




Brighton & Hove  
City Council

# Environment, Transport & Sustainability Committee

Title:	<b>Environment, Transport &amp; Sustainability Committee</b>
Date:	<b>7 February 2019</b>
Time:	<b>4.00pm</b>
Venue	<b>Council Chamber, Hove Town Hall, Norton Road, Hove, BN3 3BQ</b>
Members:	<b>Councillors:</b> Mitchell (Chair), Horan (Deputy Chair), Wares (Opposition Spokesperson), Littman (Group Spokesperson), Atkinson, Brown, Miller, Peltzer Dunn, Robins and West
Contact:	<b>John Peel</b> Democratic Services Officer 01273 291058 john.peel@brighton-hove.gov.uk
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## AGENDA

### PROCEDURAL MATTERS

#### 61 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:**
  - (a) Disclosable pecuniary interests;
  - (b) Any other interests required to be registered under the local code;
  - (c) Any other general interest as a result of which a decision on the matter might reasonably be regarded as affecting you or a partner more than a majority of other people or businesses in the ward/s affected by the decision.

In each case, you need to declare

- (i) the item on the agenda the interest relates to;
- (ii) the nature of the interest; and
- (iii) whether it is a disclosable pecuniary interest or some other interest.

If unsure, Members should seek advice from the committee lawyer or administrator preferably before the meeting.

- (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.*

#### 62 CHAIRS COMMUNICATIONS

## ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE

### 63 PUBLIC INVOLVEMENT

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

- (a) **Petitions:** To receive any petitions presented by members of the public;
- (b) **Written Questions:** To receive any questions submitted by the due date of 12 noon on the 1 February 2019;
- (c) **Deputations:** To receive any deputations submitted by the due date of 12 noon on the 1 February 2019.

### 64 ITEMS REFERRED FROM COUNCIL

Item referred from the last meeting of Full Council held on 31 January 2019

### 65 MEMBER INVOLVEMENT

To consider the following matters raised by Members:

- (a) **Petitions:** To receive any petitions;
- (b) **Written Questions:** To consider any written questions;
- (c) **Letters:** To consider any letters;
- (d) **Notices of Motion:** to consider any Notices of Motion referred from Full Council or submitted directly to the Committee.

## TRANSPORT & PUBLIC REALM MATTERS

### 66 VALLEY GARDENS PHASE 3 (ROYAL PAVILION TO SEAFRONT) RESULTS OF PUBLIC CONSULTATION AND APPROVAL OF FINAL PRELIMINARY DESIGN

5 - 90

Report of the Executive Director, Economy, Environment & Culture

Contact Officer: Oliver Spratley Tel: 01273 290390  
Ward Affected: Queen's Park; Regency; St  
Peter's & North Laine

### 67 ITEMS REFERRED FOR FULL COUNCIL

To consider items to be submitted to the 28 March 2019 Council meeting for information.

*In accordance with Procedure Rule 24.3a, the Committee may determine that any item is to be included in its report to Council. In addition, any Group may specify one further item to be included by notifying the Chief Executive no later than 10am on the eighth working day before the Council meeting at which the report is to be made, or if the Committee meeting take place after this deadline, immediately at the conclusion of the Committee meeting*

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### FURTHER INFORMATION

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

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Date of Publication - Wednesday, 30 January 2019

<b>Subject:</b>	<b>Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design</b>		
<b>Date of Meeting:</b>	<b>7 February 2019</b>		
<b>Report of:</b>	<b>Executive Director - Economy Environment &amp; Culture</b>		
<b>Contact Officer:</b>	<b>Name:</b>	<b>Oliver Spratley</b>	<b>Tel: 01273 290390</b>
	<b>Email:</b>	<b>oliver.spratley@brighton-hove.gov.uk</b>	
<b>Ward(s) affected:</b>	<b>St Peter's &amp; North Laine, Queen's Park, Regency</b>		

**FOR GENERAL RELEASE****1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The council's adopted City Plan Part 1 (2016) identifies the Valley Gardens corridor as a Special Area (policy SA3). Valley Gardens Phase 3 is also a Local Transport Plan [LTP4] project planned to complete the final and southern-most section of a strategic sustainable transport corridor that will contribute towards the council's and city's economic growth, regeneration, planning, public realm and transport objectives.
- 1.2 In June 2018 this Committee approved the Phase 3 project development and delivery programme. As set out in the programme, following the completion of a thorough technical outline options appraisal, a preferred, single design option was presented to, and approved by this Committee (October 2018) for public consultation. The project's draft Business Case, required to secure, £6.0 million worth of Local Growth Fund money from the Coast to Capital [C2C] Local Enterprise Partnership [LEP] was approved by this committee in November 2018 and submitted to the LEP in December 2018. The C2C LEP Board approved the LGF Business Case for Valley Gardens Phase 3 (£6.0 million), 22 January 2019, subject to a funding agreement.
- 1.3 As agreed by this committee in October 2018, this report outlines the results of the Phase 3 preferred option public consultation. The questionnaire results are summarised in Appendix 1, and Appendix 2 summarises how responses from the stakeholder engagement have been taken into account when considering significant revisions to the preferred design option. As an outcome of the consultation and stakeholder review process, the proposed Final Preliminary Design shown in Appendix 3 of this report, firmly establishes the principles that will be incorporated into the project's next stage. Many other responses received will also be reviewed and considered during the detailed design stage.
- 1.4 Approval of the recommendations within this report will enable the project to progress to the detailed design stage, in line with the programme approved by this Committee in June 2018.

## **2. RECOMMENDATIONS:**

- 2.1 That the Committee notes the results of the public consultation and stakeholder engagement on the preferred design option for the Valley Gardens Phase 3 project, as set out in Appendix 1 and Appendix 2 of this report.
- 2.2 That the Committee approves the Final Preliminary Design for the Valley Gardens Phase 3 project, as attached in Appendix 3 of this report, and agrees that it should be progressed to the detailed design stage which will include further public consultation and stakeholder engagement.
- 2.3 That the Committee agrees that officers progress design work for the proposed improvements to the A259/Duke's Mound/Madeira Drive junctions, in liaison with the council's Waterfront project team.
- 2.4 That the Committee authorises officers to procure professional services/contract(s) for the detailed design and construction stages of the Valley Gardens Phase 3 project, and notes that this authorisation will enable officers to procure and award either a design and build contract or separate contracts for the design stage and the construction stage, and notes that an update on these procurements will be provided to a future committee meeting.
- 2.5 That the Committee approves the revised design of the Marlborough Place - Edward Street junction, as shown in Appendix 3 of this report, which will supersede the design of the southernmost section of the Valley Gardens Phases 1&2 project agreed by this Committee in December 2017, and agrees that the design can be progressed to the detailed design stage and delivered as part of the current construction programme for Valley Gardens Phases 1&2.

## **3. CONTEXT/ BACKGROUND INFORMATION**

- 3.1 To achieve the project's agreed objectives, the main features of the preferred option which was agreed for public consultation by this committee in October 2018 include:
  - A simpler road layout with all general traffic to the east of the Steine Gardens
  - Controlled junctions that can be linked and managed to reduce congestion, and improve traffic flows and safety, including a new signalised junction at the A23/A259 junction by the Palace Pier to replace the current roundabout
  - A priority bus, taxi and coach 'loop' on the south and west of Old Steine
  - Improved crossing alignment for pedestrians and cyclists
  - Better connections to The Lanes and St James's Street
  - Creation of a new 350 metre two-way, segregated cycle lane
  - Creation of new public spaces in front of Royal Pavilion and Royal Albion Hotel
  - A revitalised Steine as an enhanced destination with new public spaces to support tourism, events and local commerce
- 3.2 The public consultation, stakeholder engagement and design workshop processes are explained in more detail in section 5 of this report. The design

process has also been supported by a Design:South East [D:SE] review panel to ensure independent project design quality assurance. The second design review panel was held in October 2018 to review the outline technical options appraisal framework methodology and the preferred option. The preferred outline option was unanimously supported by the panel of transport design and urban/landscape design experts as the best outline option through which to develop and achieve the project's objectives.

3.3 Summary results of the public consultation, stakeholder engagement and design workshops, are set out in Appendices 1 and 2 of this report. A full copy of a report of the results of the consultation questionnaire has been placed in Members' Rooms for further reference. The consultation resulted in nearly 830 responses from individuals, groups and organisations. Some examples of the analysis results show that:

- 55% or more respondents agreed with proposals to provide more direct walking routes and improve pedestrian crossing points;
- 52% or more respondents agreed with improved cycle routes and improved cyclist crossing points;
- 44% or more respondents agreed with proposals to improve getting on and off buses and getting to/from bus stops;
- people expressed concern about changes to the 'art deco' bus shelters, increases in anti-social behaviour, loss of space for buses, conflicts between pedestrians and cyclists, parking in the city centre, the loss of the 'Aquarium' (Palace Pier) seafront roundabout and associated increased delays for drivers, especially on the A259, and potential effects on the economy.

3.4 A number of the comments received with regards to possible design risks, such as those stating that new public spaces might attract anti-social behaviour, can be mitigated though detailed design stage. Design ideas provided by members of the public through the public consultation for developing the new public spaces will be reviewed and considered at detailed design stage, where there is scope to do so, and used to help inform the brief for the next stage of design. The design ideas for change of use for the 'art deco' bus stops will be used to help inform a feasibility study to be conducted by the council's Property & Design Team.

