

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Options and preferred option development

MWG	Date	Process/Agenda topics
Design Review Panel: D:SE	May 2018	Review contemporary public highway design and explore case studies to inform VG3
Public consultation I	May-June 2018	Consult the public on existing quality of transport and public realm in VG3 area >900 responses
Design Review Panel: D:SE	October 2018	DSE unanimously agreed preferred option as best to take forward for further development
Public consultation II	October – November 2018	Consult on preferred option to inform development of the preliminary design
B&H Transport Partnership	October 2018	Stakeholder engagement meeting
Historic England	November 2018	Stakeholder engagement meeting
Taxi Forum	November 2018	Stakeholder engagement meeting
Quality Bus Partnership & coach operators	November 2018	Stakeholder engagement meeting
Brighton Language College	November 2018	Site visit
Future member of VGF formed the following year 2019	November 2018	Site visit
Equalities Workshop Possability People - attended chpta.co.uk - invited Switchboard.org.uk - invited Hkproject.org.uk - invited Trustdevcom.org.uk - invited Tarner.org.uk / Tarner CC	November 2018	Stakeholder engagement meeting
Tourism Alliance	November 2018	Stakeholder engagement meeting
Representative of Marlborough House & Blenheim House	November 2018	Stakeholder engagement meeting
Sea Life Centre	December 2018	Stakeholder engagement meeting
Emergency Services	December 2018	Stakeholder engagement meeting
Quality Bus Partnership	December 2018	Stakeholder engagement meeting
Active Travel focus group	December 2018	Stakeholder engagement meeting
Sainsbury's	December 2018	Stakeholder engagement meeting
2 X GP surgeries	December 2018	Stakeholder engagement meeting
Marlborough Theatre & Public House	December 2018	Stakeholder engagement meeting

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Brighton Experience – Public Art development group	December 2018	Stakeholder engagement meeting
YHA	December 2018	Stakeholder engagement meeting
Healy’s Solicitors	December 2018	Stakeholder engagement meeting
Brighton Language College	December 2018	Stakeholder engagement meeting
Chair of Taxi Forum	December 2018	Stakeholder engagement meeting
Active Travel focus Group	December 2018	Stakeholder engagement meeting
B&H Bus Company	December 2018	Stakeholder engagement meeting
Royal Albion Hotel	December 2018	Stakeholder engagement meeting
Event Organisers	December 2018	Stakeholder engagement meeting
Brighton Palace Pier	December 2018	Stakeholder engagement meeting
GVA	December 2018	Stakeholder engagement meeting
Graves Son & Pilcher	December 2018	Discussion/introduction
Conservation Advisory Group	December 2018	Stakeholder engagement meeting
Regency Society	December 2018	Stakeholder engagement meeting
Brighton Society	December 2018	Stakeholder engagement meeting
Emergency Services - Police	December 2018	Stakeholder engagement meeting
Emergency Services - Fire & Rescue Services	January 2019	Stakeholder engagement meeting
Brighton Royal Pavilion	February 2019	Stakeholder engagement meeting
Palace Pier	February 2019	Stakeholder engagement meeting
Palace Pier & Sea Life	February 2019	Stakeholder engagement meeting

Post preliminary design

Local and Parliamentary MP’s (Brighton Pavilion and East Brighton)	2019/20	Stakeholder engagement meeting
Event Organisers (Fringe Festival)	May 2019	Operational Site visit
VGF informal mediation	July 2019	Stakeholder engagement meeting
Air Quality monitor installation at St James’s Street junction east side	August – January 2020	Project monitoring purposes
Pride	January 2020	Stakeholder engagement meeting
B&H Bus Company	January 2020	Stakeholder engagement meeting
Event Organisers	January 2020	Stakeholder engagement meeting
Cargo Bike operator(s)	June 2020	Stakeholder engagement meeting

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Stakeholder Engagement and third Public Consultation submissions July – October 2020

No.	Source	Type (all workshops held virtually)
1.	Active Travel Focus Group	Workshop (further meetings to be held)
2.	Sustrans	Workshop
3.	Bricycles	Workshop
4.	Living Streets	Workshop
5.	Two Wheels	Workshop
6.	Bikeshare Co and bikeshare BHCC contract manager	Workshop
7.	Possability People plus Accessibility Audit	Workshop and Accessibility Audit. (further meetings to be held)
8.	BADGE	Submission by email
9.	Last mile Freight - Cargo bike operator and officers	Workshop and site visit
10.	Regency Society	Workshop
11.	Brighton Society	Workshop
12.	Brighton & Hove Bus Co and Metro Bus	QBP Workshop
13.	Buswatch	QBP Workshop
14.	Stagecoach	QBP Workshop
15.	Taxi Forum	Workshop
16.	Conservation Advisory Group	Meeting
17.	Events	Workshop informed by previous Member Task & Finish Group Meeting
18.	Royal Albion Hotel	Tourism Alliance meeting and 8 September 2020
19.	Blue light services	Workshop (further meetings to be held)
20.	Motorcycle Action Group	Meeting
21.	Palace Pier	Tourism Alliance meeting
22.	Marlborough Pub / Princes Street	Public consultation submission
23.	Valley Gardens Forum	2 July 2020, informal mediation meeting
24.	Valley Gardens Forum	7 September 2020 Meeting
25.	Valley Gardens Forum	Third Public consultation submission
26.	Marlborough House	Email submission
27.	Brighton Language School	Public consultation submission
28.	YHA	Public consultation submission
29.	Tourism Alliance	Meeting
30.	Madeira Drive Traders Assoc	Meeting

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31.	Royal Pavilion Museum Trust	Meeting
32.	Brighton Experience (Public Art)	Meeting
33.	Historic England	Meeting
34.	Urban Design Group	Submission
Other		
35.	East Brighton MP	Briefing/stakeholder engagement January 2021
36.	Brighton Pavilion MP	Briefing/stakeholder engagement March 2021
37.	Local Ward Councillors	01 October 2021
38.	Revenge Club	May 2021 Stakeholder engagement meeting
Stakeholder meetings and workshops July 2021 – December 2021		
39.	Brighton & Hove Bus Company (X3)	28 July & 8 October and 17 December
40.	YHA, Old Steine	25 August
41.	SAG	2 September
42.	Active Travel Focus Group (X3) included representatives of Living Streets, Bricycles, Possability People, Sustrans, Brighton University etc.	12 August, 9 September & 29 September
43.	QBP (X2)	7 Sep & 12 October (National Express invited but did not attend)
44.	UKPN	27 September
45.	Events Focus Group (X2)	4 October & (14 October - Brighton Fringe only)
46.	Taxi Forum	4 October
47.	Tourism Alliance	8 October
48.	VGf	8 October
49.	British Legion via VG-MWG (X2)	12 October & 5 November
50.	Royal Albion Hotel	15 October
51.	St James's Street Qtr Alliance	22 October
52.	Equalities Workshop – Possability People, BADGE, etc	01 November

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Meetings of the *Valley Gardens Member Working Group* (formerly known as *Valley Gardens Task & Finish Group*)

MWG	Date	Agenda topics
VG-Task & Finish Group	15 January 2020	General inaugural meeting
VG-Task & Finish Group	11 February 2020	Events
VG-Task & Finish Group	30 July 2020	MWG ToR review, DRAFT Public Consultation Plan (detailed design) Stakeholder engagement detailed design
VG-MWG	16 February 2021	Detailed design Contract procurement update, Public consultation report, Stakeholder engagement update. ETS Report for March 2021
VG-MWG	13 October 2021	War Memorial Part I
VG-MWG	5 November 2021	War Memorial Part II
VG-MWG	12 November 2021	War Memorial Part III
HVM workshop	29 November 2021	Hostile Vehicle Mitigation Part I
VG-MWG	3 December 2021	Revised VG3 scheme and War Memorial setting update
HVM workshop	16 December 2021	Hostile Vehicle Mitigation Part II
Bus Company and Buswatch	17 December 2021	Traffic modelling – viewing the microsimulation
VG-MWG (action follow up to the 3 December Meeting)	17 December 2021	Footway design

Further VG-MWG meetings to be held to inform final matters such as material selection for hard and soft landscaping in public spaces which may be subject to value engineering at a later stage.

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Final General Highway Arrangement scheme allocations

Feature	Location	Existing	Prelim design 2018	Proposed Final highway arrangement	Difference	Units
Pay and Display	Marlborough House	13		0	-13	no.
	YHA	2		0	-2	no.
	Albion Hotel	15		0	-15	no.
	Old Steine/Princes St	7		0	-7	no.
	Total	37		0	-37	no.
Disabled Bays	Marlborough House	0		3	3	no.
	Albion Hotel	0		3	3	no.
	Old Steine/Princes St	2		2	0	no.
	Total	2	4	8	+ 6	no.
Doctors Bays	Old Steine/Princes St	4		4	0	no.
	Total	4	4	4	0	no.
Solo M/C parking area	Old Steine/Princes St	1		0	-1	no.
	Marlborough House	1		1	0	no.
	Total	2	1	1	-1	no.
Taxi Rank	Albion Hotel	11		18	7	m
	Old Steine SB (south of St James)	33		22	-11	m
	Pier	0		12	12	m
	Total	44		52	+ 8	m

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Feature	Location	Existing	Prelim design 2018	Proposed Final highway arrangement	Difference	Units
Loading Bay	Albion Hotel	11		0	-11	m
	Old Steine/Princes St	11		28	17	m
	Old Steine SB (south of St James)	0		10	10	m
	YHA	11		0	-11	m
	Steine Loop	28		0	-28	m
	Pool Valley	0		17	17	m
	Castle Square	10		0	-10	m
	Pier	17		13	-4	m
	St James Street	0		11	11	m
	Total	88		79	-9	m
Bus Stand	Steine Loop	0		45	45	m
	Old Steine SB (south of St James)	56		22	-34	m
	Total	56		67	+ 11	m
Bus Stop	Steine Loop	87		95	8	m
	Old Steine SB (south of St James)	33		21	8	m
	Old Steine SB (north of St James)	16		0	-16	m
	Old Steine NB (north of St James)	0		41	41	m
	Castle Square	0		29	29	m
	Pavilion NB	70		0	-70	m
	Total	206		186	-20	m
Bus stand at YHA future proofed for additional bus stop would result in net gain when/if brought into service c. + 10 m						
Trees (new)	Steine Loop	0		22	22	no.
	Pavilion NB	0		19	19	no.

