeks a decision on the next step in the project process.

2. RECOMMENDATIONS:

- 2.1 That Committee notes the results of the recent public consultation on options for Brighton Station Gateway.
- 2.2 That Committee agrees that a preferred option should be developed drawing on feedback received prior to a further round of public consultation to agree the final layout of the Brighton Station Gateway scheme.

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

- 3.1 In November 2010 Cabinet instructed officers to undertake work that would lead to the enhancement of the environment around Brighton Station. The project should seek 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 Following agreement of a preferred scheme, detailed design would commence ahead of implementation of physical improvements in 2013. The enhancements to the area around the station would complement work being undertaken by Southern Railway to improve facilities within the building. Southern Railway was also investigating opportunities to create an 800 space cycle parking facility as part of the overall enhancement scheme.

Delays

- 3.5 The project has 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, 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 took place between 21st May and June 2012. Pending Committee decision today, consultation on a preferred option/s is also likely to be delayed by a similar period, and commence in September 2012, as soon as possible after the summer holidays.

Option Consultation

- 3.6 Option consultation focussed on 3 main options. In line with good practise, Option 1 showed a do minimum arrangement which effectively maintains the status quo, with a few minor improvements to junctions to ease pedestrian crossing and traffic flow.
- 3.7 Option 2 was based on the interim gyratory arrangement put in place to facilitate the IBIS / Old Casino redevelopment. This arrangement had proved to work quite well for many users of the space during the period of enforced trial, with the notable exception of problems caused to residents and businesses of Surrey Street by the temporary relocation of the northbound bus stop normally outside the Queens Head pub.
- 3.8 Option 3 showed an amalgamation of some of the more radical suggestions from previous consultation, such as 2 way private traffic in Surrey Street (enabling this traffic to be removed from Queens Rd), all buses in one location (Queens Road) and reclamation of the existing taxi rank area as a public space, with taxis relocating to the area currently used by buses in Junction Road, directly outside the station.
- 3.9 In addition, variations on Options 1 and 2 were included which incorporated a new eastern entrance to North Laine, and potential relocation of taxis to Frederick Place. Both these elements offer some merit, although would need further investigation to be sure of their viability.

- 3.10 Consultation was primarily carried out via the council's online intranet portal. Paper copies of the information were made available on request. As with the previous consultation, people were made aware of the consultation via a direct mail-out to 6000 addresses in the immediate vicinity of the Station, complemented by media advertising of the process to attract city-wide feedback. Officers also spent 2 days at Brighton Station, providing details of the consultation to members of the public. A paper copy of the consultation document, including the Design Options, is attached as Appendix 2.

Brighton Bus & Coach Company Campaign

- 3.11 The Brighton Bus & Coach Company has used a campaign incorporating email distribution lists, posters, and media releases to urge people to vote for options 1a and 1b.
- 3.12 The Bus Company's campaign claimed that the previous council consultation was 'deeply flawed' as it only sought opinions from people in the immediate vicinity of the Station, that options 2 and 3 would necessitate 6 key services being withdrawn from the station area and that options 2 and 3 would reduce space for buses outside the station from 9 spaces to 4 or 5.
- 3.13 In the spirit of transparency, the council provided details of services the Bus Company thought may be put at risk on the consultation portal. However, the council does not feel that any of the options proposed (Options 2 and 3 reduce bus spaces from 9 to 8 but could be expanded to retain all 9) would have any impact on bus services, whilst the previous consultation was also made available to people across the city and beyond via the online consultation portal / paper copies on request.
- 3.14 Consultation feedback shows that a high number of people have been influenced by the campaign. On one hand this has been positive, confirming that many people share the council's desire to maintain high quality bus connections to Brighton Station. However the comments provided also show that a high proportion of people have primarily used the consultation to try and protect bus services that they feel may be lost. Effectively the process has become two separate consultations; one focusing on ways in which the Gateway vision can best be achieved, the other providing an opportunity for people to raise their concerns about bus services they (wrongly but understandably) feel may be at risk.
- 3.15 The impact of the Bus Company's campaign has been accounted for when assessing consultation feedback. Dialogue will continue with the Bus Company to better understand their concerns during the next stage of design development.

What Consultation Told Us

- 3.16 People were asked to rank the options in order of preference and to provide supporting comments if they wished. Option 1a gained the highest number of 'first preference votes', followed by Options 1b and 2b. However, accompanying

comments show that support for options 1a and 1b was significantly influenced by people's concern that other options would result in lost bus services.

- 3.17 Options 1a and 3 gained the highest number of 'last preference votes', the most common comments relating to the former being that it 'doesn't do enough' or 'doesn't change anything'.
- 3.18 As well as a desire to maintain existing bus services, more generally the consultation indicated:
- A high level of support for a new Eastern Station exit
 - A desire to at least consider restrictions on non-local traffic
 - Mixed views over the suitability of Frederick Place as an alternative taxi rank, but a desire for current taxi rank location and its operation to be reviewed

A full summary of consultation feedback is attached as Appendix 3.

Next Steps

- 3.19 Whilst Option 1a was ranked by the highest number of people as their first preference, this figure was significantly influenced by the Bus Company's campaign. Accompanying comments received during the consultation process suggest that a high number of those expressing a preference for this option were actually expressing a preference not to have bus services on which they rely being moved away from the Station. Although relatively easy to deliver, this option, included in the consultation in the best practise tradition of presenting a 'do minimum', does not meaningfully deliver the Gateway vision previously agreed by all parties and stakeholders. As such, it is recommended that this option should not be taken forward.
- 3.20 Instead, it is recommended 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) will then be presented for a final stage of consultation in September. The results of that consultation will be reported back to Committee in November 2012.

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 Framework and Standards will continue to inform the consultation approach followed by the project during the process of developing and consulting on design options and a preferred final scheme over the coming months.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

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

Finance Officer Consulted: Karen Brookshaw Date: 19/06/12

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.

Lawyer Consulted: Carl Hearsum Date: 19/06/2012

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. The scheme will seek to enhance health by reducing causes of air pollution (specifically relating to the congestion around the existing southern station entrance arrangement) and will provide better access for all users.

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).
- 6.2 The forward steps identified to progress the project are designed to combine expediency in developing a preferred design for an enhanced station environment as quickly as possible with true community involvement. An alternative approach would either reduce community involvement in the process, or result in a significantly elongated timescale (with no benefit of an enhanced design solution as a result).

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 By formally noting the outcome of the recent public consultation, the Member for Transport and Public Realm will support the process of developing the Station Gateway project in an open and transparent way, and also in line with the Community Engagement Framework and Standards.

- 7.2 Agreeing that the project is progressed in line with the proposed 'next steps' will help ensure the design process moves forward with the best balance of expedience and community involvement.

SUPPORTING DOCUMENTATION

Appendices:

1. Project Vision & Objectives
2. Paper copy of consultation document
3. Full summary of consultation feedback

Documents in Members' Rooms

1. None

Background Documents

1. None

Arrive, enjoy & connect

Making Brighton Station a great welcome, a great place and a great interchange

Consultation on design options

Brighton & Hove City Council is working to improve Brighton Station as a gateway to the city. This work is in partnership with Network Rail and Southern Railway, who are progressing designs for inside the station itself and looking at the potential for improved cycle facilities. The council's focus is on ensuring that the streets and spaces around the station create a great experience and sense of arrival for all who use them, and to make the best possible connections between the station and the rest of the city.

Brighton Station is not only a busy transport hub, it provides a first and lasting impression of Brighton & Hove for hundreds of thousands of residents, workers and visitors, not forgetting potential investors in the city. The streets and spaces in the gateway area are also important to the people who live and work nearby, whether or not they catch trains.

Work to date

To start with, the council worked with local stakeholders to develop a vision and objectives for the project. The overall vision is that the Station Gateway should be:

- A fitting welcome to the city
- An efficient interchange
- A high quality public place

To achieve this, we established the following project objectives:

- Enhanced pedestrian and cycle facilities
- Good accessibility for less mobile people
- Better links to surrounding areas
- A well maintained environment that feels safe from physical danger and free from pollution
- An environment that supports businesses and that 'says Brighton & Hove'
- Properly managed deliveries

We then undertook initial public consultation to get your views on issues such as the best location for taxis and buses, and possible re-routing of vehicles. Over 1,100 responses were received. The key questions and answers were as follows:

Initial Public Consultation Results

Mode of transport: How do you most often travel to Brighton Station? (% of all respondents)

Walk 64

Bus 15

Taxi 8

Cycle 6

As a driver 6

Other 1

General traffic: Do you support the idea of re-routing private vehicles away from the front of the station? (% of all respondents)

Yes 74

No 19

No opinion/answer 7

Buses: Where would you like to see bus services concentrated in the area? (% of all respondents)

Directly outside the station 43

In Queens Road 20

In both of the above areas 30

No opinion/answer 7

**Taxis: How would you like taxis to be accommodated? (% of all respondents)
In the current southern rank 23**

In Queens Road 7

To the north of the station 36

A mix of the above options 31

No opinion/answer 3

Design Development

Our challenge is to find a balance that meets the needs of all users as successfully as possible. Based on what you told us, the following principles have been established to help strike the best balance:

Welcome: There should be a focus on improving the overall arrival experience not just for those heading south via Queens Road but also those heading north and east via Trafalgar Street.

Walking: The overall design focus should be on improving the experience for people on their feet, including those walking to and from bus stops.

Our research suggests that the majority of people moving around the station environment do so on foot. Your consultation feedback confirmed this. All our options prioritise improving the area directly outside the station, and the routes and road crossings between the station and the city for people travelling on foot. Despite being the main users of the area around the station, pedestrians currently have very poor facilities. We feel it is critical that this situation is redressed.

Buses: Bus stops should be as conveniently located as possible, and should continue to provide access to all existing services.

Having looked carefully at available space, we do not feel there is enough room to concentrate all buses in the 'bus station' directly outside the station without too great an impact on services. Therefore, most of our options spread services across Queens Road and the current 'bus station'. We've also included an option that keeps all buses in the same area, to enhance legibility - a benefit a number of you raised through the consultation.

General traffic: Options to reduce through traffic will be investigated in a future round of consultation. Less traffic in the area would have a similar positive impact on all the options presented in this consultation exercise.

Taxis: It will remain important to have a convenient southern taxi rank, but new locations should be investigated and the role of the northern rank expanded.

A small majority of you felt that the taxi rank should be moved to the north of the station. The next most popular option was to split the ranks between the north and the south. The constant message was that irrespective of its final location, the taxi rank needed to be properly managed in future. We recognise that moving taxis from their current location would allow better facilities for all other users, especially pedestrians, directly outside the southern station entrance. However, we also feel there is a strong case for keeping the main taxi rank at the south of the station, as this is where most visitors will expect to find it, and where taxis are closest to the main tourist destinations. We feel a second rank could be provided at the north of the station when the area is re-developed. For this reason, all our options keep taxis at the south of the station (although they could work with the taxi rank at the north). However, as well as keeping taxis in their current location, we have suggested two new options - moving taxis into the current 'bus station' area, and possibly, if we can create a new eastern entrance, Frederick Place.

Cycles: An increased number of conveniently-located, secure cycle parking spaces should be provided. Southern Rail are currently investigating options for achieving this.

Consultation on Design Options

Based on these principles, we have developed a range of design options that we feel could deliver our objectives, and we'd like to know which option you prefer.

Have a look at the following pages and fill in the questions at the end and return your responses to Station Gateway, Room 404, Hove Town Hall, Norton Road, Hove, BN3 3LS.