3.5 The responses received through the Public Consultation and stakeholder engagement have been taken into account and considered in relation to the projects core design objectives. The outcome of this process is a design revision specification being produced and used to develop the outline preferred option in to a proposed Final Preliminary Design. The principles of the revisions that are now proposed include:

- Creation of a new 280 metre south bound priority lane for buses, taxis and coaches
- Improved junction alignments to provide direct, convenient connections and more space for pedestrians and cyclists on the seafront promenade
- Improved east-west cycle connectivity across junctions, especially with the North Street area
- Improved north-south connections for cyclists and the realignment of the new north-south cycle lane

- Footpaths to create more direct links with North Street, The Lanes, St James's Street and the Seafront across the Steine Gardens
  - Indicative locations for blue badge holder and doctor parking bays and loading bays
  - Changes to improve the operation of the Marlborough Place – Edward Street junction which forms the interface between Phases 1&2 and Phase 3 of the Valley Gardens project, which will improve journey times for all vehicles and cyclists.
- 3.6 Other design changes to be included in the Final Preliminary Design are also summarised in Appendix 2. Consultation responses not specifically reflected in the revised plan relating to matters such as the detailing of landscape and public realm design, and other matters, will be carried over and explored during the detailed design stage. Two key requirements that have been identified in connection with the proposal to make the western end of Madeira Drive one-way are the need to manage the safe passage of large vehicles, such as coaches, onto and off the A259 via the Duke's Mound junction; and the need to review and alter the arrangements for the loading/unloading, parking and turning of vehicles in Madeira Drive.
- 3.7 It is proposed that improvements to the A259/Duke's Mound/Madeira Drive junctions will be delivered as a priority as part of the council's planned Enabling Works for the Waterfront project, which will be funded by LGF money already secured from the C2C LEP for that project. The current timeframe for this investment is the same as that for Phase 3, providing the opportunity to ensure that the works can coincide and be managed during the Phase 3 construction period. The design work will also take into account the need for other road-user movements in these locations such as walking and cycling.
- 3.8 Option appraisal work will be undertaken on the road layout of the western end of Madeira Drive between the Palace Pier and the Colonnade, in order to continue to enable current activities to occur within the one-way and two-way sections of Madeira Drive in this area, such as blue badge holder bays, loading/servicing, coach passenger pick-up and drop-off and arrangements for events, and will also consider other provision such as for taxi passengers.
- 3.9 Public consultation and stakeholder engagement feedback has also highlighted issues relating to a number of adjacent locations to the Phase 3 project area, such as Pool Valley, the full length of Madeira Drive, and St James's Street. These suggestions and ideas have been noted and will be retained for consideration as part of any respective future projects that may come forward in those locations in the future.
- 3.10 During the development of the preferred option for Phase 3, potential improvements to optimise the operation of the Marlborough Place – Edward Street junction (the interface with Phases 1&2) were identified. These will deliver journey time savings for all vehicles within the corridor and improved north-south and east-west cycle connectivity and it is proposed that this design, as illustrated in Appendix 3 of this report, is adopted and included in the current construction programme for Phases 1&2.
- 3.11 Subject to the approval of this report's recommendations, the detailed design stage will be further informed by the completion of a Stage 1 Road Safety Audit.



- 3.12 This Committee is being presented with the Final Preliminary Design of the Preferred Option so that it can consider and approve progression on to the detailed Highway Technical Design stage. The detailed Highway Technical Design will progress the detail of the highway design including detailed construction information such as construction depths, highway geometry confirmation, drainage, signage and street furniture plans and the highway dimensions required for Traffic Regulation Orders, in addition to further refinement of estimated scheme costs and construction phasing plans.
- 3.13 Subject to this committee's agreement, officers will finalise options for procurement of the professional services/contract(s) that are required for the detailed design and construction stages of the Phase 3 project. These will include either a design and build contract or separate contracts for the design stage and the construction stage. Once the most appropriate option has been identified, officers will begin the procurement process, engaging with the council's Procurement Advisory Board where necessary, and updates or decisions that are required will be reported to a future committee meeting.

#### **4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS**

- 4.1 A robust, two stage options appraisal framework was used during the preliminary design stages of Phase 3 as planned and reported to this Committee, June, October, and November 2018. The single, preferred option was approved for consultation by this Committee in October 2018 and took into account the development of a longlist of 44 possible combinations of design options and a more detailed consideration of 4 specific designs and layouts.
- 4.2 This report and previous reports fully explain the processes that have been adopted, and the decisions made, to develop the project so far. This has included a full options appraisal of different options (including various combinations of design principles such as a roundabout or traffic signals at the A23/A259 junction, and the retention or closure of the road link next to the 'art deco' bus stops. The outcome of this work concluded that the preferred option (Option 1) worked more efficiently and best met the project's objectives. The public consultation and stakeholder engagement conducted to date has informed revisions to the preferred option, which are now included in the Final Preliminary Design, as shown in Appendix 3 of this report.
- 4.3 The council has also developed its programme to ensure that the LEP's requirements for LGF money to be spent by March 2021 can be met, and expect this to be further emphasised in the draft Funding Agreement that is issued by the LEP after a Business Case has been approved. Therefore, any significant delay would be a major critical risk to the project.

#### **5. COMMUNITY ENGAGEMENT & CONSULTATION**

- 5.1 An initial survey of people using the Phase 3 area was undertaken in early 2018 in order to elicit a better understanding of how the public regards the Phase 3 area in terms of how it currently performs. This information has helped to inform how the site area might be improved to support transport and travel movements

operation, and to help inform the development of accessible high quality public realm. The results were reported to this committee in June 2018.

- 5.2 Following this Committee's approval of the single preferred option in October 2018, a six week period of formal public consultation was conducted and completed on 25 November 2018. The public consultation included two static exhibitions held at Hove Town Hall Customer Services and Jubilee Library. Both of these exhibitions were staffed for three days, including a Saturday. During this period the council's consultation portal provided access to an electronic questionnaire as an alternative to using hard copy consultation forms and material. The consultation was supported by the council's communications team with a campaign that included extensive use of social media to promote the public consultation.
- 5.3 In addition to the public consultation, stakeholder engagement has been conducted with all key transport operators and representatives of user groups using collaborative themed design workshops. To support the design process for the preferred option, the project has also been presented to, and discussed by, The Connected City Transport Partnership to test and develop ideas.
- 5.4 Historic England, Brighton & Hove Conservation Advisory Board, and The Regency Society have also been consulted following the public consultation period. Supportive and constructive letters have also been provided by The Brighton Society and Friends of the Earth. Other meetings, engagement and design workshops include those held with Possability People to develop accessibility and equalities related improvements which will be ongoing through the detailed design stage. Brighton Experience has been engaged in relation to potential public art and wayfinding design opportunities. Meetings have also included those with local doctor's surgeries, solicitors, and Property Management companies, and retail businesses. Key Tourism Alliance members, and events management companies, Emergency services including Police, East Sussex Fire & Rescue Service, and South East Coast Ambulance Service have been engaged and further meetings will be held to ensure their views are fully taken into account during the further development of the scheme. As outlined above, letters of support and also those critiquing the outline preferred option have also been taken into account, and a number of representations about the project have been received by this committee expressing concern about particular aspects of the design and possible negative consequences on the city's economy.
- 5.5 Views shared by a number of business interests and stakeholders within the city have also been expressed stating that the consultation has not been adequate, that awareness of it was limited, and that the Preferred Option will have negative consequences for the city such as the potential impacts of the design on traffic flows, congestion and parking and servicing, for the city's visitor economy in particular. These views have been acknowledged and responded to where possible and a number of meetings have been held with groups and individual representatives in order to review and discuss them, and officers will ensure that any lessons learnt will be incorporated into future projects.
- 5.6 Internal consultation within the council has included City Parks, the council's Property and Design team to understand short, medium, and long-term access requirements to council freehold property, and the Events Manager. The

Equalities Team have been regularly consulted during the process to ensure that the project objectives are realised to support protected groups' access to the seafront - for example, at the seafront junction.

- 5.7 The results of the public consultation questionnaire on the preferred option agreed by this committee are summarised in Appendix 1 of this report, and these have been used to inform revisions to the outline preferred single option design. Changes resulting from stakeholder workshops are outlined in Appendix 2. The revision of the plan based on the consultation process outcomes sets out the final design principles for the project which have been developed into a Final Preliminary Design for the project, which is illustrated in Appendix 3 of this report.
- 5.8 Further consultation and stakeholder engagement is planned to be undertaken during the detailed design stage and will also form part of the Traffic Regulation Order process to enable construction.

## **6. CONCLUSION**

- 6.1 Overall, the responses to the consultation have been generally favourable and constructive and indicate clear support for the majority of the proposals included in the design. Views have also been expressed stating that some people are against the proposals, or that it is not required or that it is not considered to be a priority.
- 6.2 As outlined in this report, the preferred option has been significantly improved following public consultation and internal and external stakeholder and partner engagement, resulting in the recommended Final Preliminary Design. Further improvements and optimisation of Phase 3 scheme development and the integration with Phases 1&2 will be achieved through the progression of Phase 3 to detailed design.
- 6.3 The enhanced plan and design promotes the development of a sustainable integrated transport corridor combined with new public realm. This plan supports and promotes the regeneration of Old Steine in line with the council's adopted City Plan policy for the area that affords a revitalised setting for heritage assets including the Steine Gardens, Royal Pavilion and Royal Albion Hotel, and addresses the aims and objectives of both the council's and C2C LEP's strategies and policies.