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	Total	0		41	41	no.
Feature	Location	Existing	Prelim design 2018	Proposed Final highway arrangement	Difference	Units
Benches (new)	Steine Loop	0		6	6	no.
	Steine Gardens	0		18	18	no.
	Pavilion NB	0		12	12	no.
	Total	0		36	36	no.
Cycle track (new)	North of St James	0		260	260	m.
	Steine Loop	0		218	218	m.
	Palace Pier junction	0		393	393	m.
	Total	0	700	871	871	m.

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Public consultation results (as reported March 2021 ETS Committee) with design response included in updated final General Highway Arrangement

VALLEY GARDENS 3 PUBLIC CONSULTATION July – September 2020, REPORT November 2020

Results

Number of Responses

Source of responses	Number	%
Online	460	99.4
Paper Copies	3	0.6
Total	463	100

Businesses (where named)

- Brighton and Hove Community Housing CIC
- Brighton Language College
- Pavilion Gardens Café
- Peake Puckering Ltd
- The Bristol Bar
- Brighton and Hove Motor Club
- AJT Managed IT Services Ltd
- Oakhelm Construction Ltd
- Brighton MOT Centre
- City Point Brighton
- Graves Son and Pilcher
- Free Range Professionals

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- Get Your Voice Heard
- Whiskey Bravo Productions Ltd
- The Bike Tailor
- Regency Surgery
- Southern Transit Bus Company
- Frankie's Grinder Ltd
- Frankie Vaughn's Sandwich Trolley
- Cogapp
- Fern and Pine Garden Design Studio
- Origin8 Creative
- The Life Tutor
- Mooch
- Lever Property Group

The local BID has been contacted at each stage of Public Consultation

Which category of organisation or group are you representing?	Number
Campaign Group	7
Charity/ voluntary sector group	4
Environment, heritage, amenity, or community group (includes environmental groups, schools, church groups, residents' associations, recreation groups and other community interest organisations)	7
Professional body / representative group	5
Transport user group	6
Other	24

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Organisations or Groups (where named)

- North Laine Traders Association
- Surdi CIC
- Brighton and Hove Clarion Cycling Group
- MAG Brighton
- Sussex Community NHS Foundation Trust
- Friends of the Earth
- Compass Travel
- Brighton Bike Hub
- Valley Gardens Forum CIC
- Transport Futures East Sussex
- Bricycles and Cycling UK
- Urban Design Group

Two open comments question were asked:

Q1 Please give us your comments on the details of this design and

Q2 Any other improvements you would like to see added to the agreed design?

The two tables below show all comments grouped by general themes. For ease of reporting, the area has then been split into sub-areas (A to H) to show what has been said or suggested relating to specific areas. Design response/comments are limited to topics that have registered 5 or more public comments in any given area.

Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
Positive comments / Is an improvement / looks good / safer	100	More improvements introduced –surpassing the preliminary design on key aspects and detail – as noted below
Worried about congestion / longer journey times / not enough space for cars	85	Signals will be managed by latest technology so that traffic control centre can monitor and adapt timings to reduce

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Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
		congestion. Routes are direct for general traffic with adequate capacity
Concerned about pedestrian/ cycle conflict / remove shared space / need segregation / different colour markings	76	Shared surfaces in the preliminary design and Phase 1 & 2 interface replaced with segregated cycle tracks and footways
Comments on/ concerns about cycle lane routing / break in cycle lane / cycle junctions and connections	53	Cycle track length increased from 350 to 510 metres – plus 110 m of single directional track - all incorporated into junction layout where possible -
Worried about increase in pollution	44	<p>The Review of Environmental Impacts (2019) predicted no significant impacts on air quality, and further design changes have now optimised flows to achieve better traffic management/flows and sustainable transport infrastructure, compared to Preliminary Design. It is anticipated that air quality will not exceed legal limits across the Phase 3 site as a result of delivering the scheme. Air quality will be monitored for three years after the scheme construction is completed, including a new air quality monitor installed on the east side of Old Steine. Over time, continued investment in strategic, citywide policy measures such as active travel measures and new engine technology and traffic management capabilities will also support year on year improvements in reducing emissions.</p> <p>Modal shift for local trips / improved sustainable travel choices – requires Phase 3 delivery. Increased last mile EV delivered freight also evolving.</p>
Questions / concerns / suggestions on proposed traffic routing / flow	44	Traffic modelling shows significant improvements compared to preliminary design Journey times. Peak time control capabilities introduced through three stage only signalisation system for optimal capacity. Additional approach lane introduced eastbound A259 compared to preliminary design
No need to change or add more major junctions	39	Main junction currently performs poorly especially in peak time with exit blocking and uncontrolled priority arms all merging. New design improves junction management and

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Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
		reliability of traffic throughput in peak time. No major junctions added.
Worried about impact on businesses / will deter visitors and tourists	26	New public space is an amenity for tourists and businesses and creates better setting for heritage assets
Worried about maintenance of public space / deter anti-social behaviour / homeless / street drinkers	23	Maintenance to be built into the construction contract for the 3-year monitoring period. Spaces more accessible - better quality - will be used by more people not just single groups of people as demonstrated by Phases 1&2
General negative comments / waste of money / will destroy Brighton / Unnecessary	23	Economic case optimised through updated design and stakeholder engagement
Suggestions for / unclear or unhappy with proposed bus routes through this area	22	Bus routes have been optimised – one way Castle Square - and infrastructure upgraded
Placement of bus stops will cause traffic congestion	21	Bus stops have been relocated with one way system from Castle Square
Worried about decreased accessibility for elderly / disabled / vulnerable	19	Removal of clutter and new crossing points introduced. Direct access to the seafront
Want different pedestrian crossings / diagonal / not puffin / countdown	16	Diagonal crossing typology is not the most efficient option for minimising signal stages required. Updated design is the most efficient possible for all modes to create balanced design for all.
Not enough bus stops / Too far between stops / No clear bus interchange	16	The B&H Bus Company advised that the King & Queen stop to be operational when Phase 3 delivered. New interchange infrastructure to be installed
Concerned about / Against loss of parking	16	Blue Badge bays increased from four to eight bays compared to preliminary design.
Worried about dangerous junctions / dangerous exits / difficult for large vehicles	15	Junctions significantly safer than existing layouts – further mitigation to be introduced
Proposed bus stops will not provide enough capacity / pavement space / too many services for these stops	14	The same capacity is provided with future proofing if changes are required in the future
How does this integrate with other schemes e.g., phase 1&2, Madeira Drive temporary closure	14	Madeira Drive will remain one way entry. All traffic entering Madeira Drive exits at Dukes Mound

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Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
Unhappy with consultation process	12	City Transport has introduced additional tools for future engagement processes
Questions and queries over access arrangements	11	
Keep cycle lanes away from bus stops	11	Cycle tracks will only be in proximity to bus stops where site constraints require them to be so
Request to make access only / keep access only	10	Principle of access only maintained at Pool Valley and no changes to Princes Street. Steine Street to be monitored.
Want cycle / pedestrian / bus priority at lights	10	Advance release for cyclists were practical such as link across to St James Street
Include clear markings and signage for cyclists	10	Additional cycle track now provided. Cycle track to be coloured for clear legibility
Unclear where the bus stops are / Confusing	10	Bus stops now confirmed – Bus Stop H removed. All buses use SW loop. Bus stop rationalisation and future proofing
Concerns about 5 lanes of traffic / creating barrier for East of the city / How are facilities used on this side	9	New crossing point and efficient signal staging for regular crossing frequency and adequate crossing time. Lanes provide capacity for peak time Flow on new smart signal technology which will minimise queuing. Phase 3 regeneration will benefit adjacent areas providing amenity space drawing in and boosting local economy.
Worried about increase in noise	8	Noise assessment conducted. Speed limit to be better managed with more traffic calming
Use improved roundabouts or more experimental junction e.g., cyclops	8	Informal Roundabouts only suitable for single lanes - main junctions would therefore require larger footprint and active travel and inclusive accessible routes/direct links could not be established with roundabout typology. Cyclops design now incorporated into the plan for cyclists
Increase bus layover provision / too much reduction	7	This has now been significantly increased - plus, the use of Pool Valley for buses as well as coaches.
Cycle lanes are too narrow	7	Cycle lanes are 4 metre where possible
More imagination in public space / public art / cafes / other ideas	7	Public space design has been developed – further work to be reported to members and stakeholder to add high quality

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Q1 Please give us your comments on the details of this design	Number of comments	2021 Design change / design team comment
		materials – further discussion with Councillors on the Member Working Group to be had as well as Public Art's stakeholders and conservation groups. Art Deco bus shelter reuse will be a separate project building on the ideas provided through the 2018 Stage 2 Valley Gardens Public consultation.
Would like pavement to be wider	6	Overall increased footway space on both east and west side. Overall total of more than a football pitch worth of new public space and built out footways/kerbs. Kerbs reduced only where constraints require so that bigger gains can be achieved overall. Footway width now increased to 4 metres at St James Street on north side of the junction and more than 5 metres on south side by the new crossing point (widths increased compared to preliminary design)
Separate cyclists from traffic / hard segregation / different colour / shrub border	6	Hard (vertical segregation where required to make legible – e.g., on the seafront close to junctions
Concerns about drainage / want permeable paving	6	Resin bound material quality to be checked to ensure permeability
Concerns about rat-running	6	New Traffic regulation - signage on Steine Street to allow access only
Worried about emergency vehicles access	6	Emergency Services have been consulted.