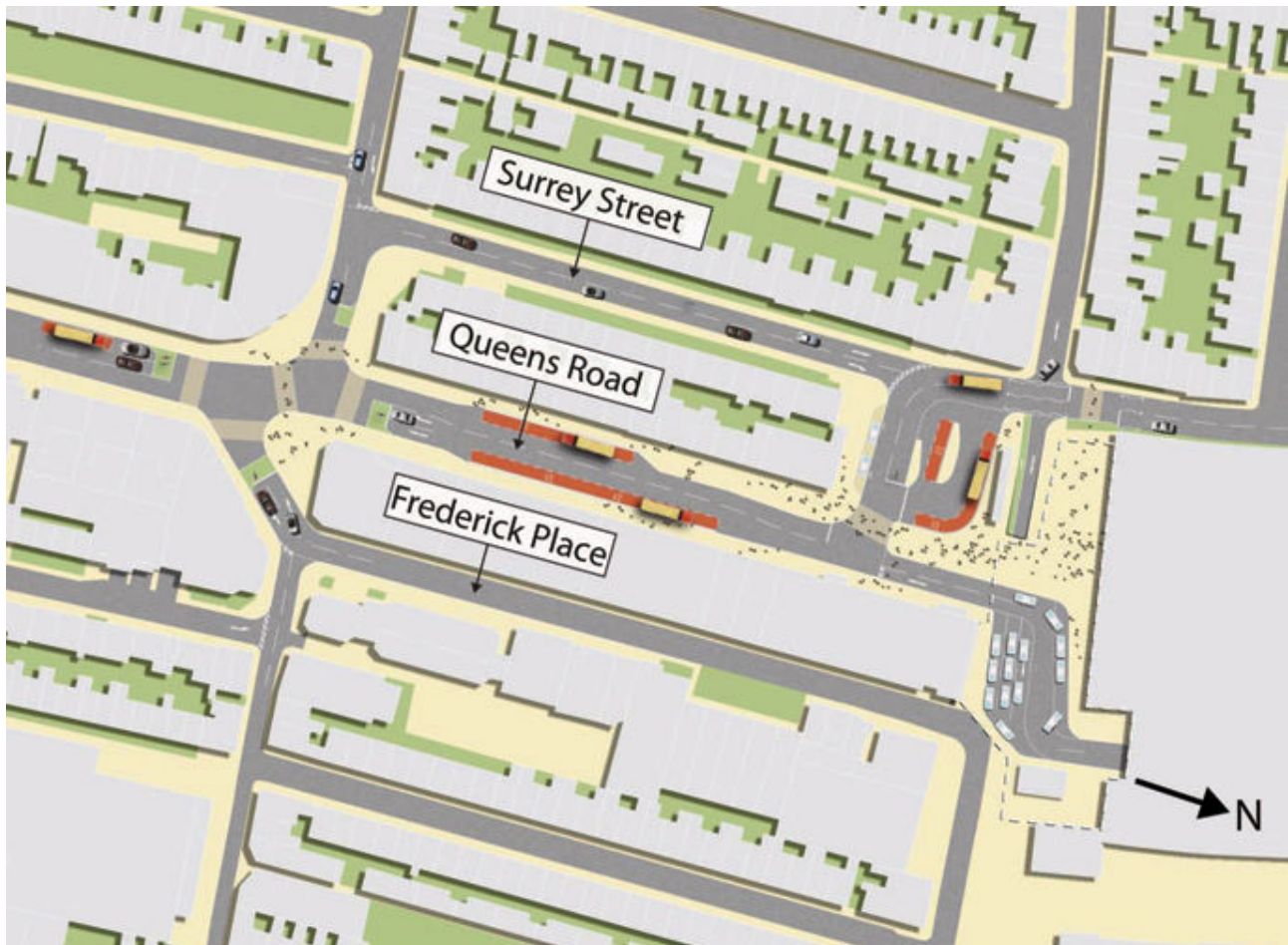
Or you can take part in the survey online - please visit www.brighton-hove.gov.uk/station-gateway to take part in the consultation.

If you would like further information, email station.gateway@brighton-hove.gov.uk or call 01273 294164.

Thank you.

Option 1A: Queens Road two-way; Surrey Street one-way

This option has the same basic traffic arrangements that have been in place for years. Northbound bus stops on Queens Road are moved south (to accommodate better pedestrian facilities further north). In order to simplify the junction and crossings outside the station entrance, taxis would not be able to turn right when leaving the station (meaning they would have to loop via Queens Road and Surrey Street to get to Terminus Road/Trafalgar Street).



Some advantages

- No significant change to existing bus stopping and circulation.
- Simplified junction arrangements would reduce delays for all users.
- The pavement at the north west corner of Queens Road would be widened.
- One-way traffic flow in Surrey Street retains prospect of widening footways there in due course.

Some disadvantages

- Limited opportunity to widen (Queens Road) footways to ease overcrowding.
- Limited opportunities to improve overall gateway experience.

Option 1B: Queens Road two-way; Surrey Street one-way (with a new Eastern Station Entrance)

This option has the same basic traffic arrangements that have been in place for years. However the taxi rank could move to Frederick Place, accessed from a new eastern station entrance. Taxi drop-off will remain possible in Queens Road.



Some advantages

- New, direct pedestrian link between the station and the North Laine.
- Moving taxi rank allows creation of a wider, pedestrianised station forecourt.
- No significant change to existing bus stopping and circulation.
- Simplified junction arrangements would reduce delays for all users.
- The pavement at the north west corner of Queens Road would be widened.
- One-way traffic flow in Surrey Street retains prospect of widening footways there in due course.

Some disadvantages

- Limited opportunity to widen Queens Rd footways to ease overcrowding.
- Moving taxi rank would introduce longer journeys for some and reduce 'visibility' of taxi services.
- Increased scheme cost (to create the eastern entrance).

Option 2A: One Way System

This option is a development of the current temporary arrangement in place during the redevelopment of the old Grosvenor Casino site, and features a one-way clockwise gyratory for all motor traffic around Surrey Street (northbound) and Queens Road (southbound). Option 2A keeps the southern taxi rank where it is within the station. In order to simplify the junction and crossings outside the station entrance, taxis would not be able to turn right when leaving the station (meaning they would have to loop via Queens Road and Surrey Street to get to Terminus Road/Trafalgar Street).



Some advantages

- Footways could be widened considerably in Queens Road and along the route into and out of the station.
- Arrangements for buses would be similar to those at present, the main change being that the 22 and 37 services would now stop in Queens Road, rather than directly outside the station.
- Junctions and crossings would be much simpler, significantly reducing delays for all users.
- One-way working in Surrey Street retains prospect of widening footways there in due course.
- Bicycles would be allowed to cycle contra-flow northbound on Queens Road.
- Fewer buses in Queens Road improves gateway environment.

Some disadvantages

- More buses will stop further away from the station entrance.

- Bus stops outside the Railway Bell/ Grand Central currently have a negative impact on the local environment.
- Slightly longer journeys for some taxi trips.
- Current traffic volumes have a negative impact on residents in Surrey Street which would need to be addressed, possibly by restricting non local traffic.
- Some bus routes may be affected, possibly reducing the number that can stop near the station.

Option 2B: One Way System

This option is a development of the current temporary arrangement in place during the redevelopment of the old Grosvenor Casino site, and features a one-way clockwise gyratory for all motor traffic around Surrey Street (northbound) and Queens Road (southbound). However the taxi rank could move to Frederick Place, accessed from a new eastern station entrance. Taxi drop-off will remain possible in Queens Road.



Some advantages

- New, direct pedestrian link between the station and the North Laine.
- Fewer taxis in Queens Road would ease bus congestion.
- The pedestrian route between the station forecourt/platforms and Queens Road would essentially be vehicle-free (strictly essential vehicle access only to the station).
- Bicycles would be allowed to cycle contra-flow northbound on Queens Road.
- Junctions and crossings would be much simpler, significantly reducing delays for all users.
- Arrangements for buses would be similar to those at present, the main change being that the 22 and 37 services would now stop in Queens Road, rather than directly outside the station.
- Footways could be widened considerably in Queens Road and along the route into and out of the station.
- One-way working in Surrey Street retains prospect of widening footways there in due course.
- Fewer buses in Queens Road improves gateway environment.

Some disadvantages

- Increased scheme cost (to create the eastern entrance).
- Moving taxi rank would introduce longer journeys for some and reduce 'visibility' of taxi services.
- Some bus routes may be affected, possibly reducing the number that can stop near the station.
- More buses will stop further away from the station entrance.
- Bus stops outside the Railway Bell/ Grand Central currently have a negative impact on local environment.
- Current traffic volumes have a negative impact on residents in Surrey Street which would need to be addressed, possibly by restricting non local traffic.

Option 3: Two-way traffic in Queens Road and Surrey Street

During consultation, a notable number of people were supportive of moving private vehicles out of Queens Road, creating an enhanced public space outside the station entrance or at the current taxi area, and making it easier to understand where buses were leaving from.

Option 3 is based on an arrangement where all general traffic would run two-way along Surrey Street. Queens Road would also be two-way, with access restricted to buses, taxis, delivery vehicles and cyclists.

Taxis are relocated to the current bus area directly outside the station to free up the space they occupy within the station for other uses. Alternatively, taxis could be moved to Frederick Place (alongside a new eastern station entrance) or retained in their current location, with the bus area being reinvented as a public space. All buses move to Queens Road.

This option would likely require restrictions on non-local traffic to ensure Surrey Street residents did not suffer from increased traffic volumes.



Some advantages

- The pedestrian route between the station forecourt/platforms and Queens Road would essentially be vehicle-free (strictly essential vehicle access only to the station). This would create a much better pedestrian experience from/to the station concourse, including for those walking to/ from buses.

- All buses - northbound or southbound - would now stop in broadly the same location making it simpler to find your bus, especially for visitors & occasional or new local users.
- Junctions and crossings would be much simpler, significantly reducing delays for all users.
- No general traffic in Queens Road, easing congestion affecting buses and taxis.

Some disadvantages

- More traffic in Surrey Street.
- Footways on most of Queens Road would remain as narrow as at present, and would be further restricted by additional bus stops.
- Footway crowding in Queens Road likely to be made worse by more people waiting for buses.
- Bus stops would on average be further away from the station.
- Taxis likely to overflow from new rank into Surrey Street/Terminus Road at peak times.
- Arrangements for bus routing and stopping would be substantially changed, with some bus terminating/standing facilities needing to be relocated away from the station area.

Station Gateway Design Options questionnaire

Please rank the five options in order, by placing a number from 1 to 5 in the boxes below (use 1 to indicate your favourite and 5 to indicate your least favourite).

1A	1B	2A	2B	3

Please provide any comments you wish to explain why you have ranked the options as you have.

If you think that the council should investigate a different option from any of the five presented, please describe it.

Thank you – please return your responses to Station Gateway, Room 404, Hove Town Hall, Norton Road, Hove, BN3 3LS.

Station Gateway Vision & Objectives

Vision:

- **A fitting welcome to the city**
- **An efficient interchange**
- **A high quality public place**

Objectives:

- **An accessible environment**
- **High quality cycle facilities**
- **High quality pedestrian facilities**
- **Effective and efficient deliveries and business access**
- **An environment that reflects the qualities of Brighton & Hove**
- **Enhanced connections to surrounding areas such as North Laine**
- **An environment that feels safe from physical harm and pollution**
- **An environment that is well managed and maintained**
- **An environment that encourages business success**
- **Better use of Mangalore Way**
- **An improved Northern entrance**

Brighton Station Gateway Options Consultation Summary

Introduction

The following report summarises the outcome of the Brighton Station Gateway consultation that took place between 21st May and 15th June 2012.

The consultation sought views on 5 design Options. The consultation also asked consultees to rank the Options in order of preference.

Awareness

The consultation was primarily carried out online, although paper copies of the consultation documents were available on request, and a small number of people chose to email comments through or make comments over the telephone. The consultation was publicised via a mail-out to around 6000 properties in the vicinity of the Station, via the media and the council's online channels, and through a 2 day staffed event at the Station.

Overall responses

Online Responses

1386 responses were registered on the council's on-line consultation portal. Of these, 21 people logged on twice and made their comments on a different form, or viewed the consultation but left no comments. 10 people completed duplicate forms. This left 1355 'legitimate' online responses.

Of the 1355, 1304 people expressed a preference for at least one Option, whilst 720 people made comments. 677 made comments *and also* identified at least one preferred Option. 51 people left comments but did not register a preference for any particular Option.

Stakeholder Responses

5 stakeholder representations were received from Bricycles, Caroline Lucas MP, Railfuture, Brighton Line Commuters and Bus Users UK. In summary:

Bus Users UK preferred Option 1a and 1b on the basis that 'Options 1A and 1B are the only serious Options as far as bus users are concerned. As they retain access to all the existing bus services serving the station, and keep most services close to the station (which is so much better when train passengers are carrying heavy luggage)'

Bricycles preferred Option 1B. As Bricycles also completed the on line survey their comments are recorded in the summary of that section.

Railfuture preferred Option 2B followed by 1B, 3, 2A and 1A on the basis that "Brighton station most needs more circulation space for pedestrians".

Caroline Lucas MP did not express a preference for any one Option, but did register her support for a new Eastern Entrance linking the Station with the North Laine.

Brighton Line Commuters did not express a preference for any given Option, but felt that better management of traffic around the station could resolve many of the current congestion issues, and expressed a desire for safe taxi ranks to be provided at the north and south of the station.