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

### Financial Implications

- 7.1 The current budget expected to be available for the project to the end of 2020/21 has previously been reported as £7.25m. This includes £6.0m worth of Local Growth Funding [LGF] grant agreed by the Coast to Capital [C2C] Local Enterprise Partnership [LEP] Board's decision on the council's Business Case on 22 January 2019); and a committed local contribution of £1.25m as the LEP requires a local authority to provide a local funding contribution which is at least 15% of the project cost. £1.25m is therefore above the minimum sum that the council should commit to, based on the £6.0m LGF figure. This sum can come from a number of funding sources within the Local Authority including the Local

Transport Plan capital programme, Section 106 contributions, revenue income contributions or any other budgets or sources that may be considered appropriate.

- 7.2 Within the Business Case submitted to the LEP for its consideration and approval on 22 January, the estimated total project cost estimate for the Preferred Option is currently £7.840m (pre-tender value) which includes adequate contingency sums to cover design, construction and inflation. Assuming that the council cannot access greater than £6.0m worth of LGF, this means that the local funding contribution would need to be increased to £1.840m in order to meet the LEP's requirements for allocating Local Growth Fund [LGF] money. Within the Business Case, it is acknowledged that the council has provisionally allocated £1.250m to fund the local contribution towards the capital costs of the project. It proposes that the estimated, additional £0.590m that may be required as a local contribution for a £7.840m scheme will initially be expected to be sought from private-sector developer contributions via the Planning process. These could include existing sites or those that come forward in the future and include the costs of works secured through legal ('Section 106 and 278') agreements. Alternatively, Community Infrastructure Levy [CIL] fees could be used, subject to the CIL process and future council decisions on that matter.
- 7.3 As is the case with many major projects, costs can change as the project progresses and designs are developed and refined, and consultation results are taken into account. The amount of the council's local contribution for this project, and its sources, will need to be refined through the detailed design phase and be confirmed as part of the council's annual budget setting and regular TBM monitoring and management processes. The next key stage will be to revise the cost estimate for the design layout within the proposed Final Preliminary Design.
- 7.4 A sum of £0.200m has been included within the 2018/19 Local Transport Plan [LTP] capital programme for Preliminary Design and is sufficient to cover the cost of the work which will have been completed during this financial year. Subject to the decision made by this committee on the Final Preliminary Design, any further proposed contributions that could be required from the 2019/20 LTP capital programme will be included in the March 2019 Policy Resources & Growth Committee report.
- 7.5 The additional design costs for the revised Marlborough Place – Edward Street junction will be funded from within the budget allocated to Phase 3. The costs of construction will be funded from within the budget allocated to Phases 1&2, subject to possible changes to the works contract. The works to the A259/Duke's Mound/Madeira Drive junctions have been discussed with council's Major Projects Team and consideration is being given to fund these from the £12.1m LGF allocation as part of the overall Waterfront Project Enabling Works project.

*Finance Officer Consulted: Rob Allen*

*Date: 21/02/2019*

#### Legal Implications

- 7.6 The proposed Phase 3 project will be planned and constructed within the existing highway boundary and within land owned by the council. Advice will need to be sought as to whether any of the detailed design proposals will require planning permission.

- 7.7 Release of the LGF to the council is subject to a funding agreement between the council and the LEP that will be drawn following the LEP's approval of the LGF allocation of £6.0 million to the council at its 22 January 2019 Board meeting.
- 7.8 The council will need to conduct the procurements referred to in the recommendations in compliance with its Contract Standing Orders and the Public Contracts Regulations 2015. In the event that a contract is over the threshold (£4,551,413 in the case of a public works contract) then the council will publish a notice in the Official Journal of the European Union.

*Lawyer Consulted:* Elizabeth Culbert

*Date:* 28/01/2019

Equalities Implications:

- 7.9 An Equalities Impact Assessment (EqIA) has been drafted and is attached in Appendix 4. As outlined in the EqIA the design workshop with Possability People in October 2018 has been used to inform the revision of the preferred option (Appendix 5). Internal workshops with Equalities and Accessibility officers have taken place.
- 7.10 The workshops raised a number of points related to the existing environment and recognised the opportunity that the Phase 3 project presents to significantly improve the environment for protected groups across the Old Steine and access to the seafront. Attendees at the workshop supported features included in the outline preferred option such as direct crossing points on the seafront junction and wider footways generally. Aspects of the preferred option that could potentially be improved include increased blue badge holder parking bays; segregated facilities for cyclists; and avoiding use of 'floating bus stops' if possible. The proposed location of some street furniture and trees would also create obstructions for some disabled people, and the plan does not show enough seating opportunities.
- 7.11 In response to these comments, the revised plan now includes an increase in blue badge holder parking bays. The revised option now shows connected segregated cycle paths throughout the corridor with further detail to be finalised throughout the plan at junctions in the next stage of design. Matters such as seating and street furniture will be dealt with in more detail and finalised during the detailed design stage and will be informed by further workshops with Possability People and other representative groups.
- 7.12 Further consultation and collaborative design will be conducted at the detailed design stage.
- 7.13 The scheme aims to provide an inclusive and accessible space by:
- Improving access for mobility impaired users
  - Improving access for visually impaired users
  - Providing connectivity between green / public spaces
  - Providing wide unobstructed footways
  - Improving access to the seafront
  - Providing / maintaining access to essential services
  - Providing opportunities for resting and seating

#### Sustainability Implications:

- 7.14 The main aim of this city centre project is to help regenerate the Valley Gardens corridor by designing an integrated, safe and sustainable transport corridor, as set out in the council's LTP4 and City Plan Part 1 (Policy SA3).
- 7.15 The Core Design Objectives include supporting interventions to improve people's travel experiences, which is integral to promoting and supporting sustainable communities, and sustainable business opportunities.

#### Any Other Significant Implications:

##### Crime & Disorder Implications:

- 7.16 The city's SAG (Safety Advisory Group) has been consulted and primary contacts established for future engagement including all emergency services. The detailed highway and public realm design will aim to mitigate the risk of crime and anti-social behaviour as part of the later detailed design stages.

##### Risk and Opportunity Management Implications:

- 7.17 A risk register is maintained at project and at project board level. The project is being contained within its original geographic extents to maintain the project programme schedule and minimise any additional impacts on the projects resource levels. All opportunities will continue to be explored directly with the relevant key stakeholders and explored further through the next stage of design. Road Safety Audits will be carried at the appropriate stages of the continuing design. The committee decisions sought in this report are required to ensure that there is no delay to the project programme. Any significant delay would be a critical project risk in terms of financing the project given the need to drawdown the LGF funding by end of March 2021. The final budget for the scheme will be finalised following the drafting of a funding agreement with the C2C LEP.

##### Public Health Implications:

- 7.18 The aim of the project is to develop an integrated, sustainable transport corridor which includes new infrastructure to support and increase active travel. Increased pedestrian and cycling movements across and through this city centre corridor are key and achievable outcomes to increase positive health outcomes and to improve air quality. The scheme will include future proofing infrastructure for electric charging points for all vehicles where there is scope to do so, to promote cleaner travel.
- 7.19 Noise and air quality records have been compiled as part of the project's evidence base for monitoring outcomes aligned to the developing Benefits Management Plan and project evaluation and were included in the BC submitted to the LEP. A new air quality monitor has been installed this summer on the east of the Steine. Measures will be included at the detailed design stage that support and encourage smoother flowing driver behaviour where possible, to reduce emissions associated with public health issues.

### Corporate / Citywide Implications:

- 7.20 The Benefits Management Plan included in the BC submitted to the LEP captures all council and stakeholder/partner service interests to ensure continuity and, wherever possible, improvements in service delivery. Benefits will be monitored following project construction. A review of City Clean operations, infrastructure and access requirements, will also be integral to the ongoing design process.

## **SUPPORTING DOCUMENTATION**

### **Appendices:**

1. Valley Gardens Phase 3 Preferred Single Option Public Consultation Report Summary
2. Summary of significant proposed revisions to preferred option
3. Valley Gardens Phase 3 Final Preliminary Design plan (including Marlborough Place - Edward Street junction revision)
4. Valley Gardens Phase 3 Draft Equalities Impact Assessment
5. Valley Gardens Phase 3 Equalities Workshop Summary
6. Minute Extract Item 41- Valley Gardens Phase 3- (Royal Pavilion to Seafront) Approval of Business Case from the Environment, Transport & Sustainability Committee meeting held on 27 November 2018

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

1. Valley Gardens Phase 3 Preferred Single Option Public Consultation Full Report

### **Background Documents**

1. Valley Gardens Phase 3 Public Consultation material
2. Valley Gardens Phase 3 Public Consultation Stage 1 report (July 2018)
3. Local Transport Plan [LTP4] (2015)
4. City Plan Part 1 (2016)
5. C2C LEP Strategic Economic Plans
6. 2013 Valley Gardens Concept Design
7. Approved Scheme for Valley Gardens Phases 1&2
8. Report and minutes : June 2018 ETS Committee - Agenda item 7: Valley Gardens Phase 3

9. Valley Gardens Phase 3 - Stage 1 Report : Preliminary Design Approach (August 2018)
10. Valley Gardens Phase 3 - Stage 2 : Options Development and Assessment Summary (Technical Note, Aug 2018)
11. Report and minutes : October 2018 ETS Committee – Agenda item 29: Valley Gardens Phase 3 – (Royal Pavilion to Seafront) Approval of preferred option for consultation and further development
12. Report and minutes : November 2018 ETS Committee – Agenda item 45: Valley Gardens Phase 3 – (Royal Pavilion to Seafront) Approval of outline Business case



**VALLEY GARDENS PHASE 3 (ROYAL PAVILION TO SEAFRONT)  
PUBLIC CONSULTATION (October – November 2018)  
SUMMARY REPORT  
January 2019**

**Methodology**

A questionnaire was designed and set up to run online via the council's consultation portal. Paper questionnaires were made available, together with freepost reply envelopes. Postcards, giving a link to the survey, were posted to 1396 addresses in the vicinity of the area. In addition, posters and postcards were sent to the city's libraries and large sites, including Churchill Square shopping centre and the Royal Sussex County Hospital where visitor numbers are high, so that awareness of the consultation would be increased.