Q2 Any other improvements you would like to see added to the agreed design?	Number of comments on this topic	Design change / design team comment
More trees / greenery / planting / flowers / wildflowers / edible plants	54	The plan currently shows an increase in trees. There are limited planting opportunities across site due to the formal setting and events programme
Want more Blue Badge Bays	28	Blue Badge parking bays increased from four to eight bays
Want to see pedestrianisation or shared space	25	The plan includes new public spaces
Would like to see improvement of existing areas or infrastructure	21	New services and future proofing for utilities will be built into the scheme. New events infrastructure

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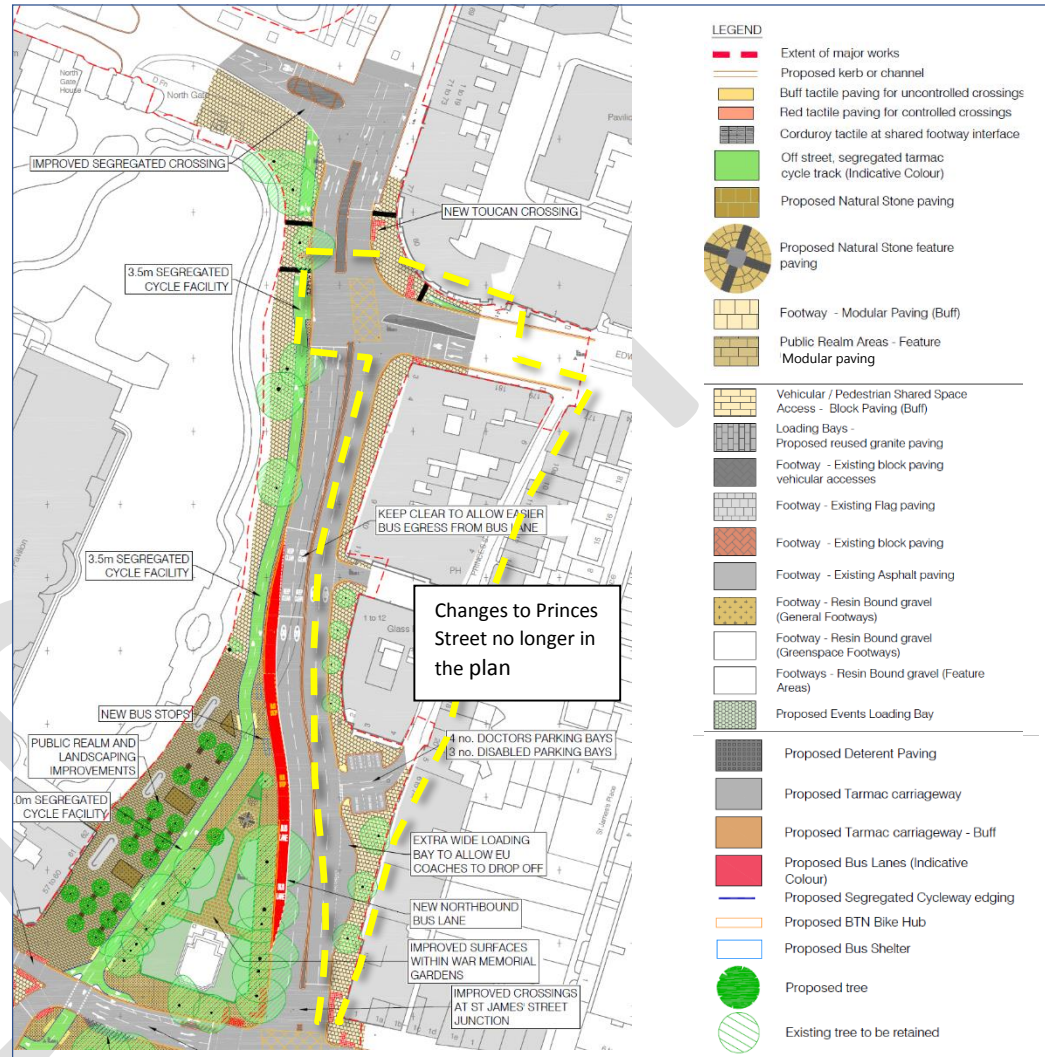
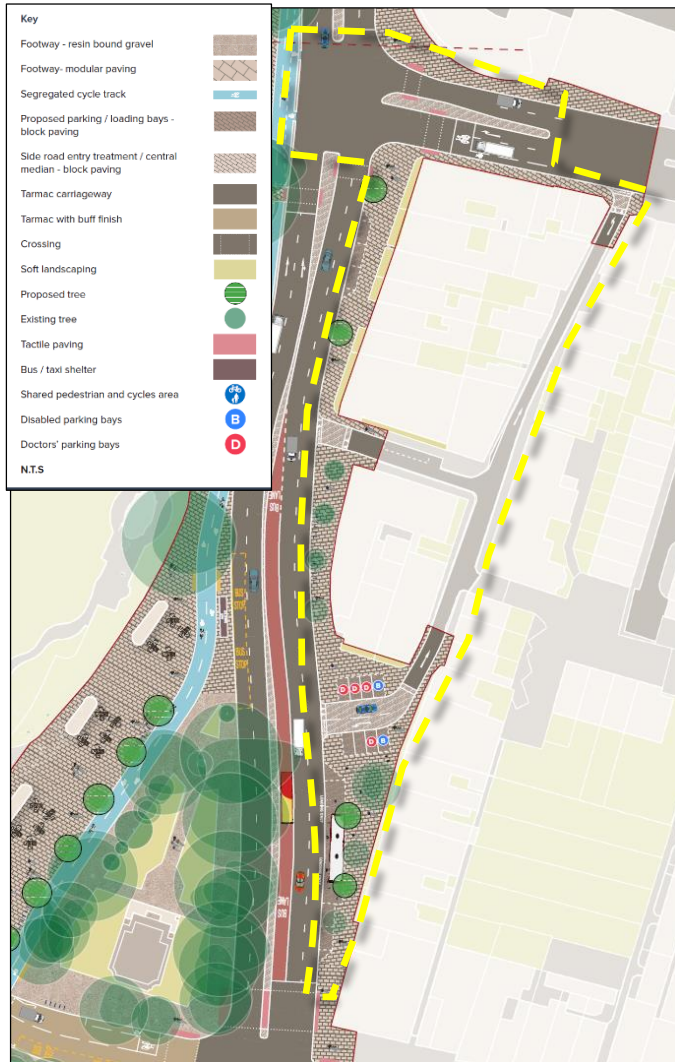
Q2 Any other improvements you would like to see added to the agreed design?	Number of comments on this topic	Design change / design team comment
Too car centric / need sustainable transport priority corridors / change purpose of lanes	19	Sustainable transport corridor is in the plan. Option to review and introduce further bus priority once initial scheme settle in. The Scheme connects the cycling network and NCN and new direct routes for walking and wheeling
Need more seating	19	Additional seating is included. Street Furniture will be temporarily removed when events are programmed.
Need improvement on existing cycle lanes / want additional cycle lanes	18	Originally 350 metres now an Additional 160 metres of bidirectional cycle track + 110 of single directional cycle track
Requests for additional crossings / moving crossings / retaining crossings	17	The plan includes two new crossing points compared to do nothing. One on the north side of the Place Pier junction and one on the south side of St James's Street junction
More/ move cycle parking / safer cycle parking	17	Dropped kerbs will be provided so that cycle parking can be accessed by cycles including tricycles such as cargo bikes
Need better cycle connections to streets on the East	16	New cyclops cycle track will be integrated into the new Palace Pier Junction as shown in Appendix 1, with a link across to Manchester Street and new cycle lanes that will connect to a new cycle track all the way to the Marina. An East Bound cycle link is provided to St James Street
Need more public bins / concerned about litter	13	Bin locations will be confirmed through the Valley Gardens Members Working Group and in discussion with City Clean. A location in Phase 3 is being identified to trial an underground bin system.
Include public toilets / disabled toilets	12	No toilets will be delivered through Valley Gardens Phase 3, however, early plans to add an accessible toilet as part of the Art Deco Bus Shelter restoration and change of use project tbc is being scoped
Need new parking alternatives / park and ride / underground parking	12	These are possible complementary measures/projects not to be delivered directly by Phase 3
More focus on walking / want dropped kerbs / more pedestrian access	12	Dropped kerbs will feature across the scheme
More motorcycle bays	10	A motorcycle bay is provided close to the current location

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Q2 Any other improvements you would like to see added to the agreed design?	Number of comments on this topic	Design change / design team comment
More loading / trader's bays / delivery provision	8	Loading bays are provided at Royal Albion Hotel, by Brighton Language College, on the east side, South Bound approach to Palace pier, and on the link between the war memorial to serve the Bikeshare that will be re-provided in the area. One of the bays in Pool Valley will also become a loading bays to serve the YHA and other businesses
Need more short stay parking / provision to drop off and pick up	8	Short stay parking is not a priority in the Phase 3 area
Want more BTN Bikeshare hubs	8	The Bikeshare hub is to be re-provided. The provision may be expanded and future proofed for EV charging
Want drinking / water fountains	7	Two water fountains are to be allocated to the scheme and will be installed subject to Health & Safety and SCRIF project resources being reconfirmed.
Improve or increase street lighting / use heritage style lights	6	As with Phases 1 & 2 all heritage lighting will be refurbished and upgraded and reintroduced into the green areas and War Memorial.
Move or remove taxi ranks / loading bays/ bus layovers	6	Taxi ranks are re-provided in the area. A new rank is provided on the west side/upper promenade Palace Pier junction

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Area A – Edward Street / Prince’s Street / Sainsburys and Doctor’s Surgery Parking