In addition Brighton & Hove Bus & Coach Company (BHBCC) ran a campaign asking customers and interest groups to vote for Options 1A and 1B. The campaign stated that options 2a, 2b and 3 would result in several key bus services being lost to the Station. (The council feels that all options could be delivered without any services needing to be re-routed away from the Station).

Event Responses

57 people expressed a preference for at least one Option by postcard at the consultation event held at Brighton Station. 14 people also provided comments.

Other Responses

26 written responses were received via email, letter or telephone. 14 expressed preferences for certain Options, the remainder just provided comments.

Option Preference Ranking

People were asked to rank the Options in order of preference. The following tables summarise the results of the ranking exercise:

Online:

	Option 1a	Option 1b	Option 2a	Option 2b	Option 3
Rank 1	471	380	97	252	104
Rank 2	216	383	92	110	40
Rank 3	44	84	200	108	127
Rank 4	78	56	172	172	30
Rank 5	93	12	58	43	299

Event:

	Option 1a	Option 1b	Option 2a	Option 2b	Option 3
Rank 1		5	3	29	20
Rank 2	2	11	21	10	3
Rank 3	8	8	6	4	17
Rank 4	12	14	6	3	1
Rank 5	20	3	3	3	8

Stakeholder / Other

	Option 1a	Option 1b	Option 2a	Option 2b	Option 3
Rank 1	2	6	1	5	2
Rank 2	2	6	1	3	
Rank 3		1	1	3	5
Rank 4	1	1	7		
Rank 5	7		1		4

Option Preferences: Total

	Option 1a	Option 1b	Option 2a	Option 2b	Option 3
Rank 1	473	391	101	286	126
Rank 2	220	400	114	123	43
Rank 3	52	93	207	115	149
Rank 4	91	71	185	175	31
Rank 5	120	15	62	46	311

Impact of concern over bus services:

It is evident from the comments received during the consultation that a high number of consultee responses were influenced by the BHBCC campaign, and specifically concern over potential loss of bus services.

Fortunately it is relatively easy to identify the general level of this influence on the online consultation results by cross referencing comments received

against preferred Option ranking. The following table identifies the preference ranking of the 677 online responses that incorporated both an Option preference ranking and comments:

	Option 1a	Option 1b	Option 2a	Option 2b	Option 3
Rank 1	242	201	32	139	63
Rank 2	124	212	61	74	22
Rank 3	25	53	119	60	70
Rank 4	48	40	97	91	18
Rank 5	62	3	28	27	172

The general 'spread' of Option preferences provided by this sub-group is similar to that reflected in the overall online ranking results, so it is not unreasonable to assume the supporting comments this group provided reflect the broad views of those who provided a ranking preference, but did not provide comments.

Removing the ranking provided by people whose comments expressed explicit concern over reduction / relocation of / impact on key bus services sees a significant reduction in the number of people ranking Options 1a and 1b as their preferred Options, but little impact on the remaining Options:

	Option 1a	Option 1b	Option 2a	Option 2b	Option 3
Rank 1	91	82	29	126	55
Rank 2	33	100	47	66	15
Rank 3	22	39	75	56	45
Rank 4	43	37	53	36	13
Rank 5	61	2	13	11	94

In summary the overall Option ranking has been unduly influenced by the votes of people who are concerned about loss of bus services. Whilst it is not possible to know the true impact of the BHBCC campaign, it is reasonable to assume that had people not been concerned about loss of bus services associated with Options 2 and 3, Option 2b would have been preferred by the majority of consultees, rather than Options 1a and 1b.

This assumption is supported by comparing the online consultation rankings and those provided at the consultation event. In an environment where influence of the campaign was less likely to impact on feedback, no-one expressed a preference for Option 1a.

General Comments

Consultees were invited to provide comments on the individual Options, and also any broader observations they may have. The following section lists the Option specific and general comments received during the consultation. The majority of comments are recorded as general as they could apply to more than one or all the Options proposed.

As would be expected, a range of views were expressed during the consultation process. However, several themes came across strongly. The following comments were repeated relatively often:

Option 1a was commonly referred to as not doing enough / not changing anything, and doing little to help pedestrians.

Option 2b was considered to be good for pedestrians, and had the highest level of general support including or excluding those concerned about lost bus services.

The bus stop location proposed under **Option 3** was considered to create a poor environment for bus users, local businesses and pedestrians. The additional distance to buses from the station was also identified as an issue. There was a high level of concern over the suitability of Surrey Street for 2 way traffic, and issues associated with operation of a taxi rank directly outside the station entrance.

In general, a high number of people were concerned about potential loss / relocation of bus services, although as covered elsewhere in this report, the council feels all Options could be progressed without any impact on services.

A number of people felt nothing needed changing. It is probable that a proportion of these people made the comment because of perceived threat for bus services of 'doing something', however others expressed concern about value for money, or simply felt the area worked well already.

A high number of people wanted taxis to be moved, although Frederick Place was not universally supported as an alternative location due to concerns including legibility, distance from the station entrance, reduced personal security and impact on the North Laine. A notable number requested that a northern rank be investigated again – either as the only station rank, or as part of a split north / south rank. A smaller, but still significant number of people wanted taxis to remain where they were.

There was a high level of support for an Eastern Entrance, whether achieved by re-opening the historic entrance onto Trafalgar Street, or creating a new entrance onto Mangalore Way.

There was also general support for better pedestrian facilities, although a notable number of people felt pedestrian facilities should not be improved. Reasons for the latter included a feeling that better facilities should not be

created at the expense of vehicles, and that the area was to move through rather than spend time in, reducing the importance of quality.

A high number of people expressed concern about the prospect of a cycle contra-flow. A number were generally against the idea of giving cyclists any facilities out of prejudice ('cyclists are scum / poor people' etc): however others who stated they were cyclists felt the facility would be dangerous or difficult to operate in an area that also needed to accommodate deliveries. Although Southern Rail is currently investigating opportunities for enhanced cycle parking and so the subject was not explicitly covered in the consultation, a number of people raised the need for enhanced cycle parking facilities regardless.

The subject of buses attracted many comments. For the reasons previously mentioned, it was difficult to be certain which comments alluded to concerns raised by the Bus Company campaign and which were driven by the design Options provided. However, consultee comment identified the need to retain high quality bus services as close to the station as possible. The current temporary Station Street stop was not popular for reasons including safety, ease of access, impact on other vehicles (several people said the stop created congestion) and footway space.

A high number of people commented on a desire for introducing future traffic restrictions to reduce the impact of non essential traffic in Queens Rd and Surrey Street. A smaller number were concerned about the prospect of traffic restrictions, whilst similar numbers expressed support for and against a gyratory / one way traffic arrangement.

The tables below reflect all comments provided (whether online or through other media). The number in the column headed 'All' reflects the number of times each comment was repeated. The 'All**' column is comments received after responses driven by concern over lost bus services or impact on bus services (see previous section) have been removed. This disaggregation provides insight into whether station users who have expressed an explicit interest in certain bus routes have similar or differing views on general Gateway issues to wider users.

Caveat

Best efforts have been made to capture the spirit of comments made in an easily accessible format. In some instances assumptions have had to be made as to the specific meaning of comments. For example, concern over 'a longer walk to buses buses' could relate to a bus stop being moved a few meters, or relocated to the clock-tower.

Option 1a

	All	All**
Buses		
Doesn't want longer walk to buses	11	7
Best Option for buses	3	2
Buses still illegible	1	1
Current bus arrangement confusing	1	
Queens Rd buses add to pedestrian congestion	1	1
Taxis		
Doesn't improve taxi situation	1	1
Wants raised table over taxi entrance	1	1
Wants taxis entering rank from the west	1	
Cycles		
Option doesn't improve things for cycles	3	3
Pedestrians		
Option doesn't help pedestrians	15	13
Option dangerous for pedestrians	8	8
Wants footways widened	7	6
Would like traffic lights replaced with crossings that enhance pedestrian priority	2	
Need better quality pedestrian crossings	1	
Option better / safer for pedestrians	1	
Vehicles		
Option will cause congestion	1	
General		
Doesn't do enough	37	33
Doesn't change anything	14	10
General support	14	8
Has minimal detrimental impact on adjacent areas	1	1
Makes things worse	2	1
Cheap Option	1	
General lack of support	2	2
Does too much	1	1

Option 1b

	All	All**
Buses		
Doesn't want longer walk to buses	4	2
Bus arrangement dangerous	1	1
Disadvantages buses	1	1
Bus stops in safe location	1	
Wants buses closer	1	
Cycles		
Option poor for cycles	1	1
Taxi rank dangerous for cycles	1	1
Pedestrians		
Option better / safer for pedestrians	7	3
Wants footways widened	6	4
Wants larger area pedestrianised	2	2
Existing dangerous for pedestrians	1	1
Option doesn't help pedestrians	1	1
Option dangerous for pedestrians	1	1
Vehicles		
Concerned about impact on N Laine	6	5
Option will cause congestion	1	1
Wants to pedestrianise Trafalgar St	1	1
General		
General support	45	18
General lack of support	8	5
Concern about cost	4	2
Doesn't do enough	4	4
Gives value for money	2	
No value for money	1	
Don't want to attract people into N Laine due to disturbance	1	1

Option 2a

	All	All**
Buses		
Bus access worse	5	2
Option won't work for buses	3	3
Worse for buses	3	
Can't see why buses would need to be reduced	2	2
No room for bus services to expand	2	1
Less capacity for buses	1	
Northbound bus stops worse	1	1
Buses in Queens Rd would boost trade	1	1
Option is fine for buses	1	1
Wants buses to be convenient	1	1
Other destinations require people to change buses – why does it matter if some additional routes do?	1	1
Swap bus and taxi rank over	1	1
Use bus stop at Tesco rather than the clock tower	1	1
Buses stopping in Queens Rd cause congestion	1	1
Surrey St stop could help manage through traffic	1	1
Easier to walk to buses	1	
Slightly longer walk to buses reasonable	1	1
Taxis		
Option does not improve taxi situation ¹	4	1
1 way system could make taxi passengers feel short changed	2	2
Option would have minimal impact on taxi journeys	2	2
1 way system would cause taxi congestion	1	1
Option worse for northbound taxis	1	1
Cycles		
Option bad for cycles	2	
Option good for cycles	2	2
Pedestrian		
Doesn't do enough for pedestrians	7	6
Doesn't include Eastern Entrance	4	3
Likes wider pavements	3	3
Wants more pedestrianisation	3	3
Better pedestrian facilities good for business	1	1
Option good for pedestrians	1	1
Vehicles		
Right turns from Surrey St should be banned	1	1
General		
General lack of support	25	14
General support	23	19
Doesn't do enough	6	6
Does too much	1	1
Option looks dangerous	1	1
Traffic adds to character	1	
Option adds to everyone's journey time	1	

¹Comment relates to perceived negative impact of the existing taxi arrangement

Option 2b

Buses	All	All**
Option worse for buses	5	1
Option not bus friendly	2	2
Option won't work for buses	2	2
Can't see why Option would necessitate relocated buses	2	1
Bus access worse	2	1
Option best for buses	1	1
Can we be more radical about buses?	1	1
Can buses be moved further south?	1	1
Wants all buses in Queens Rd to improve legibility	1	1
Taxis		
Option not taxi friendly	4	3
Option doesn't improve taxi arrangement	1	1
Cycles		
Option good for cycles	2	1
Pedestrian		
Option good for pedestrians	13	11
Option doesn't do enough for pedestrians	2	2
Likes wider pavements	1	1
Pedestrians should have priority	1	1
Wants more pedestrianisation	1	1
People only walk because the council does not pay for enough buses	1	1
Vehicles		
Concern over traffic implications	2	1
General		
General support	48	43
General lack of support	18	10
Option doesn't do enough	2	2
Expensive / not value for money	2	1
Good value for money	1	1
How will it be funded?	1	

Option 3

	All	All**
Pedestrian		
Poor pedestrian environment near buses	12	8
Would be good with eastern entrance	10	8
Good / better for pedestrians	6	5
Bad for pedestrians	6	5
Vehicles		
Surrey Street not wide enough for 2 way traffic	33	26
Concerned over displaced traffic	11	8
Likes traffic out of Queens Rd	7	4
Bad for traffic flow / creates congestion	5	3
Encourages car use	1	1
Wants right turn from Surrey St banned	1	1
General		
General lack of support	26	21
General support	20	16
No real value for money / benefit	3	2
Concerned about cost	2	1
Queens Rd would be too congested	1	1
Brings landscaping opportunities	1	1
Cycling		
Option bad for cyclists	3	2
Need to help cyclists from the east	1	1
Buses		
Bus stops too far away	19	8
Buses would create an unpleasant (North St / Churchill Square type) environment in Queens Rd	8	6
Buses too congested	3	1
Buses are better in Junction Rd	2	1
Buses could be staggered to create more footway space	2	1
Buses are legible	2	
Wants bus gyratory	1	
Can't see why Option would necessitate re-routed buses	1	
Option bad for buses	1	1
Taxis		
Concerned about impact of taxi rank in immediate vicinity	20	11
Not enough room for taxis	9	8
OK if taxis moved to Frederick Place	9	7
Likes taxi location	4	4
Taxis would need properly managing	3	3
Wants Surrey St feeder rank	1	1