The council also organised exhibitions at Hove Town Hall (15-31 October, including an evening and weekend session) and then at Jubilee Library (1-21 November, including an evening and weekend session). Officers were available to answer questions from the public on a number of those days.

The consultation was also publicised via the council's website (including extensive information on the Valley Gardens Project pages). Social media was particularly successful in raising awareness via the council's main Twitter feed and also the Transport and Parking Twitter feed. Details of the consultation were also discussed at the local Transport Partnership Meeting and sent to local interest groups.

**Results**

**Number of Responses**

Source of responses	Number	%
Online	749	90.5
Paper Copies	67	8.1
<b>Total</b>	<b>828</b>	<b>100</b>

How did you hear about the consultation?	Number	%
Exhibition (includes): Jubilee Library (50) Hove Town Hall (10) Old Steine (2) Poster on railings (1)	78	9.4
Council website	157	19.0
Article in the press	115	13.9
Word of mouth	156	18.8
Social Media	174	33.1
Postcard	16	1.9
Other (includes): Poster on a bus (50) Council email (14) Library (6) Bricycles (4) Bus watch (2) Latest (2)	125	15.1
<b>Total</b>	<b>821</b>	<b>100</b>

### Respondents by Postcode:

	BN1		BN2		BN3		BN41		BN other		Other	
	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Residents	230	36.5	276	43.7	98	15.5	9	1.4	18	2.9	0	0
Visitors	5	11.6	6	14.0	3	7.0	0	0	19	44.2	10	23.3
Students	8	44.4	6	33.3	3	16.7	0	0	0	0	1	5.6
Work in the area	53	35.3	52	34.7	18	12.0	0	0	22	14.7	5	3.3
Business Owner/ Manager	24	58.5	13	31.7	3	7.3	0	0	1	2.4	0	0
Local Interest Group	3	23.1	6	46.2	2	15.4	0	0	2	15.4	0	0
<b>Total</b>	<b>258</b>	<b>34.7</b>	<b>299</b>	<b>40.2</b>	<b>108</b>	<b>14.5</b>	<b>10</b>	<b>1.3</b>	<b>54</b>	<b>7.3</b>	<b>15</b>	<b>2.0</b>

A map of postcodes of respondents (where given) is shown in Appendix A of this report. Appendix B lists the names of business and local interest groups who identified themselves when responding to the survey.

Question 1 asks respondents about the usual type of transport they use to travel through the area. Questions 2 to 7 ask respondents whether they support proposals for walking, cycling and travelling by bus. Question 9 asks respondents if they have any comments on proposals to simplify the road layout in order to improve traffic flows and road safety in the area, and Question 10 enabled people to make any other comments.

'Open comments' boxes enabled respondents to comment on each topic. Some respondents wrote either the same type of response in the open comments boxes for each question or wrote on a different subject to the question being asked in the comments box heading. For this reason all comments have been merged and then themed for each subject area firstly by topic and then by Areas<sup>1</sup> (see plan in Appendix C). 90% of respondents (735) commented on proposals.

Appendix D includes the responses received to the equalities questions asked as part of the survey.

### Q1 What form of transport do you use the MOST in the area?

Q1 Transport Type	Number	%
Bus	283	34.2
Cycle	147	17.8
Walk	224	27.1
Car (as driver)	110	13.3
Car (as passenger)	8	1.0
Taxi	8	1.0
Van/ Lorry	7	0.8
Motorbike	28	3.4
Wheelchair/ Mobility Scooter	3	0.4
Car Club	0	0
BTN Bikeshare	2	2.0
Coach	1	0.1
Other	1	0.1
<b>Total</b>	<b>828</b>	<b>100</b>

<sup>1</sup> Where specific areas have been mentioned

**Q2** asked respondents to what extent they agreed with proposals that aim to improve walking and moving around in the area?

Q2 Widen pavements?	Resident		Business		Interest Group		Other <sup>2</sup>		Total <sup>3</sup>	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	399	61.0	20	46.5	11	73.3	114	49.6	452	56.6
Neither Agree or disagree	108	16.5	8	18.6	2	13.3	49	21.3	141	17.6
Disagree or Strongly disagree	147	22.5	15	34.9	2	13.3	67	29.1	106	13.3
<b>Total</b>	<b>654</b>	<b>100</b>	<b>43</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>230</b>	<b>100</b>	<b>799</b>	<b>100</b>

Q2 Provide more direct walking routes?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	454	69.7	20	46.5	10	66.7	139	60.4	518	65.1
Neither Agree or disagree	89	13.7	14	32.6	4	26.7	44	19.1	122	15.3
Disagree or Strongly disagree	108	16.6	9	20.9	1	6.7	47	20.4	156	19.6
<b>Total</b>	<b>651</b>	<b>100</b>	<b>43</b>	<b>100</b>	<b>15</b>	<b>100.0</b>	<b>230</b>	<b>100</b>	<b>796</b>	<b>100</b>

Q2 Improve pedestrian crossing points?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	503	77.4	28	66.7	11	73.3	156	68.4	586	73.7
Neither Agree or disagree	63	9.7	8	19.0	3	20.0	35	15.3	83	10.4
Disagree or Strongly disagree	84	12.9	6	14.3	1	6.7	37	16.2	126	15.8
<b>Total</b>	<b>650</b>	<b>100</b>	<b>42</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>228</b>	<b>100</b>	<b>795</b>	<b>100</b>

<sup>2</sup> Other includes visitors, students, workers

<sup>3</sup> Some respondents have ticked more than one choice eg they are both a resident and a worker in the area

Q2 More public space for pedestrians to sit and rest?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	381	52.3	20	46.5	7	46.7	102	44.7	435	54.6
Neither Agree or disagree	114	17.4	9	20.9	5	33.3	54	23.7	145	18.2
Disagree or Strongly disagree	159	24.3	14	32.6	3	20.0	72	31.6	217	27.2
<b>Total</b>	<b>654</b>	<b>100</b>	<b>43</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>228</b>	<b>100</b>	<b>797</b>	<b>100</b>

**Q3 Do you have any other comments about these [walking] proposals?**

The following table shows where similar comments have been made more than ten times in an 'open comments' box:

<b>Q3 Comments on walking-related proposals</b>	<b>Residents</b>	<b>Businesses</b>	<b>Interest Groups</b>	<b>Other</b>	<b>Total</b>
Public spaces will cause anti-social behaviour / more seating will attract anti-social behaviour	49	2	0	18	<b>63</b>
Pedestrians and cyclists should be kept separate	38	3	1	10	<b>50</b>
In favour of walking and mobility proposals	41	4	0	8	<b>48</b>
Need more crossings / countdown crossings / not puffin / diagonal / shorter waiting times/ pedestrians right of way at crossings	35	1	1	8	<b>46</b>
Against the walking proposals / it's ok as it is	33	3	0	15	<b>44</b>
No pavement clutter	6	0	0	1	<b>11</b>

**Q4** asked respondents to what extent they agreed with proposals that aim to improve cycling through the area?

Q4 Improved cycle routes?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	407	62.4	18	42.9	11	73.3	91	57.6	465	58.5
Neither Agree or disagree	118	18.1	8	19.0	2	13.3	29	18.4	142	17.9
Disagree or Strongly disagree	127	19.5	16	38.1	2	13.4	38	24.1	188	23.7
<b>Total</b>	<b>652</b>	<b>100</b>	<b>42</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>158</b>	<b>100</b>	<b>795</b>	<b>100</b>

Q4 Improved cycle crossings	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	385	59.7	18	42.8	10	66.7	119	52.9	442	56.1
Neither Agree or disagree	136	21.1	9	21.4	4	26.7	48	21.3	167	21.2
Disagree or Strongly disagree	125	19.3	15	35.7	1	6.7	58	25.8	179	22.7
<b>Total</b>	<b>646</b>	<b>100</b>	<b>42</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>225</b>	<b>100</b>	<b>788</b>	<b>100</b>

Q4 Increased Cycle Parking?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	353	54.6	16	41.0	11	73.3	113	50.9	406	51.8
Neither Agree or disagree	163	25.3	10	25.6	3	20.0	54	24.3	197	25.1
Disagree or Strongly disagree	130	20.1	13	33.3	1	6.7	55	24.8	181	23.1
<b>Total</b>	<b>646</b>	<b>100</b>	<b>39</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>222</b>	<b>100</b>	<b>784</b>	<b>100</b>