Preliminary design 2018 agreed 2019

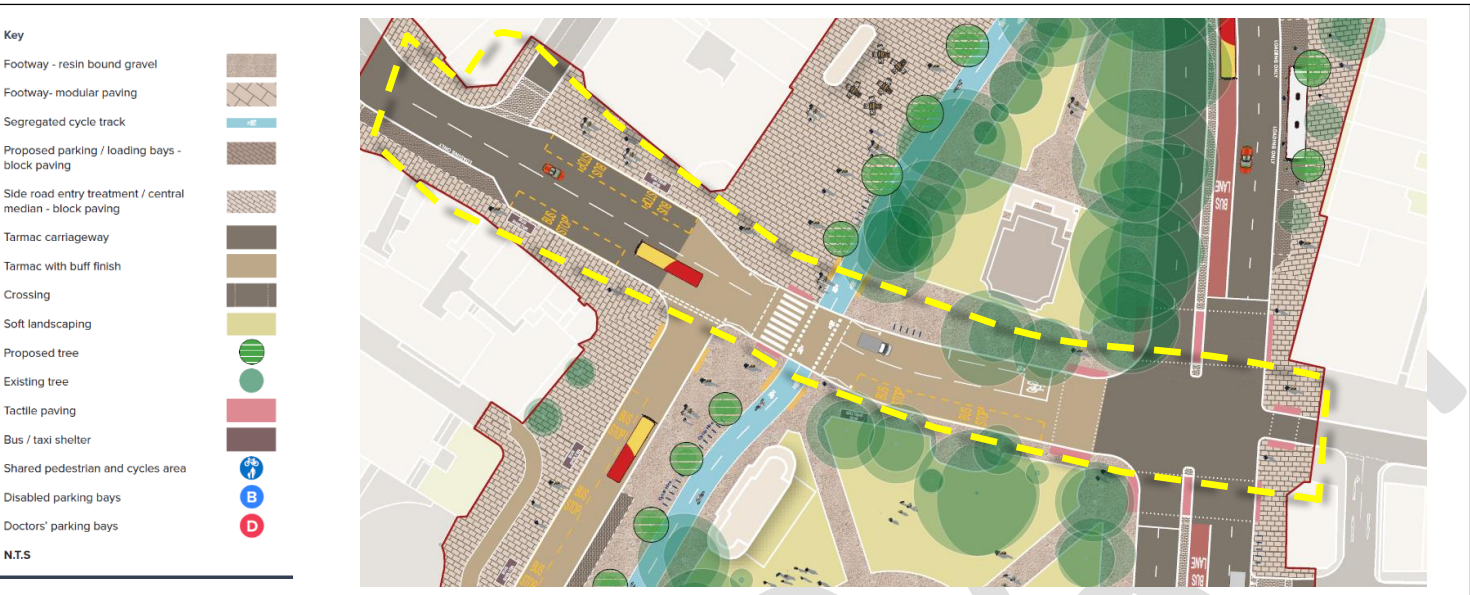
Final General Highway Arrangement Dec 2021

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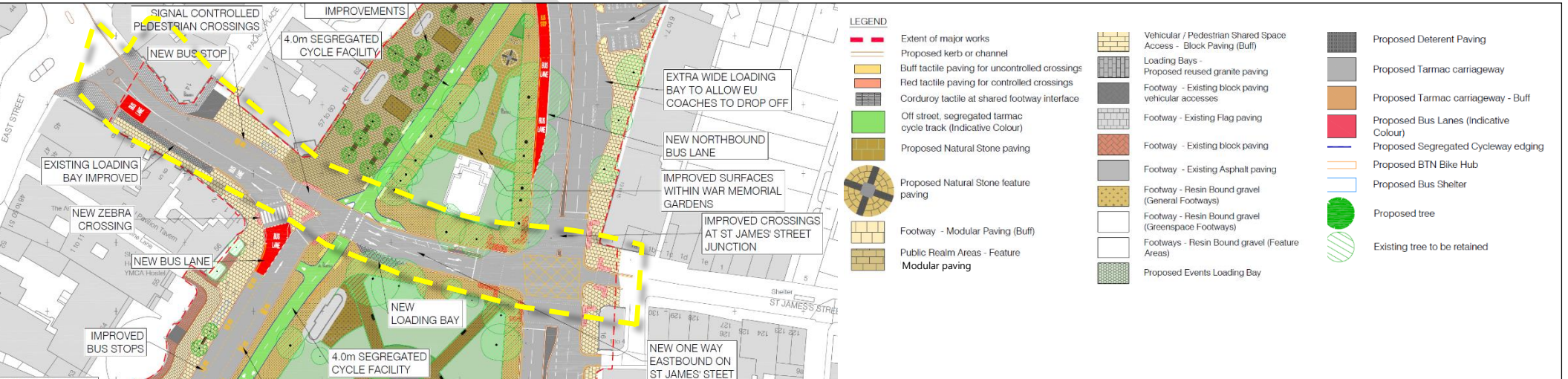
Q1 Please give us your comments on the details of this design	Number of comments on this topic	Design change / design team comment
Don't want Prince's Street to be a through road onto Edward Street / Dangerous to have a through road / Pavements too narrow	13	Changes to Princes Street are no longer in the plans.
Improve the junction so cyclists can easily leave / join the cycle lane from Edward Street / Unclear how cyclists navigate	10	Changes to Edward Street are relatively limited in terms of all modes of transport due to the current volumes of traffic
Too much parking loss at Doctors surgeries / need to retain disabled and doctors' spaces / want to pick up and drop off spaces	8	All four doctors' bays are retained in the area. There is also an area for loading
Worried this will impact on the outdoor seating of the café (Frankie's)	6	Changes to Princes Street no longer in the plan
Pedestrians have to cross four lanes of traffic / why a staggered crossing?	5	Staggered crossing feature where they are required. Direct crossing is included at St James Street and Palace Pier Junction
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change / design team comment
Would prefer Prince's Street pedestrianised or shared space	5	No change to Princes Street – remains no entry at northern end

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Area B – North Street / Castle Square / St James’s Street



Preliminary design 2018 agreed 2019 (Above)



Final General Highway Arrangement Dec 2021

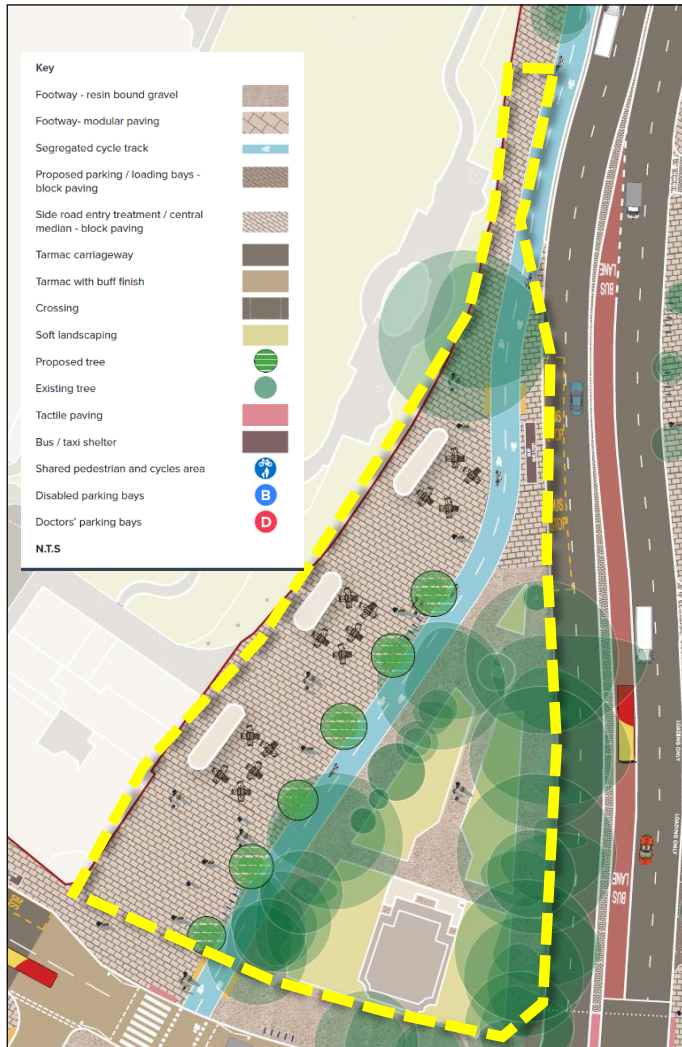
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Q1 Please give us your comments on the details of this design	Number	Design change / design team comment
Placement of bus stops North of Steine Gardens will cause a pinch point / bus stops are in the carriageway	8	Bus stops no longer required in this location due to new one way east bound link
Worried about cycle/pedestrian conflict Southwest of the War Memorial/ need a crossing on the cycle lane / something to slow cyclists here / Pedestrians travelling East/West have to cross the cycle lane	7	Crossing points across cycle tracks now provided with Zebra crossing markings to give pedestrian priority across cycle tracks
Not clear how cyclists would access St James's Street	7	New east bound cycle lane link now included
The new Castle Square bus stops do not have enough capacity for the number of passengers or services here	6	One stop is provided and new stops for Lewes Road service just north of the War Memorial