General

	All	All**
Bus Campaign		
Worried about reduction in services	286	
Worried about impact on buses	58	
Previous consultation flawed	17	3
Worried about space for buses	6	5
General		
The area doesn't need changing	26	18
Wants de-cluttering	9	2
Wants better management of the public realm	7	3
Wants buildings knocked down to create more bus / vehicle space	4	4
Wants greenery	4	4
Queens Rd is run down and needs improving	3	2
Concerned about cost / funding	2	
Buses & Taxis close to the station create a good welcome	1	1
Can design be future proofed to allow for future trams?	1	1
Graffiti etc need managing on the approach to Brighton Station	1	1
Wants a safe environment	1	1
Taxis		
Don't want taxis in Frederick Place	66	44
Wants taxis in Frederick Place	57	34
Wants taxis moved north	33	24
Wants taxis moving (unspecified location)	31	25
Not sure about taxis in Frederick Place	29	19
Taxis cause congestion	19	13
Taxis need better management	19	15
Wants taxis to stay where they are	18	10
Does like right turn ban	12	5
Wants fewer taxis	12	9
Wants taxis split between the north and south	8	5
Doesn't like right turn ban	6	5
Wants taxis closer to the station	4	4
Wants taxis in Mangalore Way	4	3
Doesn't want taxis at the northern station entrance	4	3
Wants taxis in Trafalgar St / Place	2	2
Wants taxis in Junction Rd	2	2
Make minor changes to the existing rank to make it work better	2	2
Wants taxis in old cab road	1	
Wants taxis moved down Queens Rd	1	
Make the southern rank smaller	1	1
Moving taxis would mean lost council revenue	1	
Wants taxis banned	1	1
Wants better taxi signing	1	1
Pedestrian		
Likes Eastern Entrance	71	57
Likes better pedestrian concourse	17	14
Don't need better pedestrian facilities	15	10
Don't need a better pedestrian concourse	8	5
Don't need Eastern Entrance	5	5
Pedestrians should be better managed	4	4
Pedestrians should have priority	4	3
Want Queens Rd pedestrianised	3	3
Want good pedestrian signage	3	2
No point in improving Surrey Street	2	1
Don't need wider pavements	2	
Surrey Street footways should be widened	2	2

Remove gates to improve pedestrian flow	1	1
People only walk because the council doesn't pay for enough buses	1	1
Wants clear pedestrian walkways	1	
Kassel kerbs make it difficult for pedestrians	1	
Wants Mangalore Way enhanced	1	1
Eastern Entrance will create pedestrian congestion	1	
Cycling		
Doesn't want cycle contraflow	20	15
Wants better cycle parking	10	6
Cycles should have lower priority	7	3
Wants cycle hire	2	2
Wants flyparked cycles managed	2	1
Wants better cycle provision	2	1
Wants Frederick Place to be 2 way for cycling	1	
Wants cycle parking in old Cab Road	1	1
Cyclists need better managing	1	1
Buses		
Wants buses to stay the same	34	9
Don't like Surrey St stop	26	20
Buses should be priority	20	14
Wants buses as close to the station as possible	17	9
Wants more buses	14	5
Buses should have greater priority than taxis	11	4
Wants all buses in Queens Rd	8	7
Wants less buses / bus stops	6	5
Buses don't have a negative impact on the environment	5	1
Wants free / electric shuttle bus linking the station and seafront	5	4
Wants better bus shelters	4	3
Like Surrey St stop	4	2
Wants buses in the taxi area	3	1
Wants buses moved to north	3	2
Wants buses moved away	2	2
Wants better bus signage	2	2
Wants to build a bus station	2	2
Buses should not be allowed to stop over	2	1
Wants some buses moved to the north to create more overall capacity	1	1
Bus reduction threat is blackmail	1	1
Bus co needs to make more efficient use of space	1	1
Bus driver behaviour needs improving	1	
Wants buses further away from forecourt	1	1
Wants Queens Rd + Surrey St buses only	1	1
Wants north bound buses in Surrey Street	1	1
Wants buses in Frederick Place	1	1
Doesn't want bus users to have to cross a road	1	1
Wants a bus gyratory	1	1
Scheme should not be driven by bus co profits	1	1
Wants Option that favours the bus co	1	1
Bus company need to be flexible	1	1
Vehicles		
Wants traffic restrictions	37	29
Wants 1 way system	13	10
Doesn't like 1 way system	10	4
Doesn't want traffic restrictions	9	7
Wants 2 way Surrey Street and no private traffic in Queens Rd	7	5
Wants (better) car pick up at North	4	3
Private cars are the problem	2	1
Wants traffic restricted in Surrey St	2	2
Concerned about displaced traffic	2	2

Traffic needs better managing	2	2
Concerned about North Laine impact	1	1
Wants Surrey St widening to increase traffic capacity	1	
Concerned about enforcement of traffic restrictions	1	1
Wants traffic calming	1	1
Wants Queens Rd to be shared space with bus and taxi only	1	1
Wants Queens Rd / Surrey St to be a red route	1	1
Wants to maintain local vehicle access	1	1

(In addition several people at the consultation event raised the question of removing part or all of the station canopy extension).

Conclusion

In terms of ranking, the overall preferred Option was 1a, followed by 1b, 2b, 3 and 2a. The least preferred Options were 3, followed by 1a, 2a, 2b and 1b. Once the influence of people expressing unnecessary concern over lost bus services has been taken into account, it is reasonable to assume that Option 2b has most support, followed by 1b.

However, as would be expected, no one Option was universally popular or unpopular amongst consultees. Each had strengths and weaknesses, reflected in the comments consultees provided. For example, the Eastern Entrance element of Option 2b was almost universally popular, whilst use of Frederick Place for taxis divided opinion. Many people who liked Option 3 also wanted to see an Eastern Entrance included, whilst some of those opting for Option 1a wanted to see taxis moved out of their current location. A summary of comments made by those who chose Option 1a as their favourite Options is attached as appendix 1 to illustrate this point.

As such it is sensible to use the consultation feedback to inform a preferred Option that draws on the comments received, rather than attempt to implement one of the proposed Options in its entirety. The next stage of consultation should provide more detail on aspects that people have indicated interest in, most importantly including more detail on (sub)Options for an Eastern Entrance, more detail on taxi (sub)Options, (sub)Options for private vehicle restrictions and reassurance over retention of bus services. Should the proposed 'preferred scheme' incorporate elements that people have expressed concern about, the next stage of consultation should include measures that illustrate how those concerns could be mitigated.

Appendix 1: Comments on Option 1a

People who chose Option 1a as their favourite Option:	
Wanted taxis in Frederick Place	18
Didn't want taxis in Frederick Place	18
Liked the Eastern Station Entrance	18
Wanted traffic restrictions	11
Wanted taxis moving	7
Felt nothing needed changing	5
Wanted taxis moved to the north	5
Felt taxis caused congestion	5
Weren't sure about taxis in Frederick Place	4
Liked the (Option 3) pedestrian concourse	4
Didn't like the Surrey Street stop	4
Felt buses should be the priority	4
Wanted taxis split between the north and south	3
Felt better pedestrian facilities were not required	3
Wanted buses as close to the station as possible	3
Did not want traffic restrictions	3
Felt the Option was best for buses	2
Were concerned about space for buses	2
Wanted taxis closer to the station	2
Didn't like the right turn ban for taxis	2
Didn't like the Eastern Station Entrance	2
Didn't like the cycle contraflow	2
Wanted less bus stops / buses	2
Wanted all buses in Queens Rd	2
Wanted taxis entering the station from Terminus Rd	1
Wanted footways widened / improved	1
Felt the Option was dangerous for pedestrians	1
Felt the Option didn't do enough	1
Felt the Option had minimal detrimental impact on surrounding areas	1
Felt the previous consultation was biased	1
Wanted a safe environment	1
Didn't want taxis at the north	1
Wanted fewer taxis	1
Did like the right turn ban for taxis	1
Felt taxi behaviour needed better managing	1
Felt people only walk because the council doesn't pay for enough buses	1
Felt pedestrians needed better managing	1
Felt Surrey St footways should be widened	1
Didn't like the (Option 3) pedestrian concourse	1
Wanted better bus signage	1
Wanted buses in Frederick Place	1
Wanted a bus gyratory	1
Wanted a free / electric shuttle bus to the seafront	1
Wanted the Option that favoured the Bus co	1
Wanted a 1 way system	1
Wanted improved northern private pick up / drop off facilities	1
Wanted to restrict traffic in Surrey Street	1
Felt local vehicle access should be maintained	1

Subject:	Valley Gardens Consultation & Progress Report		
Date of Meeting:	10th July 2012		
Report of:	Strategic Director Place		
Contact Officer:	Name:	Jim Mayor	Tel: 294164
	Email:	jim.mayor@brighton-hove.gov.uk	
Ward(s) affected:	St Peters & North Laine, Hannover, Queens Park, Regency		

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

- 1.1 In November 2011 the Environment, Transport and Sustainability Cabinet Members Meeting (CMM) instructed officers to develop a vision and delivery plan for enhancement of Valley Gardens by March 2012.

2. RECOMMENDATIONS:

- 2.1 That Committee notes the results of initial scoping consultation and agrees the resulting design brief for the project.
- 2.2 That Committee authorises officers to develop a draft design option(s) ahead of public consultation as set out in the main body of the report.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 In November 2011 the Cabinet Member for Transport & Public Realm “authorised officers to progress the development of initial design proposals and a delivery strategy for the Valley Gardens Enhancement Scheme, incorporating stakeholder engagement and consultation” at the Environment, Transport and Sustainability Cabinet Members Meeting.
- 3.2 Enhancing Valley Gardens has been an objective of the council for a number of years. The council’s second Local Transport Plan [LTP2], published in 2006, included proposals for a major urban realm scheme in this corridor towards the end of the planned 5-year investment programme. However, reductions in funding levels prevented proposals from being developed and implemented as originally planned.
- 3.3 The November report stated that should members agree the recommendation, “initial work (would) focus on gathering public and stakeholder opinions and using this information, together with the analysis already carried out, to produce a Design Brief”. “The Brief (would) then inform design of a preferred concept scheme that is practical, costed, and phasable. A number of concept scheme

options will be developed. These will be presented to the Cabinet Member in autumn/winter 2012, along with a request for approval to conduct final consultation in order to identify a preferred scheme approach”.

- 3.4 During early 2012, online scoping consultation has taken place with local residents, complemented by scoping workshops with stakeholders and residents. This has informed a Design Brief Note, which, alongside the Public Realm Analysis presented at November CMM, forms the Design Brief for Valley Gardens. The Design Brief Note, along with a summary of feedback from the public, officer and stakeholder scoping consultation, is attached as Appendix 1.
- 3.5 In general, Public, Officer and Stakeholder consultation has supported rather than contradicted the observations made in the Public Realm Analysis document. Aspirations for the Valley Gardens area are also broadly similar across all consultees – reflecting a desire for an enhanced ‘place’ within a simplified transport arrangement.
- 3.6 There is a strong desire for the ‘place’ function of the Gardens to be developed around a ‘green, natural oasis’ with strong north south and east west connections for all users. This general consensus limits the range of options for usage that will need to be tested during future stages of consultation. Rather the consultation can focus on ratifying / testing opinion to variations on a broadly generic theme. (The underlying, natural theme for the Gardens future character also complements the council’s Biosphere aspirations, and links between the two projects will therefore be made wherever possible).
- 3.7 It is important to identify the most appropriate method of engaging the local community in the ongoing Valley Gardens design process. There is no value to the design process or the local community in a consultation process that simply fulfils a ‘box ticking’ exercise. However, there is a real benefit in an approach that achieves an optimal blend of specialist skills of the design team with the detailed local knowledge of the community.
- 3.8 The consultation process has already commenced successfully with the scoping workshops and consultation that have informed development of the design brief set out in Appendix 1. It is recommended that the most appropriate way forward is for the design team to develop a reasonably detailed and (transport) tested proposal(s) based on that design brief which can be presented to the local community at feedback workshops in September. Thereafter a process of further iterative workshops will take place until an optimal design has been identified and agreed.