**Q5 Do you have any other comments about these [cycling] proposals?**

The following table shows where similar comments have been made more than ten times in an 'open comments' box:

<b>Q3 Comments on walking-related proposals</b>	<b>Residents</b>	<b>Businesses</b>	<b>Interest Groups</b>	<b>Other</b>	<b>Total</b>
Public spaces will cause anti-social behaviour / more seating will attract anti-social behaviour	49	2	0	18	<b>63</b>
Pedestrians and cyclists should be kept separate	38	3	1	10	<b>50</b>
In favour of walking and mobility proposals	41	4	0	8	<b>48</b>
Need more crossings / countdown crossings / not puffin / diagonal / shorter waiting times/ pedestrians right of way at crossings	35	1	1	8	<b>46</b>
Against the walking proposals / it's ok as it is	33	3	0	15	<b>44</b>
No pavement clutter	6	0	0	1	<b>11</b>



**Q6** asked respondents to what extent they agreed with proposals that aim to improve the area for bus passengers?

Q6 Provide new bus stops?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	309	47.4	14	32.6	5	33.3	91	39.9	348	43.8
Neither Agree or disagree	159	24.4	11	25.6	5	33.3	54	24.3	190	23.9
Disagree or Strongly disagree	184	28.2	18	41.9	5	33.3	83	37.4	257	32.4
<b>Total</b>	<b>652</b>	<b>100</b>	<b>43</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>228</b>	<b>100.0</b>	<b>795</b>	<b>100.0</b>

Q6 Improvements to make it easier to get on and off buses?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	383	59.1	16	38.1	8	53.3	112	50.5	434	54.9
Neither Agree or disagree	133	20.5	9	21.4	4	26.7	47	21.2	160	20.2
Disagree or Strongly disagree	132	20.4	17	40.4	3	20.0	68	30.0	197	24.9
<b>Total</b>	<b>648</b>	<b>100</b>	<b>42</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>227</b>	<b>100</b>	<b>791</b>	<b>100</b>

Q6 Improved walking routes to get to and from bus stops?	Resident		Business		Interest Group		Other		Total	
	Number	%	Number	%	Number	%	Number	%	Number	%
Agree or Strongly agree	392	60.8	17	40.5	10	66.7	120	53.3	454	57.6
Neither Agree or disagree	118	18.3	12	28.6	3	20.0	41	18.5	141	17.9
Disagree or Strongly disagree	135	20.9	13	31.0	2	13.3	64	28.4	193	24.5
<b>Total</b>	<b>645</b>	<b>100</b>	<b>42</b>	<b>100</b>	<b>15</b>	<b>100</b>	<b>225</b>	<b>100.0</b>	<b>788</b>	<b>100</b>

### Q7 Do you have any other comments about these [bus passenger] proposals?

The following table shows where similar comments have been made more than ten times in the 'open comments' box:

Q7 Comments on bus-related proposals	Residents	Businesses	Interest Group	Other	Total
Keep the Art Deco shelters in place and continue to use them as bus stops / keep the road on the west side	115	12	0	60	<b>167</b>
Bus congestion and journey time will increase / improve reliability / minimise bus disruption	73	6	2	22	<b>103</b>
Not enough bus stops / not enough room for passengers waiting	56	5	1	27	<b>85</b>
Keep bus lanes / don't lose bus priority	59	2	1	25	<b>83</b>
Not enough room for buses to travel North on the East side / will cause congestion and pollution	52	9	2	29	<b>78</b>
Leave it as it is / against the proposals	43	3	0	16	<b>61</b>
New bus stops are too far apart / too far to walk / doesn't work for the elderly or disabled	32	1	0	6	<b>40</b>
Relocate the art deco shelters to the new bus stops	30	1	0	12	<b>39</b>
Not enough bus capacity at Castle Square / North St / No room here for a bus interchange	24	0	0	5	<b>28</b>
Agree with the proposals put forward by Brighton and Hove buses	21	3	0	9	<b>24</b>

**Q8** asks respondents for comments on what ideas they have for how the 'Art Deco' bus shelters might be used, and what ideas they have for how the new proposed public spaces might be used. The following tables show where similar comments have been made more than ten times in the 'open comments' box:

<b>Q8 Respondents' ideas for future use of 'Art Deco' bus shelters</b>	<b>Residents</b>	<b>Businesses</b>	<b>Interest Group</b>	<b>Other</b>	<b>Total</b>
Cafes / coffee shops / kiosks	78	4	0	24	<b>97</b>
Art / history displays / sketching areas / social projects	68	3	0	31	<b>81</b>
Tourist information / transport tickets / sightseeing tour/ booking office	50	2	1	15	<b>69</b>
Seating / resting / rain shelter	48	2	0	20	<b>66</b>
Shops (pop ups) news-stands/ florists / hairdressers	31	46	1	20	<b>46</b>
Relocate for new uses / relocate to serve the new bus stops	30	1	0	12	<b>39</b>
They will be/ don't let them be used for anti-social behaviour	29	4	0	7	<b>31</b>
Bike racks / cycle storage / cycle maintenance places	20	2	2	11	<b>24</b>
Busking / live music area / entertainment	21	0	1	6	<b>23</b>
Toilets	11	0	0	4	<b>18</b>

Q8 Respondents' ideas about uses for public spaces	Residents	Businesses	Interest Group	Other	Total
Art exhibitions student / photography	18	1	0	5	19
Events / entertainment / speeches / buskers	9	0	0	2	14
Children's area	6	0	0	1	8
Shelter / picnic spots	8	0	0	2	8
Should fit in with heritage i.e. not a skate park	4	1	0	1	4
Restore Dolphin fountain	4	0	0	0	4
Exercise / sports equipment/outdoor gym / dancing / fitness / ice rink	2	0	0	1	3
Environment projects community garden plots	2	0	0	0	2
Bird Aviaries / dog parks	1	0	0	0	1

Respondents also used this question to explain their concerns or what they didn't want to happen in the proposed public spaces:

- 63 respondents said they wanted less seating, or that seating /public spaces could attract anti-social behaviour
- 61 said that the designs are uninspiring / include too much concrete (hard surfaces) / or need more trees / plants / greening
- 26 respondents said that public spaces next to roads are a bad idea / will be polluted/ need screening from the road
- 20 respondents did not want new public spaces
- 16 respondents said that new areas would need wardens/ CCTV/ lighting and that they should be safe for women at night.

Q9 asks respondents if they have any comments about proposals to simplify the road layout in order to improve traffic flows and road safety in the area. The question is subdivided into four sections and asks for comments on:-

- The road layout on the east side of Steine Gardens and Old Steine;
- The road layout on the west side of Steine Gardens;
- Parking; and
- The Palace Pier Junction

The following tables show where similar comments have been made more than ten times in the 'open comments' boxes:

Q9a Road layout on the east side of Steine Gardens and Old Steine?	Residents	Businesses	Interest Group	Other	Total
Cycle route should not cross pedestrian space north of Art Deco bus shelters / no shared space / Cycle lane should be complete / Don't like the two way cycle lane / needs to be continuous / segregated	85	5	2	21	<b>106</b>
Keep / need bus lanes / Buses should have priority	59	2	0	25	<b>83</b>
Not enough room for buses to travel North on this side Will cause congestion / delays / pollution / two lanes not wide enough	52	9	2	29	<b>78</b>
In favour of the proposals	48	2	0	24	<b>58</b>
Cycle route should be away from traffic / buses / raised and separate	30	3	0	15	<b>39</b>
Against the proposals / ok as it is	21	4	0	15	<b>30</b>
Reducing parking affects businesses / keep loading bays / Doctors surgery needs parking	22	4	0	8	<b>31</b>
Cycle route should be on the West side not the East	10	1	0	8	<b>16</b>
Current interchange works well here for bus layovers / no provision for services terminating here	10	0	0	0	<b>14</b>
Don't remove loading bays for resident and business deliveries / Bays 5-14 should be loading only	12	1	0	4	<b>14</b>
Will be bad for residents and businesses on the east side	9	0	0	3	<b>12</b>

Q9b Road layout west side	Residents	Businesses	Interest Group	Other	Total
Keep the 'Art Deco' bus shelters as they area	115	12	0	60	<b>167</b>
Keep a west side road by 'Art Deco' shelters	27	3	1	21	<b>50</b>
In favour of proposals	24	2	0	11	<b>31</b>
Not enough bus capacity/ no room for bus interchange	24	0	0	5	<b>28</b>
Against proposals	13	3	1	6	<b>18</b>
Need pick up / drop off areas / taxi rank	10	1	0	3	<b>17</b>

Q9c Parking proposals	Residents	Businesses	Interest Group	Other	Total
There should be no parking in the city centre / loading only	90	4	0	32	<b>110</b>
Want more parking, don't reduce parking, want cheaper parking	44	8	0	24	<b>61</b>
Reduced parking affects businesses / keep loading bays / Doctors surgery needs parking	10	3	0	4	<b>17</b>
Need plenty of disabled bays	13	3	0	2	<b>22</b>
Want more motorcycle parking	11	3	3	16	<b>21</b>
Need pick up / drop off areas / taxi rank	10	1	0	3	<b>17</b>

Q9d Palace Pier junction	Residents	Businesses	Interest Groups	Other	Total
Against removing the roundabout/ keep it as it is / it will increase journey times	131	22	1	53	<b>168</b>
In favour of the roundabout changing to a junction	85	4	1	35	<b>103</b>
Want north-south cycle	52	3	3	15	<b>62</b>