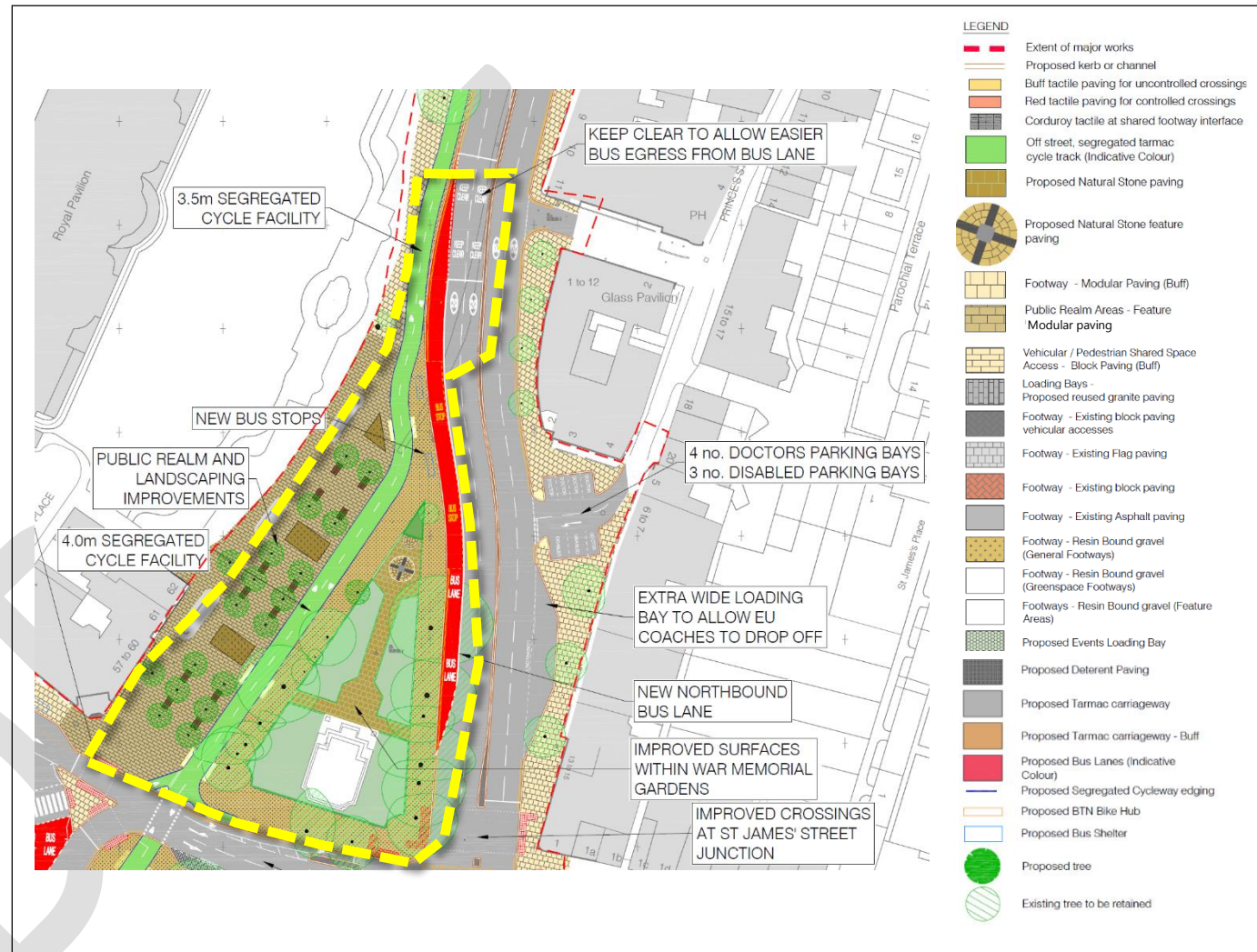
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or design team comment
Want a cycle lane between North Street and St James's Street	5	East bound cycle lane now included
Pedestrianise St James's Street	5	Not in scope of this project

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Area C – Public space in front of Royal Pavilion / Art Deco Tram Shelters / War Memorial ¹



Preliminary design 2018 agreed 2019



Final General Highway Arrangement Dec 2021

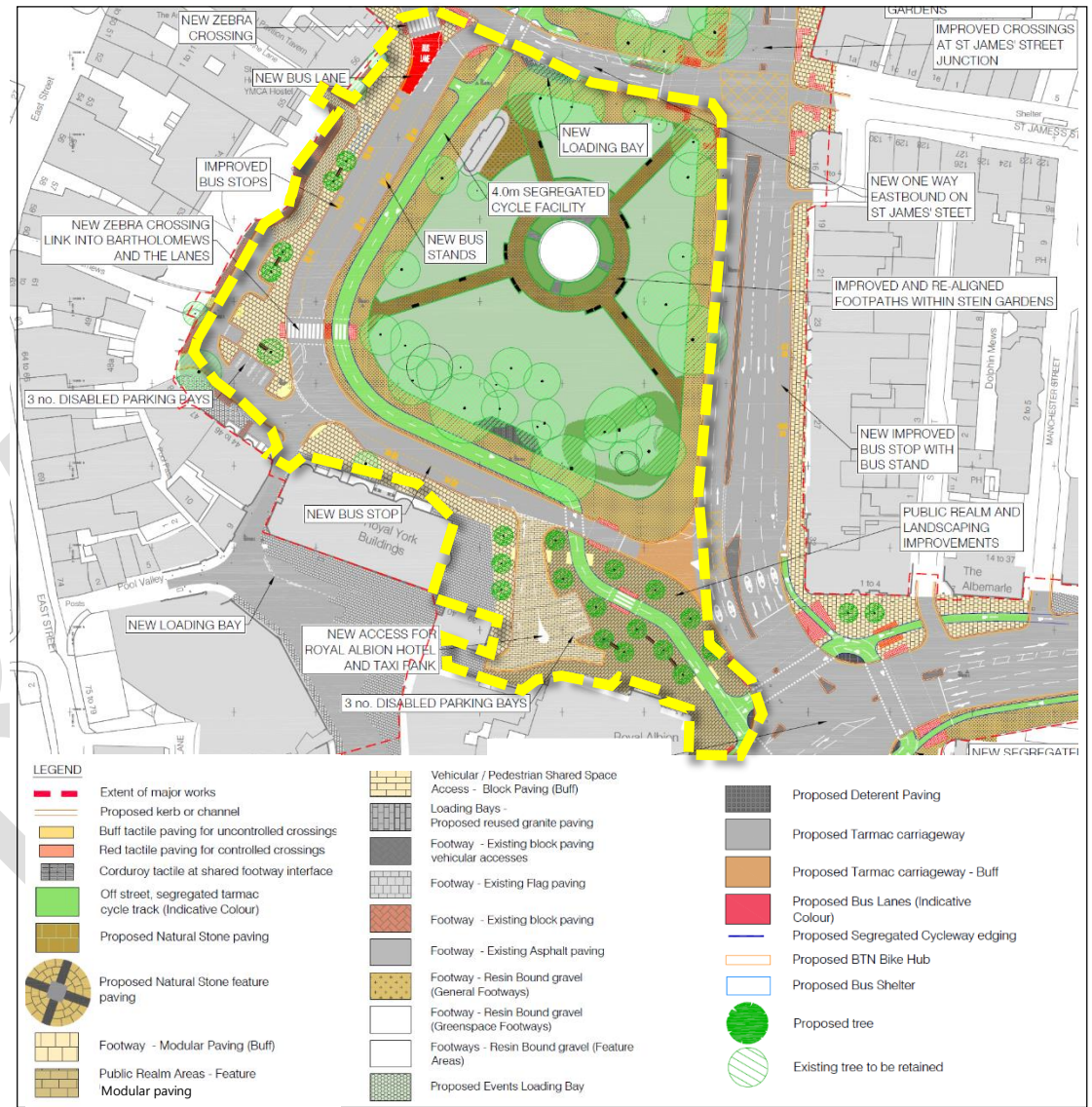
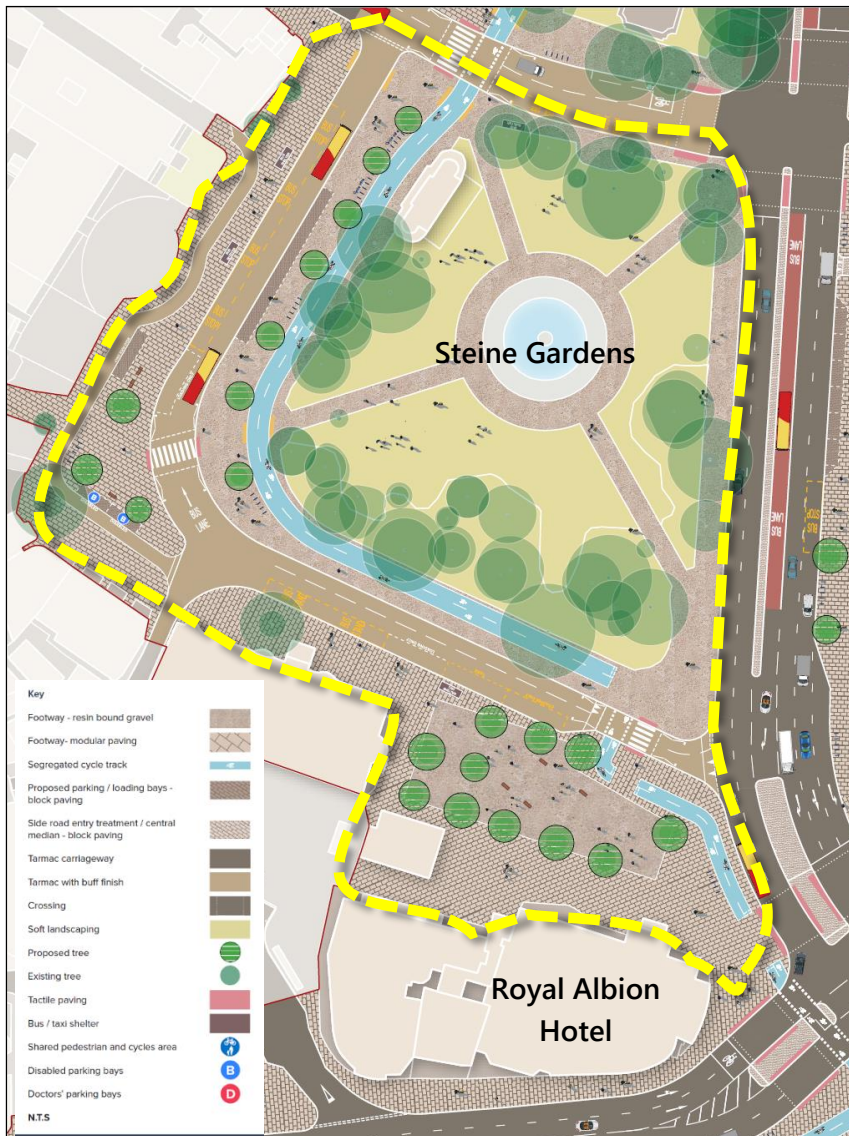
¹ This area does not include comments about the North/South cycle lane which is Area H