4. COMMUNITY ENGAGEMENT AND CONSULTATION

- 4.1 Full public consultation (via the consultation portal) has been undertaken to test initial views on general aspects of the Gardens’ existing and potential future roles as a movement corridor and a public place. The consultation approach has been developed with the environment initiative’s team to ensure a good practise, inclusive approach has been followed. The full consultation has been supported by stakeholder and officer workshops, which bring professional insight to the process.

- 4.2 The Committee Decision requested will enable further public input into the design process. This reflects the importance the design team place on community involvement in identifying the most successful design solution for city spaces.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Capital: The Department for Transport has allocated £6.466 million to Brighton and Hove for the 2012-13 Local Transport Plan. £0.150 million of this allocation has been set aside for Valley Gardens.

Finance Officer Consulted: Karen Brookshaw Date: 15/06/12

Legal Implications:

- 5.2 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce a Local Transport Plan [LTP], to keep the LTP under review and to alter the LTP if considered appropriate. The LTP provides the policy framework for capital investment in schemes and measures to maintain, manage and improve the city's transport network.

The council has to follow the rules on consultation set out by the government and the courts. The council needs to ensure that any consultation process is carried out at a time when proposals are still at their formative stage, that sufficient reasons and adequate time are given to allow intelligent consideration and responses and that responses are properly taken into account in finalising any proposals.

The preparation of and recommendations set out in this report have had due regard to the legal requirements referred to above. It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted: Carl Hearsom Date: 12/06/12

Equalities Implications:

- 5.3 An EIA will be undertaken as part of the Design Process.

Sustainability Implications:

- 5.4 Due to the project being at an early stage in the design process, it is not yet possible to identify specific elements of the final vision. However, the general aspirations of the project incorporate enhanced ecological environments, reduced noise and air pollution, enhanced access for the community to natural places and greater choice / fewer barriers to more sustainable movement choices (through an enhanced walking and cycling environment etc). The project will be developed to complement the council's Biosphere objectives.

Crime & Disorder Implications:

- 5.5 As above, it is too early to identify specific elements related to crime and disorder. However, the need to design out fear of crime, be mindful of the less savoury aspects of the Gardens' current environment and learn management / maintenance lessons from the Pavilion Gardens have been identified in the design brief.

Risk and Opportunity Management Implications:

- 5.6 A business case and delivery plan will be presented to committee in March 2013 alongside the agreed Valley Gardens vision. In the meantime, the design team are working with relevant stakeholders and monitoring potential funding sources to ensure any short term opportunities to complement the overall Valley Gardens ambition are identified. For example, funding to contribute towards physical improvements between Elm Grove and St Peters has been secured through a Better Bus Areas funding bid.

Public Health Implications:

- 5.7 It is envisaged that most of the public health benefits to be achieved through the project will relate to removing barriers to more sustainable (and healthy) modes of travel, such as walking and cycling, and enhancing public access to natural spaces (with associated physical and emotional wellbeing benefits).

Corporate / Citywide Implications:

- 5.8 The project process and aspiration for an enhanced Valley Gardens environment would contribute towards the council priorities of:
- Tackling Inequality
 - Creating a More Sustainable City
 - Engaging People who Live and Work in the City

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 This report seeks agreement of the design brief informed by scoping consultation, and approval that a design(s) should be developed ahead of further consultation with the community. There are no sensible alternatives to developing a design brief at commencement of the project. The design team need to work up a design option(s) if the project objective of delivering an agreed vision for the Valley Gardens is to be achieved. Using workshops to facilitate face to face community comment on design options prepared by the design team is considered the most effective way of combining local and design team skills.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The report recommendation enables the public to be engaged in a design process previously agreed by the Environment, Transport and Sustainability Cabinet Members Meeting, whilst first enabling members to ratify the rationale behind the options suggested for consultation.

SUPPORTING DOCUMENTATION

Appendices:

1. Design Brief Note and Summary of Scoping Consultation

Documents in Members' Rooms

1. None

Background Documents

1. Valley Gardens Public Realm Analysis

Valley Design Brief Note: May 2012

Introduction

The following note summarises feedback from the:

1. 16th May Design Team Meeting (Appendix 1)
2. Stakeholder (Appendix 2) and Officer (Appendix 3) scoping workshops
3. Public Scoping Consultation (Appendix 4)

The events summarised feed into the Design Brief for Valley Gardens. Alongside the Valley Gardens Public Realm Analysis, the issues identified in this note will comprise the Valley Gardens Design Brief.

Using the Note

Due to the amount of information gathered during the events and the scope for a variety of individual views to be offered during those events, only recurring or otherwise notable themes are summarised for consideration as part of the Design Brief. A wider summary of information from the events is attached as appendices to the note.

For ease, information is arranged in the following key headings:

Design (D) headings relate to physical aspects of the current or any new Valley Gardens design. Design headings are Ambience, Character, Connection, Ecology, Movement, Safety and Use. Process (P) headings relate to information that will inform the design process. These are Constraints, Context, Linked Projects, Practical and Precedents.

Design

D1: Ambience

- Introduce measures to reduce the impact of vehicle noise and pollution on users of the Gardens
- Can intimacy be introduced to the Gardens (to make the spaces feel more human in scale) without creating negative side effects (lack of passive surveillance etc)?
- Consider impact of the UK weather on use of the Gardens

D2: Character

- Improve visual and physical connections with key buildings / features, such as the Pavilion, Pier and St Peters.
- Minimise street clutter and overcomplicated landscape / traffic infrastructure.

- Investigate ways to give the Gardens a distinct character. A recurring theme from the consultation was a desire for a natural, peaceful environment, perhaps drawing on the lack of other green spaces within the city centre.

D3: Connection

- Opportunities should be sought to link Valley Gardens with the surrounding city along its full length. For example, can linking Victoria Gardens south with the western building façade improve links with North Laine, Pavilion, Leisure Centre etc?
- Improve pedestrian and cycle connections to and through the Gardens, perhaps creating a 'green boulevard' through the area.
- Remove barriers impeding east west movement across the Gardens between key destinations, such as St Peters Church and the Station.

D4: Ecology

- Consider opportunities to restore 'the Wellesbourne' – even if this is only a reference to 'a river that was never really a river'
- Can rainwater harvesting / swales be incorporated into the design?
- Plant choice / landscaping should be guided by consideration of future climate change
- Can links be made with wildflower and chalk grassland planting in adjacent areas?

D5: Movement

- A recurring theme throughout the scoping consultation was a desire for a 'green boulevard' running north to south through the Gardens within a simplified transport arrangement.
- Three transport options are considered as viable early options to investigate further:
 1. Balanced arrangements on each (east and west) side of the Gardens
 2. General traffic focussed on one side (with perhaps buses, cycles etc on the other)
 3. All traffic on one side of the Gardens
- A strategy should be developed alongside the design process to limit the amount of vehicles travelling through the area on 'unnecessary journeys'. This will include, but not necessarily be limited to:
 1. Rebranding local car-parks to make them more attractive to potential users
 2. Introducing Variable Message Signing to provide drivers with up to date journey information
 3. Using soft marketing to reduce the number of short local car journeys that can be made by other transport modes
 4. Improving conditions for alternative transport modes such as walking, cycling and public transport to make them more viable choices

- Review changes made to traffic flow in and around London Road in the 1990's. Were the changes successful or did they create more problems than they solved? If the latter, should they be reversed?
- Can new, more legible taxi ranks be created through the Gardens, perhaps at the south west of the Steine?
- Consider ways in which to improve legibility of all routes through, and connections to destinations outside the Gardens.
- Review and as far as possible design out the issues contributing towards stop start vehicle journeys.
- Review whether the current bus stop arrangements are best suited to provide optimal connections to key city locations.
- Ensure bus stops are easy to get to and have high quality facilities
- Provide pleasant as well as direct pedestrian and cycle routes through the Gardens.
- As far as possible design out aspects that encourage conflict between different transport modes and other users.
- Ensure cycle facilities are consistent in terms of provision and quality.
- Consider taking traffic out of the south and west sides of the Old Steine to help simplify and so improve traffic flow.
- Traffic on both sides of the Gardens contributes to overly complex junction arrangements and so delays to traffic and barriers to other users. Can this be redressed?
- Improve the environment and entrances to Pool Valley, or consider opportunities to move the facility to somewhere more suitable.

D6: Safety

- The design & design process need to consider the impact of Street Drinkers and Anti Social Behaviour on the area. The project cannot be seen to 'design in' Anti Social Behaviour.
- Create an environment that is and feels safer from traffic
- Can lighting be used to enhance safety and character?

D7: Use

- Can vulnerable groups be included in the design and new environment?
- Can / should the Steine be re-invented as an event space?
- Create a place that "is the city" / is a place / a destination
- Investigate ways to incorporate nature into the future offer of the area.
- Provide seating and other basic amenities such as food and drink and toilets.
- Investigate opportunities for more interesting and inviting facilities in the Gardens and surrounding areas.
- Investigate opportunities for 'things to do' in the Gardens, such as Art Installations, Events, Picnic Areas and Play Facilities.
- Can the St Peters and Old Steine areas work as 'hang out' areas to relax from the North Laine and Lanes, linked by a green boulevard?

- The area outside the language school at the bottom of Church Street gets very busy but students rarely venture into the Gardens. Can this potential link be enhanced?
- Can more be made of Victoria Gardens North's potential as an event space (given its proximity to the 'cultural quarter') without upsetting surrounding residents?
- Can wi-fi be introduced to central spaces of Valley Gardens to encourage student and other users?
- Can St Peter's Church be developed as a community focus for the Gardens and surrounding city?
- Consider ways to ensure events within the Gardens include local residents as far as possible, and minimise any detrimental impacts (such as noise nuisance)
- Investigate opportunities to enhance the evening offer / use of the area

Process

P1: Constraints

- There is flexibility to re-arrange the general shape of green spaces within the Gardens (there is no conservation or heritage constraint protecting the current arrangement).
- The estimated age of the older elms in Valley Gardens is around 80-120 years. Elms in Preston Park that are 400+ years and still going strong, so the trees in Victoria Gardens still have a lot of life in them.
- The 'raised planters' around some Elms in Victoria Gardens are a later addition, and Elms are one of the few trees that can adapt to a raised surrounding bed. So it may well be that the raised planters are not a constraint – there may be flexibility to remove the raised planters or work with the new levels, so long as a dialogue is maintained with the council arboriculturalists.
- Although the Level is a separate project, the area around the Level (including the cycle arrangement) is the responsibility of the Valley Gardens project team.
- The Valley Gardens project includes the Aquarium Roundabout. The interim design suggestions produced by Mark Strong are in response to a Times Newspaper initiative and consider the Roundabout arrangement as it is today. Therefore they are distinct from the Valley Gardens objectives or brief.
- Park and Ride is unlikely to be part of the solution to traffic levels in Valley Gardens. The idea has always been difficult to deliver for a range of administrations, and would only have an impact on traffic levels if combined with measures to reduce city centre car park spaces. The majority of car parks in the city centre are not owned by the council.
- The current disjointed transport arrangement was a result of the existing layout developing as a series of budget compromised iterations rather than

as a consistent, quality overall scheme. Therefore, maintaining the existing arrangement should not be a key concern.

- The Royal Pavilion is heavily used/over-used causing various issues. Can the relationship with the surrounding Gardens be enhanced to alleviate, rather than add to some of this pressure?

P2: Context

- Investigate the history of walls/fences around the Pavilion to ascertain how much of a constraint they are on the project.
- St Peter's Church was built by Kemp as the termination of public realm in the city. Does this historical role have any influence over the future design of Valley Gardens?
- Investigate and strengthen any beneficial links between the Gardens and adjacent destinations such as the Pavilion and Station.

P3: Linked Projects

- The Ann Street LICI project is ongoing but temporary. It will not have a link to Valley Gardens.
- The design brief and process should demonstrate synergy between Valley Gardens and Biosphere objectives. The council is bidding for UNESCO Biosphere (reserve) status by 2014. This includes various complementary links to the Valley Gardens project, including 'economic and social links to nature' 'transportation of goods & people', 'sense of place' and 'growing knowledge'. Valley Gardens is within the 'transition zone' – people living and working in harmony with nature. The project could also incorporate links to the Downs hinterland and reefs.
- The project should help deliver the Council's Green Network vision.
- The Lewes Road project could help redistribute traffic, linked to Park and Ride and/or other options.
- The Circus Street Project will include a new library, new university accommodation and commercial/retail units on the site. Circus Street would also be narrow and improved as part of the project.
- Despite some opposition, the Ladyboys of Bangkok funds a lot of the Brighton Fringe.
- The Dome is bidding for money to open up onto Pavilion Gardens.