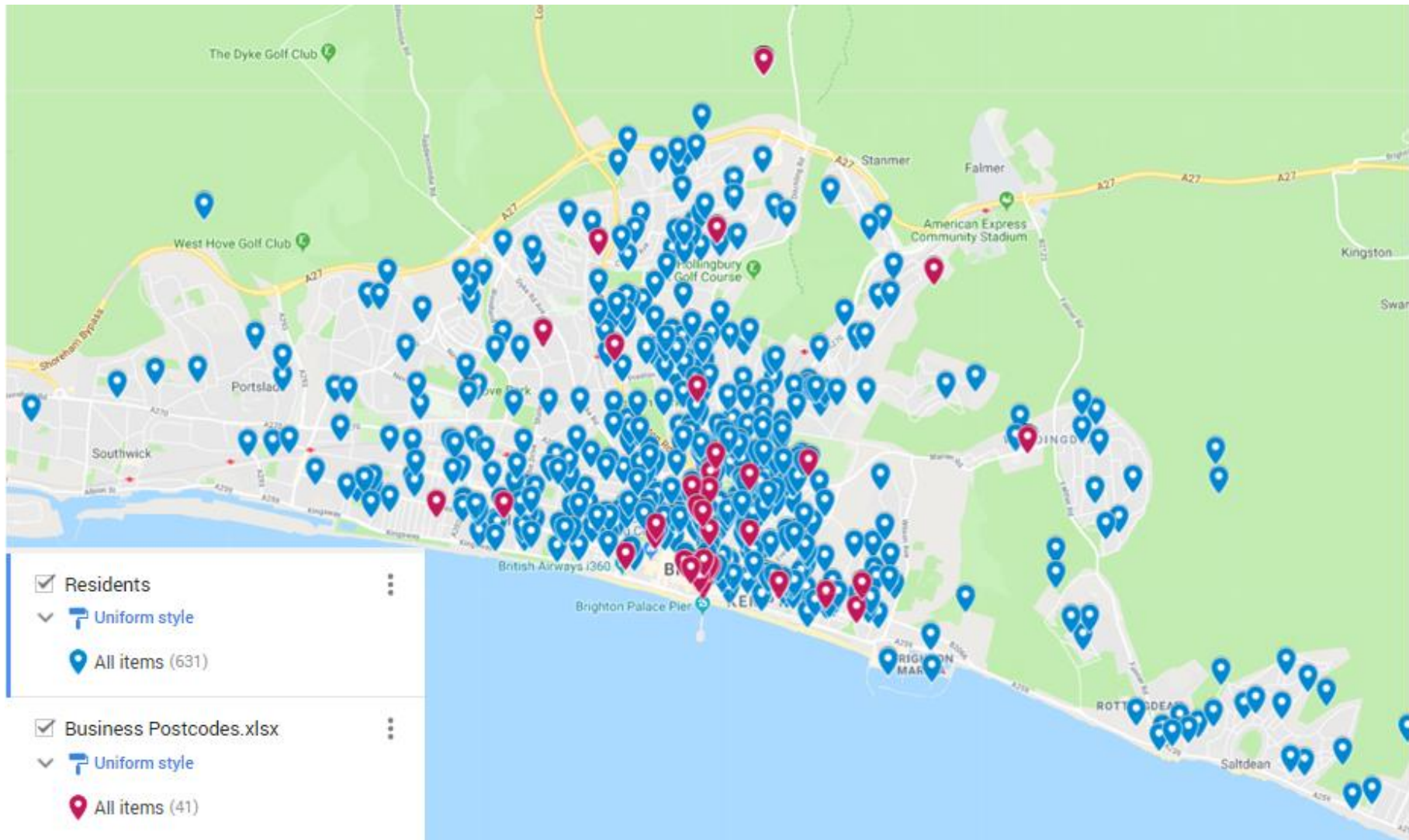
Q9d Palace Pier junction	Residents	Businesses	Interest Groups	Other	Total
lane to link with east-west cycle lane					
Madeira Drive entrance / exit inadequate / will cause congestion at Dukes Mound	20	2	0	9	<b>29</b>
Don't make Madeira Drive one way	12	3	0	7	<b>17</b>
Keep pedestrians and cyclists separate on the east-west cycle route	10	0	2	5	<b>15</b>
Want bigger roundabout / like 7-Dials roundabout	6	0	0	7	<b>10</b>

**Q10** asks respondents if they have any other comments on any of the scheme proposals. The following table shows where similar comments have been made more than ten times in the 'open comments' box:

Q10 Any other comments	Residents	Businesses	Interest Groups	Other	Total
Against Scheme / OK as it is / not a priority	67	10	0	34	<b>101</b>
In favour of scheme overall	60	3	1	25	<b>74</b>
Will increase congestion/ reduce air quality	52	9	0	23	<b>73</b>
Consultation: Can't see the bus lanes/ parking/ poor design / can't read the map / haven't understood new bus routes / change in shelter use / loaded questions	31	3	1	12	<b>44</b>
Don't reduce the number of traffic lanes / space for traffic / too narrow	23	2	0	10	<b>34</b>
There should be less / no cars in the city centre	19	2	0	9	<b>23</b>
Not enough consideration for car drivers / anti – car scheme	13	0	0	4	<b>15</b>



Map of responses





## Appendix B

**Businesses (where named)**

- 2AJO Ltd
- Adelaide House Hotel
- Angel and Sons Computer Solutions
- Battle of Trafalgar PH
- Beach Without Sand Brighton Spiegel tent
- Bone Idol Brighton Limited
- Brew dog
- Brighton Housing Trust
- Brighton Language College
- Brighton Palace Pier
- Coats Interiors Ltd
- Design Brighton Ltd
- Diamond Electrical Solutions Ltd
- Graves Son & Pilcher LLP
- Healys LLP
- Herbert & Ward (Southern)
- JM Environmental
- Kings Carpets
- Latest CIC
- M Dean
- Massey Group Ltd
- Mind Matters
- Norwood Office Services
- Pyromania Fireplaces Ltd
- Royal Albion Hotel
- Sabai Thai Gastrobar
- Toby Smith Construction
- Transport Initiatives

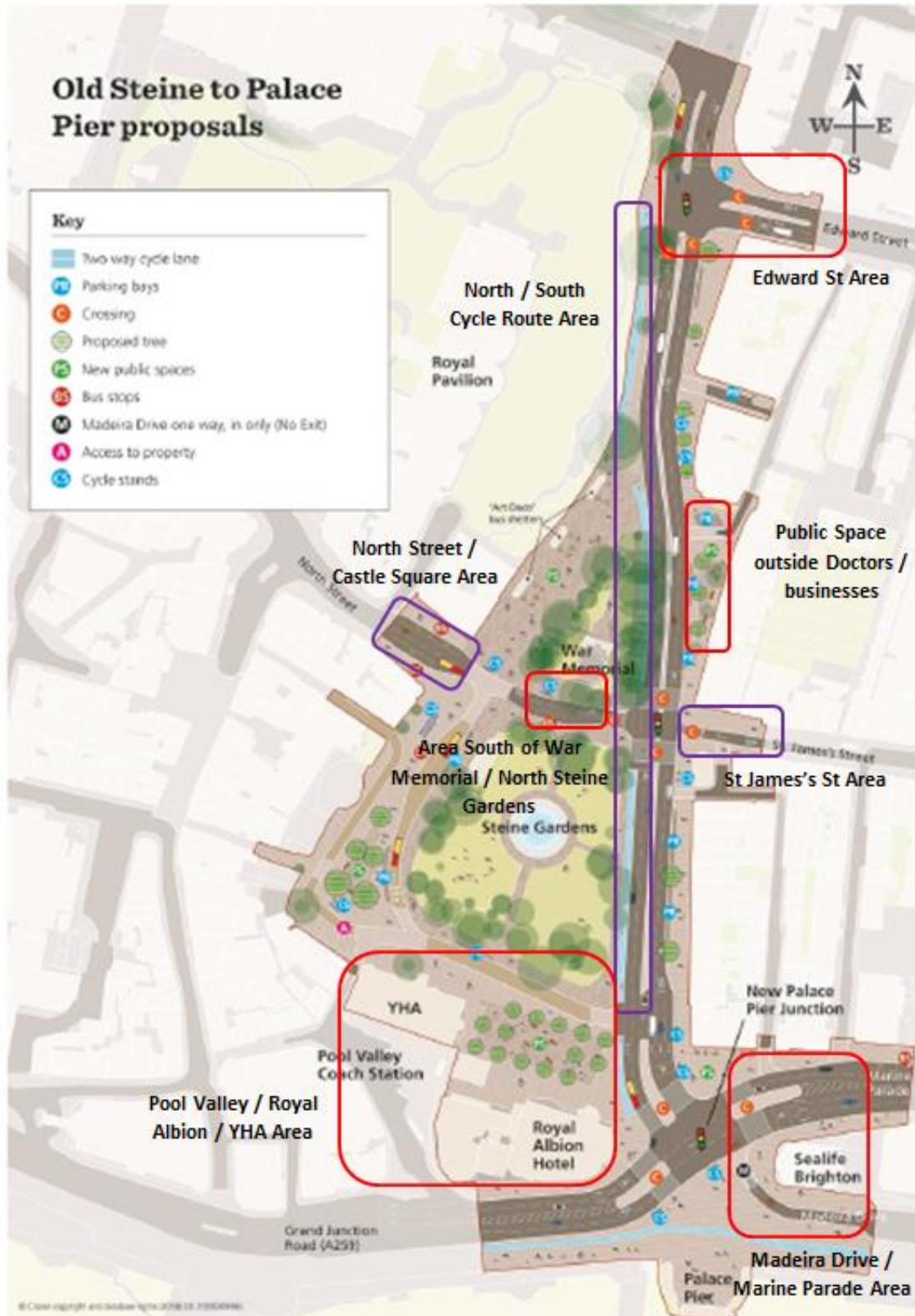
**Local Interest Groups: (where named)**

- Bricycles and Cycling UK (local campaigner).
- Brighton Bus Watch
- Brighton Motorcycle Action Group
- Economic Development BHCC
- Bus User Group
- Motorcycle Action Group (Brighton branch)
- Save madeira terraces raffle groups
- St James Street Action Group Committee Member
- Turner Community Project
- The Kingscliffe Society
- The Living Coast
- WIMA

Comments by Areas

Appendix C

Respondents also made comments about specific areas which were not directly asked about in the consultation. Tables relating to these areas follow the plan.