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Would prefer to maintain the Northbound bus route past the Royal Pavilion / Keep the shelters for their current use / want public transport hub in this area	11	Public transport interchange in SW corner of Old Steine – similar provision at North of War Memorial for North Bound with introduction of North bound bus lane. Three Deco bus shelter to be reused as kiosks subject to further discussion with Historic England. (Uses to include information point for public transport and tourist information / bike doctor, café, gallery etc tbc – separate project tbc)
Happy with the new pedestrianised space / the removal of traffic from the West	9	Now includes more detail, higher quality landscaping – more construction drawings to be produced with conservation stakeholder to be consulted through the Valley Gardens Member Working Group
Happy to see the War Memorial will be more integrated / continue upkeep of the War Memorial	5	War Memorial setting to be significantly improved with new high-quality landscaping. British Legion being consulted and final material selection and construction drawings to be presented to the Valley Gardens Member Working Group

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area D – Steine Gardens / South and West of Steine Gardens / Royal Albion Hotel public space / Pool Valley / Youth Hostel Association



Preliminary design 2018 agreed 2019

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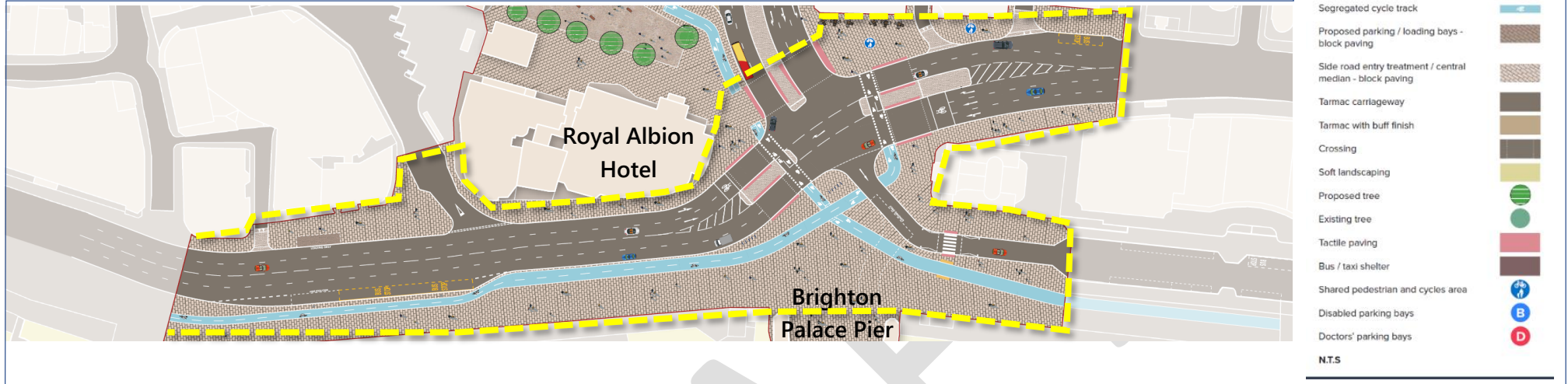
Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
New public space outside Royal Albion Hotel is an improvement	5	Royal Pavilion setting to be significantly improved within the public highway with new high-quality landscaping. RPMT being consulted and final material selection and construction drawings to be presented to the Valley Gardens Member Working Group
The cycle lane and pedestrian crossings in the Southeast corner are conflicting	5	Updated with clear zebra crossing on cycle track to give pedestrian priority. Update in the Highway Code will reinforce this new hierarchy
Concerned the new area of public space outside Royal Albion Hotel will not be used / needs a feature / What's the purpose of it?	5	Service access for the Royal Albion Hotel now included. Three Blue Badge Bays and Taxi rank. Tree lined boulevard for pedestrians and the cycle track to link u with the sea front directly.

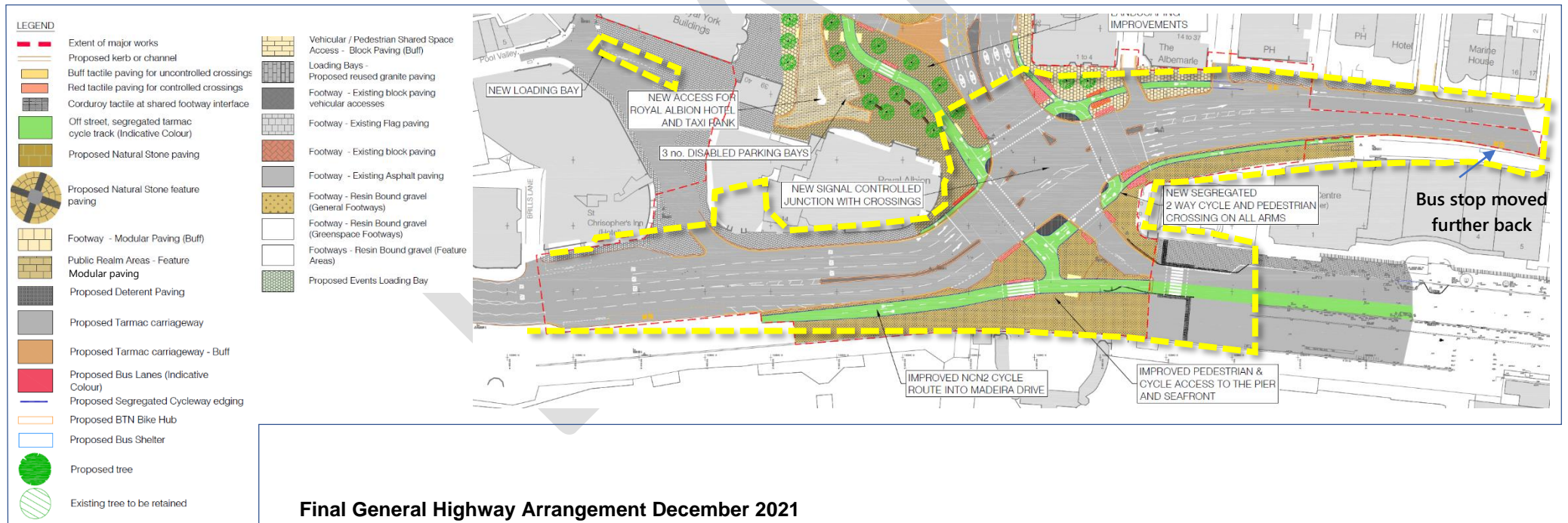
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
Would like to see improvements to Pool Valley / Should be included in the scheme	7	Some improvements anticipated through other project work tbc. VG3 may deliver an underground bin system to reduce clutter at street level. Subject to surveys and feasibility assessment.
Need more delivery / drop off provision for Royal Albion / Youth Hostel / Residences here	6	Service access area now included with loading bay also included in Pool Valley
Request for an additional crossing / realignment of a crossing / keep existing crossing:	5	Crossing points rearranged at Castle Square. Crossing point near Royal Albion required for desire lines.
<ul style="list-style-type: none"> Between the South of North Street and the North West of Steine Gardens / Better aligned to the alleyway to East Street 	(4)	Crossing point is aligned to alley way
<ul style="list-style-type: none"> Crossing at Pool Valley rather than Royal Albion 	(1)	

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area E & F – Palace Pier Junction / Marine Parade / Grand Junction Road & Entry to Madeira Drive



Preliminary design 2018 agreed 2019 (Above)



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Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Removing the roundabout will cause congestion / traffic won't flow as well	52	The current arrangement is outdated, uncontrolled and not fit for purpose. The new design will improve peak time traffic flows eliminating exit blocking on the junction and with new capabilities to adjust signal timing to manage flows that vary at different times of the day.
Replacing the roundabout is unnecessary / no problem with how it works now	43	The current arrangement is outdated, uncontrolled and not fit for purpose. The new design will improve peak time traffic flows eliminating exit blocking on the junction and with new capabilities to adjust signal timing to manage flows that vary at different times of the day.
Worried about increased pollution from removing the roundabout	23	<p>The Review of Environmental Impacts (2019) predicted no significant impacts on air quality, and further design changes have now optimised flows to achieve better traffic management/flows and sustainable transport infrastructure, compared to Preliminary Design. It is anticipated that air quality will not exceed legal limits across the Phase 3 site as a result of delivering the scheme. Air quality will be monitored for three years after the scheme construction is completed, including a new air quality monitor installed on the east side of Old Steine. Over time, continued investment in strategic, citywide policy measures such as active travel measures and new engine technology and traffic management capabilities will also support year on year improvements in reducing emissions.</p> <p>Modal shift for local trips / improved sustainable travel choices – requires Phase 3 delivery. Increased last mile EV delivered freight also evolving.</p>
Concerned about pedestrian / cycle conflict outside Palace Pier / separate cyclists and pedestrians here	19	A full complete bidirectional cyclops and clear segregation now included with zebra crossing giving pedestrian priority.