P4: Practical

- Develop a deliverable management plan to ensure the Gardens can be adequately maintained in future.
- Can we enforce enhancement of derelict / poorly maintained buildings?
- If relevant, develop an events strategy to help ensure the area fulfils its potential as an event destination in future. Consider drawing on support from Brighton Fringe.

- Ensure any risks associated with planning processes are identified and managed.

P5: Precedent

- Newington Green in Islington has recently been renovated, having suffered from similar issues to those experienced in Valley Gardens. Could it provide a precedent to learn lessons from?
- Winter Gardens, Bournemouth
- Green Bridge over Mile End Rd

Appendix 1

Valley Gardens Design Brief Notes: May 2012

From Project Team Meeting: 16th May 2012

Ben, Jim (BHCC), Chris, Oli, Ian, John (UI) and Fenella, Murray (UP)

D1: Connection:

- Can linking Victoria Gardens south with the western building façade improve links with North Laine, Pavilion, Leisure Centre etc?
- Create a comfortable and predictable environment with legible connections into the city

D2: Ecology:

- Consider links to the Wellesbourne – even if this is only a reference to ‘a river that was never really a river’
- Can rainwater harvesting / swales be incorporated into the design?
- Plant choice / landscaping should be guided by consideration of future climate change
- Can the Gardens’ landscaping plan reflect a ‘pick and mix’ of different local ecological conditions?

D3: Movement:

- Scoping consultation highlighted a recurring desire for a green boulevard through the Gardens, within a simplified transport arrangement.
- Three transport options were considered as viable early options to investigate further:
 4. Balanced arrangements on each (east and west) side of the Gardens
 5. General traffic focussed on one side (with perhaps buses, cycles etc on the other)
 6. All traffic on one side of the Gardens
- Consider rebranding car parks to make them more attractive options for earlier interception of southbound vehicles.
- Consider wider traffic management plans, including VMS / demand management and behaviour change to reduce need for unnecessary journeys into the Gardens
- Review changes made to traffic flow in and around London Road in the 1990’s. Were they successful or did they create more problems than they solved?
- Can new, more legible taxi ranks be created through the Gardens, perhaps at the south west of the Steine? Are there benefits in relocating Ship Street taxi ranks to Valley Gardens?

D4: Safety

- The design & design process need to consider the impact of Street Drinkers and Anti Social Behaviour on the area. The project cannot be seen to 'design in' Anti Social Behaviour.

D5: Use:

- Can vulnerable groups be included in the design and new environment?
- Can / should the Steine be re-invented as an event space?
- Create a place that "is the city" / is a place / a destination

P1: Constraints:

- There is flexibility to re-arrange the general shape of green spaces within the Gardens (there is no conservation or heritage constraint protecting the current arrangement).
- The estimated age of the older elms in Valley Gardens is around 80-120 years. Elms in Preston Park that are 400+ years and still going strong, so the trees in Victoria Gardens still have a lot of life in them.
- The 'raised planters' around some Elms in Victoria Gardens are a later addition, and Elms are one of the few trees that can adapt to a raised surrounding bed. So it may well be that the raised planters are not a constraint – there may be flexibility to remove the raised planters or work with the new levels, so long as a dialogue is maintained with the council arboriculturalists.
- Although the Level is a separate project, the area around the Level (including the cycle arrangement) is the responsibility of the Valley Gardens project team.
- The Valley Gardens project includes the Aquarium Roundabout. The interim design suggestions produced by Mark Strong are in response to a Times Newspaper initiative and consider the Roundabout arrangement as it is today. Therefore they are distinct from the Valley Gardens objectives or brief.
- Park and Ride is unlikely to be part of the solution to traffic levels in Valley Gardens. The idea has always been difficult to deliver for a range of administrations, and would only have an impact on traffic levels is combined with measures to reduce city centre car park spaces. The majority of car parks in the city centre are not owned by the council.

P2: Linked Projects:

- The Ann Street LICI project is ongoing but temporary. It will not have a link to Valley Gardens.
- The design brief and process should demonstrate synergy between Valley Gardens and Biosphere objectives. The council is bidding for UNESCO Biosphere (reserve) status by 2014. This includes various complementary links to the Valley Gardens project, including 'economic and social links to nature' 'transportation of goods & people', 'sense of place' and 'growing knowledge'. Valley Gardens is within the 'transition zone' – people living and

working in harmony with nature. The project could also incorporate links to the Downs hinterland and reefs.

- The project should help deliver the Council's Green Network vision.

Appendix 2

Valley Gardens Stakeholder Scoping Meeting 24th April 2012

1: Pre Event Comments

D1: Ambience: Aspirations

- I think it would be good if the green and flowerbed area were to be extended outwards, ie over what is currently pavement, and a footpath and cycle lane down the centre. That way, people will be furthest away from traffic and fumes, and the gardens will have much more of a function than they do at the moment.
- Continue with the excellent informal planting adopted in recent years, particularly around the Dolphin fountain, saving public money with less labour intensive digging up and replanting of formal seasonal schemes every few months.

D2: Character: Issues

- Lack of cohesion between current green spaces
- Level of quality does not reflect the prominent location in Brighton
- They are not made the best of! They often look shabby and uncared for.
- Choice of plants/flora not great either - lack of colour, imagination.

D3: Connection: Aspirations

- Removal of railings up and down the gardens and
- Better signage from St Peters Church to Brighton Station via Trafalgar Street for pedestrians and bus passengers
- Improved connectivity / permeability between the Valley Gardens (St. Peters Churchyard in particular) and the surrounding retail and residential areas in order to make the Church, churchyard and wider gardens a much more inviting and an easy to reach destination
- The railings need to be removed or modified to reduce the 'island' nature of the gardens and improve permeability.
- Create a link between East and West Brighton through careful design and landscaping of green spaces.

Connection: Issues

- Isolation of space due to current road network
- Permeability between the gardens / churchyard and the surrounding areas. The railings and traffic systems are particularly problematic.
- Pedestrian access to St. Peters Church. Pedestrian and cycleways around St Peters Churchyard ignore the Church as a destination and prominent townscape feature.
- Severance - railings and traffic make it difficult / awkward for pedestrians

D4: Movement: Aspirations

- Re-landscaping the Old Steine and the area from the War Memorial up to the junction of Church Street. I think the West side of this should become completely pedestrianised with traffic running in both directions on the East side of the gardens.
- Better access for buses westbound along Union Road to the junction with Ditchling Road and more space for buses stopping at the southbound bus stop in Ditchling Road (with a real time information sign)
- Real time information sign on the northbound stop on the east of St Peter's Church
- As few traffic hold ups as possible
- Easy access depending on what the designers want to replace the existing gardens with
- An improved traffic system which is pedestrian and cyclist friendly, and encourages 'promenading' through the gardens and Churchyard in the early tradition.
- Road infrastructure improvements around the Valley Garden area in response to the heavy traffic flow
- A central axial pedestrian approach (to St Peters) from the South would be greatly welcomed.
- That the whole green strip from St Peter's Church to the beach could be like the Winter Gardens in Bournemouth, ie uninterrupted gardens all the way down, with an underpass under the coast road.
- Where it is obvious a route across the grass is going to suffer heavy foot traffic eg from Brighton University to the bottom of Church Street, put down some form of protective porous surface eg perforated rubber or concrete panels which still allow the grass to grow through.

Movement: Issues

- Insufficient and poorly located parking for St. Peters Church, which has a primarily commuter congregation.
- Obstacles to the free flowing of buses (some of which are being attended to as part of the recently awarded Better Bus Areas funding – eg St Peters Place and Edward Street junctions)
- Congestion from Marina Parade on to the 'Palace Pier' roundabout
- Traffic problems as a result of the potentially restricted vehicle flow. The council needs to have a holistic, city-wide approach to the traffic issue here.
- Buses get held up at traffic lights when often little or no traffic from other directions - happens particularly at southern end of St Peters Church - poor design - so bus stops at bottom of North Road block bus lanes and hold up buses not stopping there and capacity of bus advance near Royal Pavillion is too small and in peak times buses are actually slowed down by this as cannot get more than 4 buses through at any one time - with bendy-buses this will only get worse.
- Cycling - indirect and long routes with poorly designed lanes creating conflict with pedestrians plus with awkward crossings

D5: Safety: Issues

- Safety concerns as pedestrians cross at the junction opposite Gloucester Street

D6: Use: Aspirations

- Programmed events scheduling for the area so that it becomes a hub of activity. Brighton Fringe could easily co-ordinate this on behalf of the council.
- Making the areas more inviting generally (perhaps benches and other landscaping features, even artworks, a band stand etc)
- Restoration of St. Peters Church as the key townscape feature and destination within the Valley Gardens, particularly in relation to southern views at ground plane level and main access routes. Increased car-parking capacity for St. Peters Church and in a more appropriate location (to the north rather than the south).
- The green spaces need to be given an identity which engages with the local community

Use: Issues

- No seating areas either - be good to see more
- Pool Valley is a disgrace and an embarrassing arrival point for visitors to our City! Either it should be spruced up with toilets, ticket office, cafe with both entrance and exit from the seafront, rather than squeezing between 2 historic buildings, or ideally, incorporate the coach station between the Brighton Centre and the Churchill Square complex. The latter is where most bus routes stop, making it easy to link-up transport, and visitors would arrive, via our lovely seafront, in the commercial heart of the City which should benefit business'.

P1: Practical: Issues

- Cost. This is clearly the most significant factor. But there is scope to raise funding via grants or even corporate sponsorship of certain areas, gardens etc.
- Planning issues if residents object to any of the proposals.
- Potential noise/damage to street furniture if not maintained.

P2: Precedents

- Winter Gardens, Bournemouth
- Green Bridge over Mile End Rd

2: Group 1

Claire Morgan (Level), David Steell (One Church), David Sewell (North Laine Traders), Julian Caddy (Fringe Festival), John Hickman (Pendragon Pictures)

D1: Connections

- Links between the gardens and the Station should be improved, including links between Gloucester Road and Trafalgar Street.
- The St Peters' area is particularly poor in terms of the negative impact of the fencing and illegible crossings.

D2: Movement:

- Can greater north-south cohesion be created between the different gardens?
- Can part of the 'New Road Vibe' be extended into the gardens, especially on the western side between the junctions of Trafalgar Street and the Pavilion? Improving this section would provide an alternative route through the North Laine area, and also increase footfall through Trafalgar Street.

D3: Use:

- Reference to (albeit temporary) benefits brought to the Gardens by the White Night festival.
- Electricity and Water facilities should be built into the Garden spaces.
- Visual exposure businesses gain from passing vehicles can be beneficial. Can this be maintained in a new scheme?
- Does the lack of alternative green spaces in the area give Valley Gardens a natural role as a destination for congregating?
- Is there a risk that removing the fencing around the edges of the gardens would eventually leave no green spaces? Victoria Gardens south was cited as an example of this issue.
- Facilities and attractions are required to attract people to the area.
- The group questioned why students don't make better use of the Gardens?
- The council need to be better at facilitating events if Valley Gardens is to emerge as a venue place. The high costs of using the space are a specific barrier to their use for events. (Even though not everybody likes the Ladyboys, it was recognized that the event raises a lot of rental money).

P1: Precedent - Newington Green, Islington:

- Newington Green in Islington has recently been renovated, having suffered from similar issues to those experienced in Valley Gardens. Could it provide a precedent to learn lessons from?