**Edward Street**

Comment	Residents	Businesses	Interest Groups	Other	Total
Redirect some traffic through Edward Street to relieve congestion at the Palace Pier junction	6	1	0	3	<b>8</b>

**North / South Cycle Route**

Comment	Residents	Businesses	Interest Groups	Other	Total
Cycle route should be continuous, no shared space, cycle route should not cross the pedestrian space north of Art Deco bus shelters	85	5	2	21	<b>106</b>
Cycle route should be away from the traffic and buses / raised and separate	30	3	0	15	<b>39</b>
Cycle route should be on the West side of the area not the East	10	1	0	8	<b>16</b>
Current route between Edward St and Palace Pier needs to be improved for cycling	2	0	1	0	<b>2</b>

**North Street / Castle Square**

Comment	Residents	Businesses	Interest Groups	Other	Total
Not enough bus capacity / no room for bus interchange	24	0	0	5	<b>28</b>

**Pool Valley / Royal Albion Hotel/ Youth Hostel Association**

Comment	Residents	Businesses	Interest Groups	Other	Total
Need pick up / drop off areas / taxi rank	10	1	0	3	17
Turning into Pool Valley not covered / How will coaches get in and out	4	0	0	2	8
Pool Valley is terrible / needs redeveloping / should be included in plans	4	0	0	0	4
Want / need a bus stop at the South end of Steine Gardens	2	0	0	1	3
Cyclists should be routed to the seafront via Pool Valley	1	0	0	0	2

**Madeira Drive / Dukes Mound / Marine Parade**

Comment	Residents	Businesses	Interest Groups	Other	Total
Entrance / Exit inadequate/ how to cars get out / Dukes Mound not adequate / will cause congestion	20	2	0	9	29
Don't want Madeira Drive one way	12	3	0	7	17
Want an east-west cycle route along Marine Parade	5	0	0	3	5

**St James's St**

Comment	Residents	Businesses	Interest Groups	Other	Total
St James's St needs to be included in the plans	4	1	0	3	6
Cycle route at St James's St comes to a halt	4	0	0	0	7
How do you get to St James's St	5	0	0	1	7
There are no bus stops at the bottom of St James's	3	0	0	0	3

Comment	Residents	Businesses	Interest Groups	Other	Total
St / no bus access					

### Public Space outside Doctors Surgery / Sainsbury's

Comment	Residents	Businesses	Interest Groups	Other	Total
Reducing parking here affects businesses / keep the loading bays / Doctors surgery needs parking	10	3	0	4	17

### South of War Memorial / North of Steine Gardens

Comment	Residents	Businesses	Interest Groups	Other	Total
Not enough space for bus stops here	8	0	0	2	10

## Demographic Information

## Appendix D

Age	Number	%
U18	2	0.3
18-24	30	5.0
25-34	105	17.5
35-44	106	17.7
45-54	143	23.9
55-64	107	17.9
65-74	82	13.7
75+	24	4.0
<b>Total</b>	<b>599</b>	<b>100</b>

Gender	Number	%
Male	402	60.3
Female	260	39.0
Other	5	0.7
<b>Total</b>	<b>667</b>	<b>100</b>

Do you identify as the gender you were assigned at birth?	Number	%
Yes	600	97.4
No	16	2.6
<b>Total</b>	<b>616</b>	<b>100</b>

Disability	Number	%
Yes, a little	89	13.6
Yes, a lot	40	6.1
No	525	80.3
<b>Total</b>	<b>654</b>	<b>100</b>

Of those people who answered “yes”, their disabilities were stated as follows:

Please state the type of impairment which applies to you.	Number
Physical impairment	73
Sensory impairment	18
Learning disability/ difficulty	10
Long-standing illness	39
Mental health condition	18
Development condition	1
Autistic Spectrum	5
Other	23

Ethnic Origin		Number	%
White	White English/ Welsh/ Scottish/ Northern Irish/ British	536	82.8
	Irish	12	1.9
	Gypsy or Irish Traveller	1	0.2
	Any other white background	57	8.8
Asian or Asian British	Bangladeshi	1	0.2
	Indian	6	0.9
	Pakistani	1	0.2
	Chinese	1	0.2
	Any other Asian background	5	0.8
Black or Black British	African	3	0.5
	Caribbean	1	0.2
	Any other Black background	1	0.2
Mixed	Asian & White	8	1.2
	Black African & White	3	0.5
	Black Caribbean & White	2	0.3
	Any other mixed background	7	1.1
Any other ethnic group	Arab	0	0
	Any other ethnic group	2	0.3
<b>Total</b>		<b>647</b>	<b>100</b>

Sexual Orientation	Number	%
Bisexual	20	3.5
Gay Man	89	15.5
Heterosexual/ straight	438	76.3
Lesbian/ Gay Woman	23	4.0
Other	4	0.7
<b>Total</b>	<b>574</b>	<b>100</b>

Religious Belief	Number	%
I have no particular religion or belief	311	51.3
Buddhist	4	0.7
Christian	139	22.9
Hindu	2	0.3
Jain	0	0
Jewish	9	1.5
Muslim	2	0.3
Pagan	7	1.2
Sikh	1	0.2
Agnostic	32	5.3
Atheist	81	13.4
Other	7	1.2
Other philosophical belief	11	1.8
<b>Total</b>	<b>606</b>	<b>100</b>

Are you a carer	Number	%
Yes	50	7.8
No	593	92.2
<b>Total</b>	<b>643</b>	<b>100</b>

If yes, do you care for a:	Number
Parent	18
Partner or Spouse	15
Child with special needs	7
Friend	2
Other family member	83
Other	3

Armed Forces	Yes		No	
	Number	%	Number	%
Are you currently serving in the UK armed forces?	2	0.3	597	99.7
Have you ever served in the UK armed forces?	24	4.0	577	96.0
Are you a member of a current or former serviceman or woman's immediate family/ household?	12	2.0	574	98.0









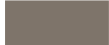

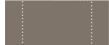







## SUMMARY OF SIGNIFICANT PROPOSED REVISIONS TO PREFERRED OPTION

Proposed revision/additional detail added to Preferred Option Plan	Primary sources of proposed revision
Marlborough Place and Edward Street junction to include realignment and cycle track connection to Church Street	Members of The Connected City Transport Partnership
Two stage pedestrian crossing at Marlborough Place	BHCC City Transport/Consultants
Show increased detail of continuous cycle lane at junctions/crossings	Members of The Connected City Transport Partnership members et al
Move Cycle track away from main A23 carriageway to improve safety	Various
Move Cycle track away from Pavilion Fence	BHCC Conservation/Heritage
Introduce southbound priority lane for public transport	Quality Bus Partnership
Access only at Princes Street with Left turn only onto Edward Street	BHCC City Transport/Local business (subject to further consultation)
Show Doctors' Surgery parking bays	Doctors' Surgeries
Increase blue badge holder bays shown on plan	Possability People
Show loading bays	Various
Formalised crossing at Castle Square junction with 'bus loop'	Various/Members of The Connected City Transport Partnership
Formalised crossing at Madeira Drive access	Sealife Centre
Increased bus stop capacity	Quality Bus Partnership /Bus Company
Alter Steine Gardens footpath layout	BHCC - various teams
Coach drop and Loading bays for Hotels	Royal Albion Hotel and Youth Hostel Association
Access and loading provision by Steine Gardens – hardstanding area now shown	Event Organisers
Show taxi ranks	Taxi Trade
Right turn out of Pool Valley for taxis	Taxi Trade
Segregate cycle track to reduce conflict by Sealife Centre	Sealife Centre and members of The Connected City Transport Partnership
East bound Advanced stop line feeder lane for cyclists by War Memorial	Members of The Connected Transport City Partnership
Two way bus capacity on SW Steine bus loop to support contingency planning and emergency	BHCC
Realign A259 junction to increase space for cycle lane and space on the promenade for pedestrians and cyclists	Members of The Connected City Transport Partnership
Show loading bay at Palace Pier	Brighton Palace Pier / Tourism Alliance
Show access route to Palace Pier deck	Brighton Palace Pier / Tourism Alliance
The above revisions and a number of other proposals received during the consultation, such as coach provision adjacent to the Prince's Street/A23 junction to serve a local Language School; the opportunities available to manage movements at the A259/Madeira Drive junction to support access to and from events; and the designs of the public spaces, will be explored during the detailed design stage to inform the further development of the design. Further public consultation and stakeholder engagement will therefore take place during the detailed design stage.	