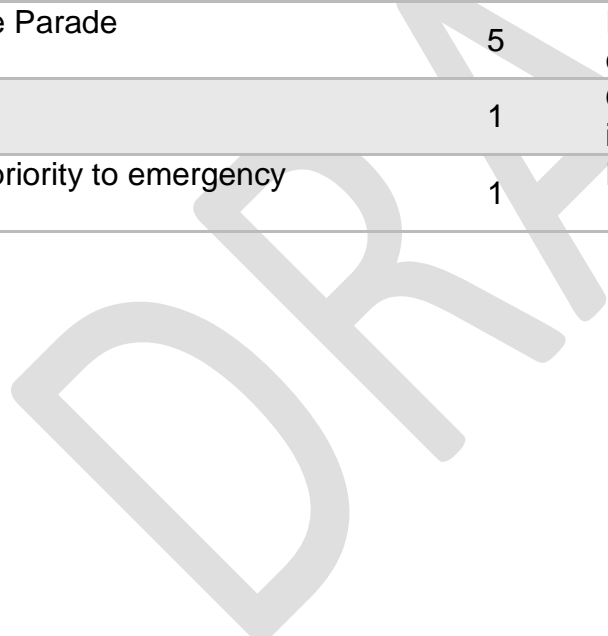
Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Removing the roundabout will be an improvement for cyclists and pedestrians / safer	17	A full complete bidirectional cyclops and clear segregation now included with zebra crossing giving pedestrian priority.
In favour of removing the roundabout	13	The new layout provides significant benefits and improves upon the preliminary design with single stage crossing points for cyclists and pedestrians
Don't agree with the area of shared space outside Harry Ramsden's / goes against government guidance / not sure what the point of it is	10	Segregated cycle track now provided
How will traffic change direction without the roundabout? / No easy access to turn or head Westbound	10	The Old Steine loop can be used for the very low numbers of driver requiring this manoeuvre
Cycle junction in front of the pier confusing / right of way between North/South and East/West?	9	This has now been revised with clearer routing and pedestrian priority
Too many sets of traffic lights along A259 / traffic will back up / phase lights	8	Traffic systems will be state of the art with the Palace Pier junction and St James's Street junction having the most sustainable layout possible with only three stage signals required - that are linked together and can be controlled and adapted in terms of green time across each of the three signal phases depending on traffic at different times of the day/year.
Better provision for East/West cyclists to join the North/South route / too many breaks in the lanes	7	Cycle tracks are now connected-up and segregation introduced instead of shared surfaces
Where does the cycle lane in shared space outside of Harry Ramsden's lead to?	5	Cycle tracks are now connected-up and segregation introduced instead of shared surfaces

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
Would like to see more trees / greenery in the area outside the Palace Pier	11	Tree planting is not possible due to the archways holding up the highway by the pier. Some greening / planting of low-lying shrubs / succulents etc in the small island on each of the four corners of the Place

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
		Pier junction – tbc. More trees by Royal Albion will line the pedestrian and cycle track routing
Too much priority given to cars on A259 / replace one lane with a cycle lane on Grand Junction Road	8	Cycle track now included on Marine Parade east side of the junction as well as the complete bi-directional-cyclops around the entirety of the junction. West side out of scope of the project
Keep the roundabout but upgrade/ improve / different style / more experimental junction	7	All options considered at the early stage of the project – not viable to have a controlled roundabout due to the footprint required and less efficient spatially – can not integrate active travel etc. Informal design not possible due to volume of traffic and number of lanes required
Would like a cycle lane on Marine Parade	5	Initial interface Included with future project to deliver cycle route to the Marina in the pipeline
Increase disabled bays on A259	1	Outside scope of this project. Blue badge bays increased to eight across Old Steine
Need to have a means of giving priority to emergency vehicles travelling East	1	Emergency Services consulted



Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

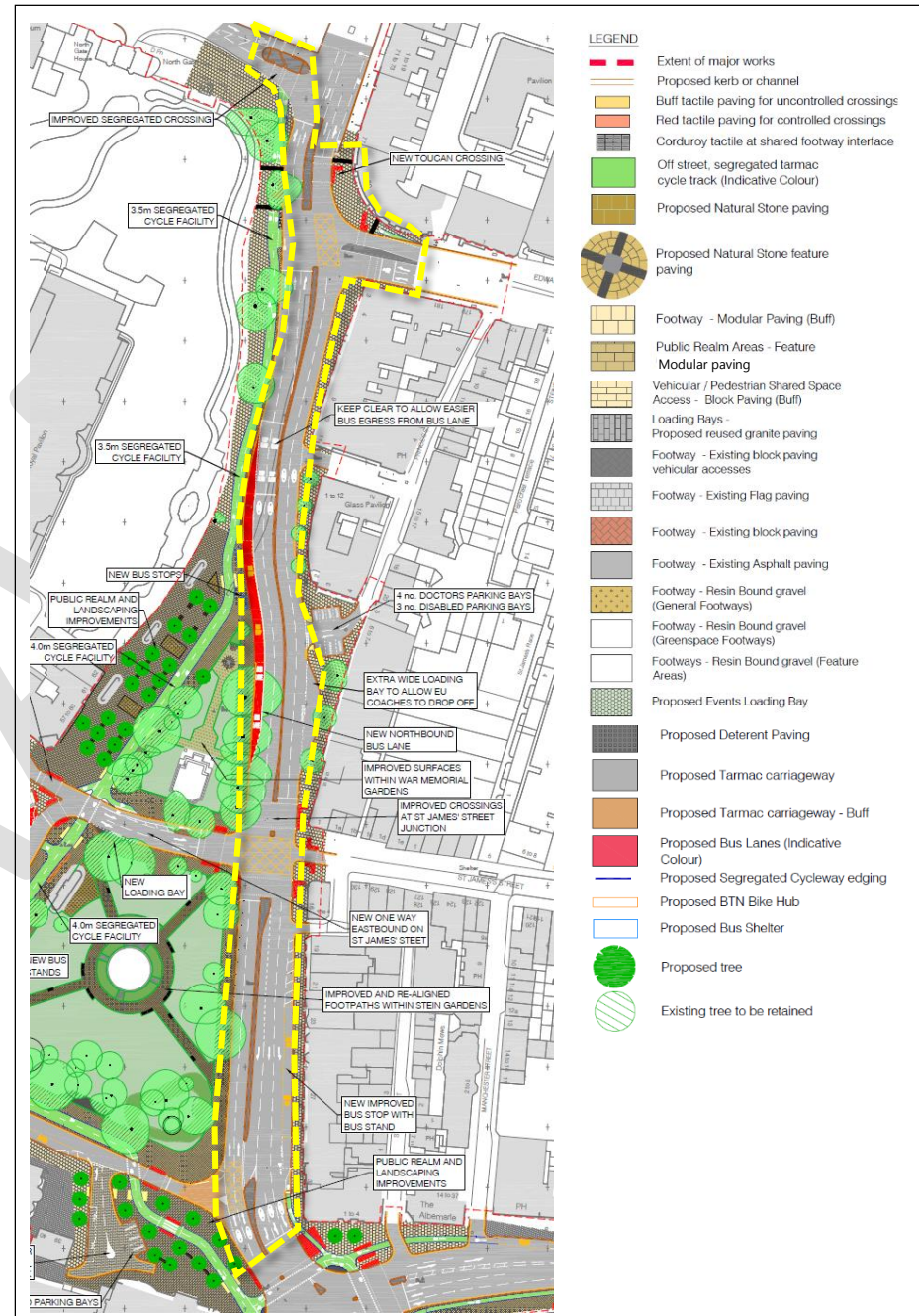
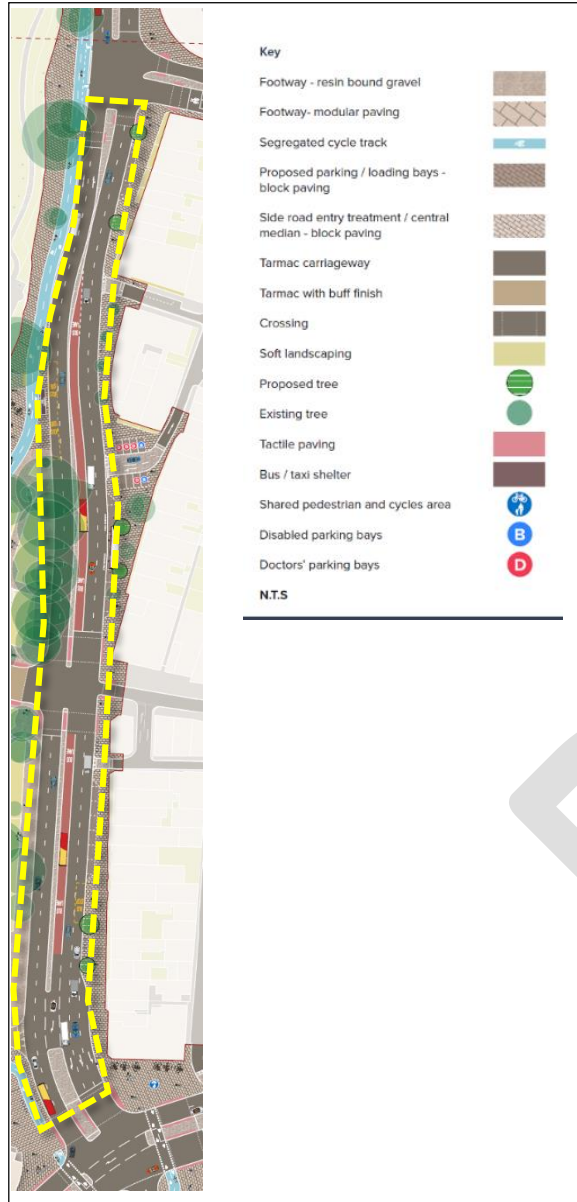
Area F – Madeira Drive (& Duke’s Mound)

Q1 Please give us your comments on the details of this design	Number	Design change and/or comment
Duke’s Mound traffic lights are unnecessary / confusing	12	Dukes Mound signalisation scheme has been delivered
Worried that Duke’s Mound junctions will cause congestion on A259	6	Dukes Mound signalisation scheme has been delivered
Improve cycle access at Duke’s Mound / Breaks in lanes	5	Dukes Mound signalisation scheme has been delivered. Further improvements could be delivered as part of the Eastern Waterfront Masterplan currently out to consultation
Supportive of the one-way entry only plans	5	This is maintained in the final design