3: Group 2

Viv Caisey (Living Streets), Leah O'Brien (AAArchitects), John Oram (Streamline Taxis), Simon Brewer (St Peters), Richard (Triangle Residents Group), Chris Todd (Sustainability Partnership)

D1: Ambience

- The scheme needs a way to provide some kind of protection from the sensory impact of proximity to traffic if people are to want to spend time in the Gardens
- Can intimacy be introduced to the Gardens (to make the spaces feel more human in scale) without creating negative side effects (lack of passive surveillance etc)?
- Consider impact of the UK weather on use of the Gardens

D2: Movement

- Consider clear, visible pedestrian route N-S through the Gardens as a pleasant alternative to footways around the edge of the study area
- The current 'improvements' put barriers across many desire lines, such as the route past the northern St Peters façade and west towards the Station via Trafalgar Street. Look for ways to remove these barriers.
- Simplify junctions and get a better balance between modes and uses at points where east / west routes intersect the Gardens.
- Approach to vehicular movement needs to incorporate 4 angles:
 1. Recognise some traffic has to be in the area and make sure it is accommodated
 2. Ensure conditions for less unsustainable modes of movement (bus, taxi, foot, cycle) are enhanced to reduce physical barriers that may contribute towards unnecessary volumes of vehicles in the area
 3. Use management to reduce unnecessary volumes of vehicles in the area (ideas suggested include enhanced signing around the periphery of the city and park & ride).
 4. Soft measures aimed at influencing behaviour change
- Segregated Cycle / Pedestrian facilities on narrow footways encourage conflict. Introduce a consistent, fit for purpose approach in the future scheme.

D3: Safety

- Accident hotspots need tackling (Steine, Edward St junction, St Peters / Gloucester Street junction).
- Need to make the Steine area safer / easier to navigate due to volumes of foreign students amongst others in the area.
- Poorly considered pedestrian railings increase danger by encouraging people to jump over them. Reduce such barriers in the redesign.

D4: Use

- Can we influence the building uses around the Gardens?
- Can we enforce enhancement of derelict / poorly maintained buildings?
- Can the area around St Peters (including the surrounding buildings) take on a community 'hang out' type role for residents of the surrounding districts / city – building on the church's role as a community centre?
- Can more be made of Victoria Gardens North's potential as an event space (given its proximity to the 'cultural quarter') without upsetting surrounding residents?
- Will regeneration prompt regeneration?
- Unlock barriers to people spending time in the area
- How can we introduce an evening offer / use of the area?
- There was disagreement between Simon (the Church) and Chris Todd / Viv over whether more parking should be created at the north of the Church for church users. Simon felt it was required, Chris and Viv felt this was contrary to the ideal objectives of any improvements and that opportunities to use existing public car parks in the vicinity (such as Trafalgar Street / London Road) should be examined instead.

4: Group 3

Mike Best (Bus Company), Jan Cadge (Royal Pavilion), Mal Fryer (RG Architects)

D1: Connections

- Link up 3 main spaces through Valley Gardens (St Peters, Victoria Gardens North and South).

D2: Movement

- Bus lanes vital but very 'higgelty-piggelty' at present.
- Main bus routes London Road – North Street suggest main links along west of Valley Gardens.
- Station buses at west side of Old Steine.
- Park and Ride system to reduce car use.
- Single dedicated bus routes are less efficient use of road space.
- Bus/taxi lanes should be exclusively so.
- Alternative routes to carparks on front to avoid Valley Gardens.
- Clear double width route down east side of Valley Gardens appears direct/unambiguous.
- Protect/reinforce 'original' axis from Pavilion to Church.
- Reinstating 'pleasure walk' promenade from Pavilion to/around the Church.
- Untangle spaghetti of traffic towards Safety and Efficiency.
- Desire for through-route and green amenity reinforcing idea of Promenade.

D3: Use

- Royal Pavilion is heavily used/over-used causing various issues.
- Overspill of current outdoor uses into Valley Gardens could off-set pressure.
- Church very open to considering use of spaces around, including vehicular use and circulation.
- South Victoria Gardens over-dominated by long events excluding community.
- Big events happen in Preston Park (Chinese State Circus).
- Events like 'Son et Lumiere' have happened in Church Gardens.
- Valley Gardens scale suitable for markets perhaps benefitting from routes through (although many markets already throughout town).
- Real opportunities for Public Realm improvements around Church and Old Steine.

P1: Context

- History of walls/fences around Pavilion should be understood (original flint wall and railing taken down in 1850s, others since, current 1960s? railings around perimeter installed by BHCC to protect.
- Many trees were blown down in great storm.
- Church built by Kemp as termination of public realm.
- Benefit from adjacent relationships to key urban destinations like Pavilion and Station.

Appendix 3

Valley Gardens Officer Scoping Notes

Group 1

Linda Anglin, Alan Buck, Sean Power, Bo Furdas

D1: Movement

- The current disjointed transport arrangement was a result of the existing layout developing as a series of budget compromised iterations rather than as a consistent, quality overall scheme.
- Taking traffic out of the south and west sides of the Old Steine could help improve traffic flow.
- Traffic on both sides of the Gardens contributes to overly complex junction arrangements and so delays to traffic and barriers to other users.

D2: Use

- The Steine and St Peters lend themselves to being developed as places to 'hang out' – oases from the shopping areas of the Lanes and North Laine respectively. The area between the two Gardens could be joined up and redeveloped as a 'green boulevard'. This could be achieved by removing traffic on one side of the road – which currently contributes to the overly complex transport arrangement – and so congestion - identified above.

Group 2

Max Woodford, Ben Coleman, Charles Field, Matt Easteal, Murray Smith, Simon Bannister, Tracy Davison

D1: Character

- Valley Gardens should become a place as well as a route to move through.
- Can the Masda Fountain could become a positive feature?

D2: Connection

- Traffic islands effectively double the amount of east-west barriers through the Gardens and should be removed where possible.
- Green spaces should be linked together and operate as a continuous space.

D3: Ecology

- Wildflower planting on Edward Street (east) has been very popular.
- Ecology is being improved in Richmond Parade through introduction of chalk grasslands.

D4: Movement

- Advance warnings/traffic management should be introduced before vehicles reach the Gardens to divert unnecessary traffic.

D5: Safety

- Lighting should be utilised to increase safety/security.

D6: Use

- The area outside the language school at the bottom of Church Street gets very busy but students rarely venture into the Gardens. Can this potential link be enhanced?
- Can wi-fi be introduced to central spaces of Valley Gardens to encourage student and other users?

P1: Linked Projects

- The Lewes Road project could help redistribute traffic, linked to Park and Ride and/or other options.
- The Circus Street Project will include a new library, new university accommodation and commercial/retail units on the site. Circus Street would also be narrow and improved as part of the project.
- Despite some opposition, the Ladyboys of Bangkok funds a lot of the Brighton Fringe.
- The Dome is bidding for money to open up onto Pavilion Gardens.

Appendix 4

Valley Gardens Consultation Summary

Executive Summary

143 people responded to the April 2013 online Valley Gardens scoping consultation.

The questions tested opinion on consultation feedback received during the 2009 'Places from Spaces' temporary transformation of Victoria Gardens relating to **current use** of Valley Gardens, and assumptions of the project management team relating to **movement** through the area.

The questions also sought views on **perception** of and **aspirations** for the Gardens. A full summary of responses is available on request from Jim Mayor (jim.mayor@brighton-hove.gov.uk / 01273 294164)

Current Use

- 1.1 Respondees were asked what would make them spend more time in Valley Gardens. 1 person (1%) said they felt Valley Gardens was fine as it was. 4 people (3%) didn't think Valley Gardens should be a place for people to spend time in. This group tended to think that human activity would damage the aesthetic (3 people) or ecological (1 person) potential of the Gardens.

19 people (13%) did not think they would ever spend much time in the Gardens. The most common reasons given were 'too much traffic' (8), 'too many street drinkers / drug takers' (7), 'too noisy' (6), 'too polluted' (4) and 'little more than a traffic island' (3). The reasons suggested that at least some of these respondents may be potential users of the space if current barriers to use could be overcome by an enhanced design.

A majority of 83% (119 people) said they would like to spend time (or more time) in Valley Gardens if the facilities / environment were improved. A wide variety of potential improvements were identified, the most popular being more trees / landscaping / vegetation (82%), less traffic (73%), less vehicle noise (71%), easier pedestrian access to the Gardens (70%), a safer (from traffic) environment (66%), better air quality (58%) and better or more seating (56%).

Movement

- 1.2 57 respondents said they drove around Valley Gardens. Views on whether it was easy to navigate around the Gardens were mixed (41% agreed, 39% disagreed). 34% felt the road was well designed to keep traffic moving, 48%

disagreed. The most common suggestions for ways to improve driving conditions were simplification of the highway arrangement and reducing numbers of vehicles.

- 1.3 31 respondees said they used taxis to get around Valley Gardens. There was no strong feeling as to the quality of location or number of taxi ranks in Valley Gardens. However, when asked how taxi provision could be improved, comments reflected a lack of awareness of rank locations in the Gardens, suggesting potential for enhanced legibility of ranks in an improved design.
- 1.4 Of the 91 people who used buses to get around the Gardens, 55% disagreed that more bus lanes are needed in the area (17% felt more bus lanes were needed), implying the new scheme should focus on improving quality rather than quantity of bus lane provision. Feedback as to the quality and location of bus stops was more balanced. Suggestions for ways to improve the Gardens for bus users were too varied to pick out an over-riding theme, although several people suggested that an additional stop between St Peters and the Old Steine would be beneficial.
- 1.5 121 people said they got around Valley Gardens on foot. Over half disagreed with the statements that 'it is pleasant to walk in Valley Gardens' (53%), and 'it is easy to cross the road in Valley Gardens' (67%), but agreed that 'there is enough room (on pavements etc) to walk' (56%). Views on whether pedestrian crossings were in the right place were mixed. As with bus users, comments as to how to improve conditions for pedestrians were too varied to identify a single over-riding theme.
- 1.6 The 58 cycle users were the most dissatisfied of all movement groups. 65% disagreed that 'it is pleasant to cycle in Valley Gardens' and 68% disagreed that 'cycle facilities in Valley Gardens are of high quality'. The most common suggestion for improving conditions for cyclists focussed on redressing the current incomplete and inconsistent provision.

Perception

- 1.7 People were invited to submit 3 words or phrases that best reflected their current perception of Valley Gardens. The question was designed to enable respondees to give an unprompted response to the area, and track any links between perception and use (the more positive people feel about a space, the more likely they are to spend time in it). Of the 385 words provided, 46 (12%) were positive, of which around half related to the area's potential. 138 (36%) were recorded as neutral, although five of the six most repeated words (loud/noisy, traffic, traffic island, roads and street drinkers) amongst others could well have been intended as criticisms. Over half the words were explicitly negative, the most repeated relating to poor maintenance (17), blandness (16), pollution (15), underuse (14), dirtiness (13), unwelcoming (8),

neglect (8) and ugliness (8). This information gives insight into the areas that need to be improved to attract people into the Gardens.

Aspirations

- 1.8 Finally people were invited to submit 3 words or phrases that best reflected their aspiration for the future of Valley Gardens. 49% of responses referred to ambience, the most popular aspirations being for the Gardens to become a place of Tranquility (21), Beauty (19), Safety (14), Cleanliness (12) and Relaxation (12). 30% of responses related to the Gardens' potential future role, with nature filled (6) and gardens (5) being the most repeated responses. 10% of people had aspirations for enhanced movement within the Gardens, 9% mentioned general aspirations (such as trees), and 2% prioritised a well managed facility.

Full Responses

2 Current Use

2.1 What would make you want to spend more time in Valley Gardens?

- I don't think Valley Gardens should be a place for people to spend time in (4)
- I already spend time in Valley Gardens and think its fine as it is (1)
- I'd like to spend time (or more time) in Valley Gardens if facilities/ the environment were improved (119)
- I don't think I would ever spend much time in Valley Gardens (19)

2.1.1 Why (don't / wouldn't you use it)?

The following reasons were given for people who didn't think they would ever spend much time in Valley Gardens:

- Too much traffic (8)
- Too noisy (6)
- Too many street drinkers (5)
- Too polluted (4)
- Little more than a traffic island (3)
- Drug takers (2)
- Too urban / windy / unattractive / close to busy roads and junctions, traffic jams, buses stopping and starting.
- I'm too busy
- Poor pedestrian crossings
- I don't live in the City and I work on the other side of it in Hove.
- For me it is a corridor between home, north of Preston Park, and the city centre - when in Valley Gardens I am en route for a destination, not looking for somewhere to pause.