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or comment
Would like to see Madeira Drive pedestrianised / keep car free / No need for cars here / access only	18	Eastern Waterfront Masterplan currently out to consultation
Reopen Madeira Drive to vehicles / needs to be open to traffic for businesses	11	Not in scope – one way to be maintained
Want a full segregated cycle lane on Madeira Drive	6	This has been delivered as part of the EATF Emergency Active (Covid) Travel Fund and could be made permanent subject to further decisions required at ETS Committee

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area G – Eastern side of the plan / Traffic lanes North and South



Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Preliminary design 2018 agreed 2019

Final General Highway Arrangement December 2021

Q1 Please give us your comments on the details of this design	Number	Design change and/or design team comment
Bus stops in locations that will cause congestion / bus stops in the road Includes: <ul style="list-style-type: none"> • Pavilion Parade Northbound bus stop located in the road • Southbound stop East of Steine Gardens is placed in the road 	8 (4) (3)	North bound bus lane introduced to prevent this issue arising. Southbound stop in dedicated area
Too many traffic lanes / reduce the number of traffic lanes / reassign to other transport modes / Traffic to remain routed on both sides	7	Simplified routing allows for road space reallocation and the creation of new public spaces. Lanes included to allow for future additional bus priority to be introduced as other policy ensure are introduced and people have access to travel choices such as connected cycle lanes etc.
Pavilion Parade bus stop will not have enough capacity for all services / passengers	6	One stop is included at castle Square. Buses flow modelling improve significantly due to dedicated north bound lane
Bus stop at Pavilion Parade conflicts with the cycle lane	5	The cycle track is segregated
Removal of the existing Southbound bus stop decreases capacity / makes interchange difficult	5	Bus Stop H delays buses and will be removed

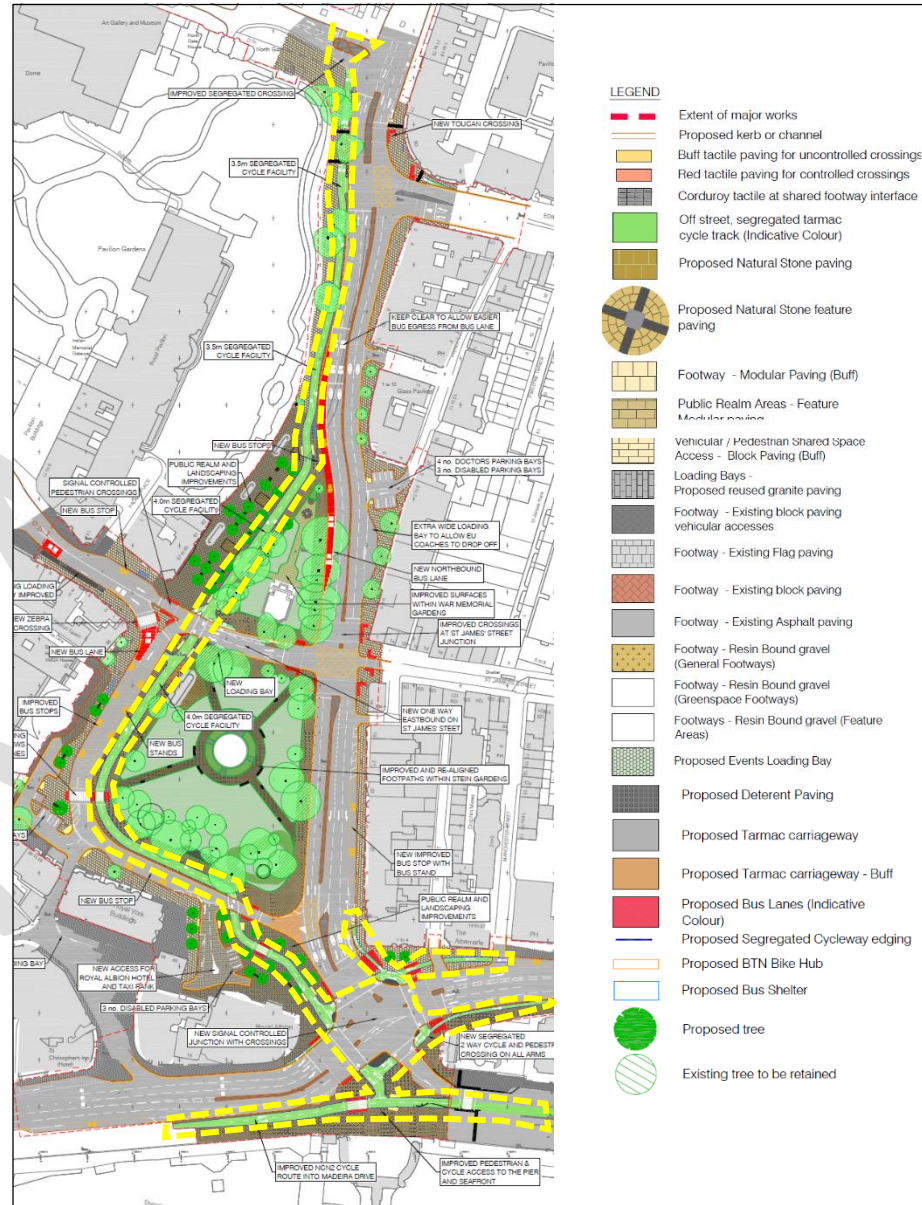
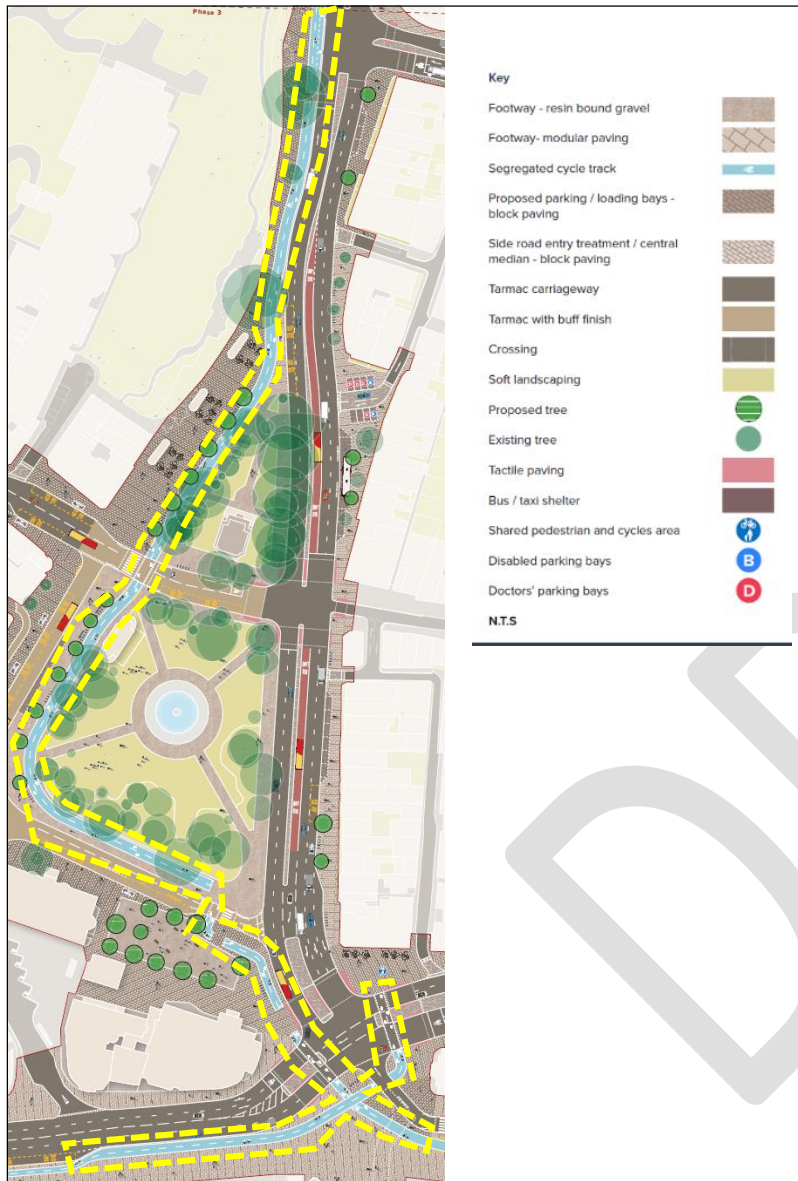
Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or design team comment
Introduce traffic calming / dangerous entrances to side roads with high pedestrian footfall / change access arrangement to side roads	7	Old Steine has a speed limit of 20MPH. Traffic Lanes will be narrowed to help calm traffic
More crossing points on the East side of the plan <ul style="list-style-type: none"> • Crossing point on Pavilion Parade / Princes St / Doctors' surgeries • Crossing point in the South East / Revenge / Steine Gardens 	6 (4) (3)	Crossing points have been maximised to allow for balance between all modes of transport in a busy urban area

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Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Area H – North/South Cycle lane



Preliminary design 2018 agreed 2019

Final General Highway Arrangement December 2021

Appendix 3. Valley Gardens Phase 3 Engagement and consultation record

Q1 Please give us your comments on the details of this design	Number	Design change and/or design team comment
Happy to see the introduction of an off-road cycle lane / safer away from traffic	11	Bi-directional selected to interface with VG Phases 1 & 2 and to support legible leisure/tourist routing as well as commuter and younger people/accessible cycling. Single direction lanes would require two stage rights at Palace Pier junction which was not preferred.
Good to have cycle connection to the seafront / this has been a missing link	11	Required/justified
Worried about conflict with pedestrians through public space/ would like cycle lane a different colour / clearly marked	11	This is included in the design
Q2 Any other improvements you would like to see added to the agreed design?	Number	Design change and/or design team comment
Would prefer cycle lane on East side / more direct route / quicker	13	Not possible due to the need to include bus priority on east side