2.1.2 People who didn't think Valley Gardens should be a space to spend time in said:

- Victoria Gardens should have it's fencing re-instated, the lawns repaired and the gardens attractively planted. Ample seating should be provided around the perimeter for those who wish to dwell in the area. Occupiers, ladyboys and cyclists should be kept of the lawns.
- Give us back the flower beds with vibrant colours not the drab looking grasses etc. Make it into a showpiece for the town, not just another dogs toilet. Look back 1950's and 60's for ideas if need be, get the Mazda fountain working properly with the changing coloured lights and the grass looking like we care about it. Once nobody except the gardeners set foot on the grass, now look at it, Put up fences to keep people off it need be. If it's worth attempting to improve please let's do it properly and when it's done look after it long term, not like so many attempts we have at improvements.
- Because Brighton has hardly any space that is free from human habitation. Surely there should be some space saved for other species to enjoy? The planet does not belong to humanity alone!!!
- Nice, open spaces in the middle of towns do not stay nice once people are routinely allowed to trample over them. A shining example of this is Victoria Gardens, which has now evolved from a place of beautiful lawns and flower beds to a quagmire-strewn eyesore criss-crossed with paths scarred into the turf. (The decision to remove the railings bfrom these and other gardens for the Millennium was a bad one).

2.1.3 What would you like to see in Valley Gardens to make you spend more time?

More trees / landscaping / vegetation (98)	Better / more seating (67)	Clearer views of attractive features (41)
Less traffic (87)	Less clutter (55)	Better maintenance (38)
Less vehicle noise (84)	Less anti social behaviour (56)	Public Toilets (40)
Easier pedestrian access to the gardens (83)	A distinct character (49)	Protection from elements (27)
A safer (from traffic) environment (78)	Something to do (46)	Better lighting (30)
Better air quality (69)	More interesting surrounding facilities (44)	Other (9)

3 Movement: How do you get around Valley Gardens?

3.1 Vehicle (57)

It's easy to find my way around Valley Gardens

Strongly agree	2
Tend to agree	21
Neither agree nor disagree	11
Tend to disagree	16
Strongly disagree	6

The road layout is well designed to keep traffic moving

Strongly agree	1
Tend to agree	18
Neither agree nor disagree	10
Tend to disagree	16
Strongly disagree	11

How to make Valley Gardens a better place to drive?

General Arrangement Change / Improvement	(15)
Simpler Arrangement	(9)
Legibility Change / Improvement	(12)
Reduce Traffic	(7)
Other	(3)

3.2 Cycle (58)

It is pleasant to cycle in Valley Gardens

Strongly agree	0
Tend to agree	6
Neither agree nor disagree	14
Tend to disagree	27
Strongly disagree	10

Cycle facilities in Valley Gardens are of high quality

Strongly agree	0
Tend to agree	5
Neither agree nor disagree	13
Tend to disagree	25
Strongly disagree	14

How to make Valley Gardens a better place to cycle?

- Improve consistency of provision (19)
- Improve ambience (9)
- Ideas for general (other) arrangements (8)
- Improve general quality of provision (7)
- Improve / change relationship with other modes (7)
- Improve legibility of provision (6)

3.3 Bus (91)

More bus lanes are needed in Valley Gardens

Strongly agree	5
Tend to agree	9
Neither agree nor disagree	23
Tend to disagree	33
Strongly disagree	12

Bus Stops in Valley Gardens are of high quality

Strongly agree	1
Tend to agree	16
Neither agree nor disagree	44
Tend to disagree	20
Strongly disagree	5

Bus Stops in Valley Gardens are in the right place

Strongly agree	3
Tend to agree	22
Neither agree nor disagree	32
Tend to disagree	25
Strongly disagree	5

How to make Valley Gardens a better place to take a bus?

- Improve / Change Bus Stop Location (18)
- Improve / Change Bus Stop Quality (13)
- Improve / Change Bus Lane Quality (13)
- General (6) Less Buses / Traffic (5)

3.4 Foot (121)

It is pleasant to walk in Valley Gardens

Strongly agree	2
Tend to agree	29
Neither agree nor disagree	24
Tend to disagree	47
Strongly disagree	15

There is enough room (on pavements etc) to walk in Valley Gardens

Strongly agree	10
Tend to agree	55
Neither agree nor disagree	17
Tend to disagree	26
Strongly disagree	7

Pedestrian Crossings in Valley Gardens are in the right place

Strongly agree	2
Tend to agree	29
Neither agree nor disagree	39
Tend to disagree	29
Strongly disagree	17

It is easy to cross the road in Valley Gardens

Strongly agree	3
Tend to agree	17
Neither agree nor disagree	20
Tend to disagree	43
Strongly disagree	35

How to make Valley Gardens a better place to walk?

Improved relationships with other modes (48)
Improved connection (36)
Improved ambience / experiential quality (21)
Improved Routes (13)
Improved Management (13)
Improved Quality (General) (14)
Everything else (2)

3-5 Taxi (31)

Taxi Ranks in Valley Gardens are in the right place

Strongly agree	0
Tend to agree	7
Neither agree nor disagree	14
Tend to disagree	4
Strongly disagree	3

There are enough Taxi Ranks in Valley Gardens

Strongly agree	1
Tend to agree	8
Neither agree nor disagree	11
Tend to disagree	4
Strongly disagree	4

How to make Valley Gardens a better place to catch a cab?

Legibility (5)

- Are there any taxi ranks?
- Where are the taxi ranks in Valley Gardens? I go through there most days & have never seen one.
- I never get a taxi from Valley Gardens and don't have a clue about the number of location of ranks in the area.
- Not sure I know where the taxi rank(s) are.
- Knowing where the cab rank is

Taxi Rank Number (3)

- Need another taxi rank there.
- Taxi ranks are okay but possibly could do with an additional one between the ones in St Peters and East Street.
- We need a taxi rank near the bottom of Church Road.

Infrastructure (3)

- Easier parking and flow of taxis rather than having to go to the Hanningtons rank
- Lay-bys like those used by buses into which cabs could pull if flagged down - it's difficult for them to stop at present.
- Making it a safer place to wait at night, if one needs to.

Everything Else (2)

- Nothing
- More

Q3 - Words to describe Valley Gardens today

Positive (46)	Neutral (138)	Negative (201)
<p>Role (6) A good entry to the city Asset Important Rare green space Unique Valuable</p> <p>Aesthetic (8) Beautiful (2) Nice planting / Pretty Flower Beds (2) Nice / Lovely trees (2) Attractive Pretty</p> <p>Ambience (8) Oasis (2) Peaceful / Restful (2) Welcoming (2) Natural & Relaxing Warm</p> <p>Potential (20) Potential / Could be Lovely / One of the City's Greatest Opportunities / Nice but could be improved upon (19) Important Town Centre Focus</p> <p>General (4) Essential Important Our wonderful elm trees Remarkable survival</p>	<p>Role (40) Traffic island / roundabout (8) Roads / Road system / Highway (5) Street Drinkers (5) Passing / Walk through (2) Open Space (2) Historic (2) A thoroughfare Decorative not used Dog walking Gateway to the sea front Giant herbaceous border Just a busy road Ladyboys Motorway No cafes No seating Old fashioned planting scheme Students drinking Summer use only Transport Corridor Urban Parkland Walk through</p> <p>Ambience (50) Loud / Noisy (30) Green (11) Busy (4) Windy (2) Fast Green versus traffic Verdant</p> <p>Movement (19) Traffic (13) Surrounded by traffic / busy road (2) Busy Traffic Cars Car focused Tarmac</p> <p>General (3) Ambivalent Location</p>	<p>Role (61) Boring / Bland / Drab / Dull / Uninspiring etc (16) Underused (14) Waste-ground / Wasted (7) Isolated (6) Under appreciated (2) Druggies / Smackhead (2) Forgotten (2) A blight A place where you are likely to be pestered by undesirables Dog mess Drunks / Vagrants Empty Invisible Poor facilities Poor grass Too many street drinkers Unbuilt Underdeveloped Too many street drinkers</p> <p>Aesthetic (40) Dilapidated / Poorly Maintained / tatty / run down etc (17) Grotty / Grubby / Tatty / Grimy / Dirty (13) Unattractive / Ugly (8) Bare Battered</p> <p>Ambience (54) Polluted / Fumes (15) Unwelcoming / Uninviting (8) Neglected (8) Unsafe (4) Anti-social (3) Unloved (2) Unpleasant Abandoned Abused Besieged Bleak Dark</p>

	<p>Prehistory</p> <p>Potential (1) Great challenge to corporate joint working</p> <p>Observational (25) Central (4) Trees (4) Space (3) Urban (2) Narrow / Thin (2) Grass (2) Flat (2) Benches need to be not too low for elderly people. City Fountain Fountains need to be working all the time It would be nice without so much traffic noise Large fountain used to have coloured lights and music - can this happen again?</p>	<p>Degenerate Exposed Exposed to traffic Hectic traffic Intimidating at night Oppressive traffic Stressful Sad</p> <p>Movement (22) Inaccessible (5) Car dominated / Motorbound (3) Too much traffic (3) Dangerous road layout (2) Difficult to cross the road (2) Convolutd routes Cut off by traffic Difficult to walk through Grid locked Strangled by cars Too many road works Traffic jams</p> <p>General (4) Disturbed Segregated Sold out Unimaginative planting</p> <p>Potential (6) Pointless (2) Could be better Disappointed Not exactly a strong civic asset Opportunities neglected</p> <p>Observational (14) Chopped up / Disconnected / Disjointed (5) Muddy (4) Obstructed One-dimensional Pedestrians are an after thought Physical barrier Pitiful</p>
--	---	--

Q4: Words to describe Valley Gardens tomorrow

Movement (39)	Role (116)	Ambience (157)
Accessible (13)	Community / Communal (7)	Attractive / Beautiful /
Traffic reduced / restricted (7)	Open space for everyone (6)	Beauty (23)
Traffic free (4)	Nature / Nature filled (5)	Peace/ful / Quiet/er / Serene / Tranquil (21)
Cyclist & pedestrian friendly (2)	A place to escape the shops and to relax (4)	Safe/r (inc at night) (15)
Pedestrian priority	Garden / Gardens (4)	Pleasant/pleasure (14)
A gently winding north-south route through the middle	Green corridor / avenue / promenade (4)	Relax/ing (9)
Better connected	Cafes (3)	Interesting (7)
Coherent cycle lane layout	Gateway / Welcome (3)	Social/able (6)
Easy movement for buses	Green space (3)	Welcoming / Inviting (6)
Improves walking and cycling	Meeting place (3)	Busy / Lively (4)
Not car dominated	A Garden / Gardens (2)	Fun (4)
Pedestrianised	A (unified) / true green heart (2)	Haven (4)
Protection from traffic	A destination (2)	Oasis (3)
Traffic	Events (2)	Verdant / Lush (3)
Traffic calmed	Leisure space (2)	Calm/er (2)
Traffic jams reduced	Play (2)	Enjoyment (2)
Trams	Proud / to be proud of (2)	Family / Child Friendly (2)
	Somewhere to sit out (2)	Natural (2)
	Used / Utilised (2)	No or much less traffic noise (2)
	Useful (2)	Bucolic
	Valued / able (2)	Happy
Management (21)	Place to meet friends	Vibrant
Clean/er / Tidy (11)	A better advert for B&H	A delight
Well run / maintained (3)	A cup of tea	Charming
Neat / Tidy (2)	A place for people	Colourful
By-laws enforced properly to dissuade Brighton's "anything goes" brigade	A place to enjoy	Comfortable
Care for the architecture	A place to spend time alone or with friends	Enjoy the sunshine
Community engagement	A space for play and leisure	Entertaining
Move on undesirables who use the gardens to crash out and drink in	A space prioritised for living not traffic	Escape
Preservation	Amenities for community	Friendlier
	An enclosure	Good air quality
	An inspiration	Human scale
	Barbeques!	Living
	Better amenities	Local
	Brighton used to be famous for flowers - flowers back again please	Nice to wander through
	Centre point for the arts	People friendly
	Community events	Playful
	Cricket	Popular
	Defining ones mental mapping of the city	Shielded from traffic
	Designed gardens	Slow
		Sylvan
		Tree shaded
		The smell of a green space
		Varied in atmosphere
		Visually interesting
		Wild

Aspirational Better Biodiverse Breathing Brighten up the Old Steine Central Flowers around memorial Friends Growing Historic Innovative Land Long live the elms More park-like More space More than just a bit of trampled grass More water Purposeful Sound absorbtion Space Summer Sustainable Vibrant future	Ecological Educational Focal point of the city Food Good advert for the town Green lung Heart of the city Meadow with trees More attention to bio diversity More people using the space, thus making it safer Natural habitat for bees Nice to linger No groups of drinkers No illegal squatting/camps Not a traffic island but a central focus Not just for cars Parks People space Picnics Place to want to go not because I need to Pride of place Public square Public toilets Reflect prehistory and history Seasonal changing visual arts Shared Shared for different activities Showcase for Brighton Somewhere nice to sit and reflect The best route to town from the North Unique green space Valley to the sea Wildlife	Wonderful
--	---	-----------