**Key**

- Footway - resin bound gravel 
- Footway- modular paving 
- Segregated cycle track 
- Proposed parking / loading bays - block paving 
- Side road entry treatment / central median - block paving 
- Tarmac carriageway 
- Tarmac with buff finish 
- Crossing 
- Soft landscaping 
- Proposed tree 
- Existing tree 
- Tactile paving 
- Bus / taxi shelter 
- Shared pedestrian and cycles area 
- Disabled parking bays 
- Doctors' parking bays 

**N.T.S**

Rev	Date	Drawn	Checked	Approved
10	23/01/2018	JMC	CH	RR

Drawing number  
341760-MMD-RR-XX-DR-C-0001\_P10



**Valley Gardens**  
Phase ③

Post consultation  
design changes







## Appendix 4 Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design

Version B: 25 January 2019



### Equality Impact and Outcome Assessment (EIA) Template - 2018

**EIAs make services better for everyone and support value for money by getting services right first time.**

EIAs enable us to consider all the information about a service, policy or strategy from an equalities perspective and then action plan to get the best outcomes for staff and service-users<sup>1</sup>. They analyse how all our work as a council might impact differently on different groups<sup>2</sup>. They help us make good decisions and evidence how we have reached these decisions<sup>3</sup>.

See end notes for full guidance. Either hover the mouse over the end note link (eg: Age<sup>13</sup>) or use the hyperlinks ('Ctrl' key and left click).

**For further support or advice please contact:**

- **BHCC: Communities, Equality and Third Sector Team on ext 2301**
- **CCG: Engagement and Equalities team (Jane Lodge/Meg Lewis)**

#### 1. Equality Impact and Outcomes Assessment (EIA) Template

First, consider whether you need to complete an EIA, or if there is another way to evidence assessment of impacts, or that an EIA is not needed<sup>4</sup>.

<b>Title of EIA<sup>5</sup></b>	Valley Gardens Phase 3	<b>ID No.<sup>6</sup></b>	EEC05 Phase 3
<b>Team/Department<sup>7</sup></b>	Transport Policy and Strategy, City Transport		
<b>Focus of EIA<sup>8</sup></b>	<u>Main aims of the project</u> The Valley Gardens Phase 3 project aims to improve access for all road users in the area between the Royal Pavilion and Seafront A23/ A259 junction and improve the quality of the public space. The full aims of the overall Valley Gardens Project are set out in the council's City Plan Part One policy SA3. This states that the council will:		

## Appendix 4 Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design

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*“enhance and regenerate the Valley Gardens area in an integrated manner that reinforces its strategic significance, emphasises its historic and cultural character, reduces the adverse impact of vehicular traffic, improves local air quality and creates a continuous green boulevard that reconnects the open space to the surrounding urban realm.”*

This includes seven specific objectives outlined as follows:

- To create a vibrant and attractive new public park for the city centre;
- To reduce the severance impact of traffic on the enjoyment of the public realm through environmental and transport improvements;
- To create safe and legible links with adjoining areas;
- To enhance the appearance and setting of historic buildings;
- To find appropriate new uses for key buildings;
- To accommodate provision for high quality outdoor events; and
- To enhance the biodiversity of the area.

### Scope of the Phase 3 Project and EIA

Phase 3 is currently at the preliminary design stage. Four options were developed following a shortlisting exercise which assessed 44 initial design options against a series of design objectives, including to provide an accessible and inclusive space (see further detail on design objectives below). The four developed options were then reassessed and a preferred option identified.

The Council’s October Environment, Transport & Sustainability (ETS) Committee agreed to progress the preferred option to public consultation in October 2018. The public consultation ran between 15 October and 25 November 2018 with the design option amended in response to the comments presented. Subject to agreement by the ETS committee in February 2019 and the award of funding, Phase 3 is scheduled to commence construction in February 2020 and be completed in March 2021.

The Phase 3 project will follow on from Phase 1-2 for which detailed designs have been completed and construction commenced in September 2018 and is scheduled to be completed by September 2020. A separate EIA has been developed for Phase 1-2. Figure 1 overleaf shows the area covered by the Phase 1-2 and Phase 3 projects.

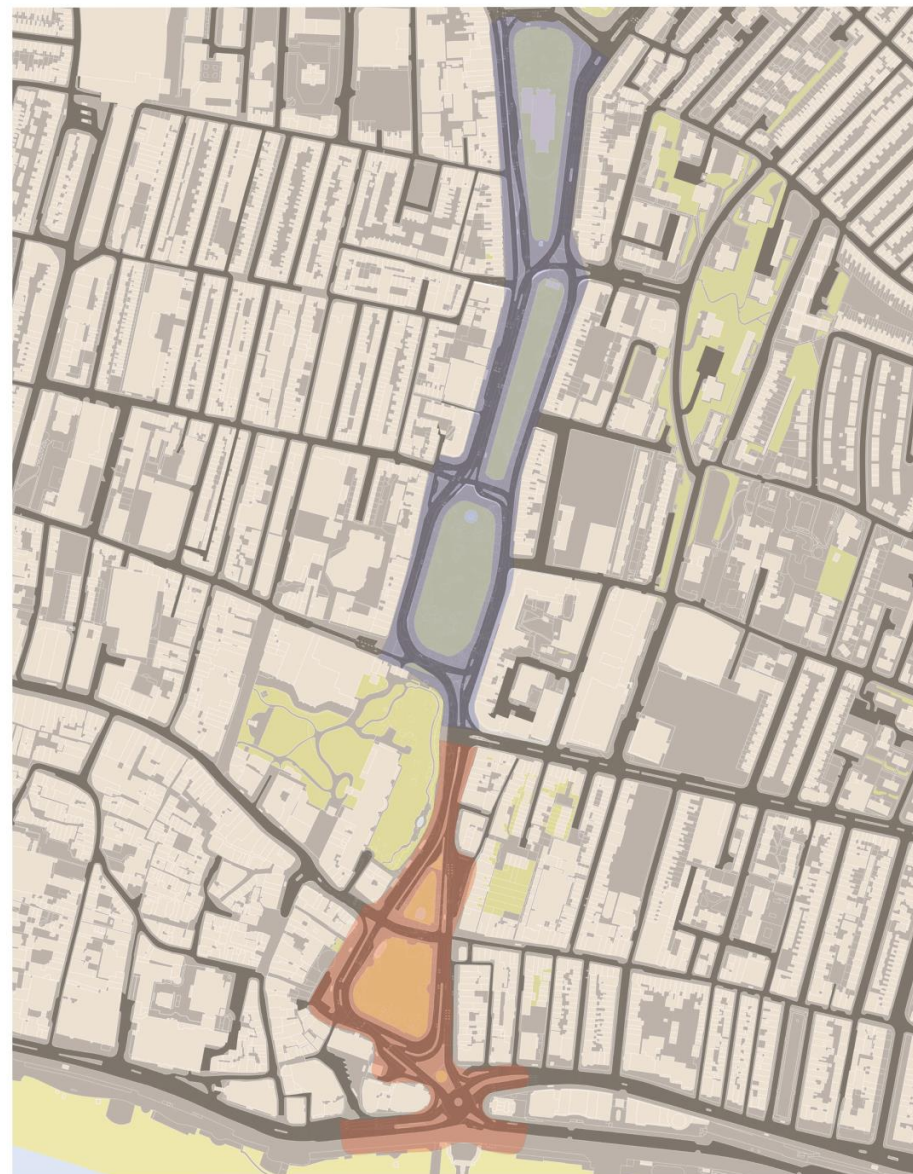
**Appendix 4 Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design**

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	The Phase 3 EIA will be updated at key intervals as the project progresses including at detailed design stage and prior to construction.
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# Appendix 4 Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design

Version B: 25 January 2019



**Figure 1: Map showing Phase 1-2 and Phase 3 scheme areas**  
Who will implement the project?



**Appendix 4 Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design**

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**2. Update on previous EIA and outcomes of previous actions<sup>9</sup>**

<p><b>What actions did you plan last time?</b> (List them from the previous EIA)</p>	<p><b>What improved as a result?</b> What outcomes have these actions achieved?</p>	<p><b>What <u>further</u> actions do you need to take?</b> (add these to the Action plan below)</p>
<p><i>No EIA has been produced for the Phase 3 project to date. However, the actions arising from the Phase 1-2 EIA have been noted below for context.</i></p>		
<p>Consistent and advance communication (with signposting to translation services etc) on construction timescales and phasing to ensure those using the area are kept informed.</p>	<p>Construction has not yet commenced.</p>	<p>Not applicable to Phase 3 project at this stage in terms of construction. However, communication with the public, including public consultation will follow standard BHCC procedures in relation to accessibility and Equality Monitoring. Actions in respect of the Phase 3 construction will be addressed fully in an updated EIA; however, it is intended that the approach will follow that applied for Phase 1-2 with this being updated to reflect any lessons learnt during this period.</p>
<p>Adherence to accepted design standards (DfT) with relation to features such as drop kerbs, tactile paving, colour contrasting materials etc.</p>	<p>Reflected in the Phase 1-2 design process.</p>	<p>Continue to apply guidance contained with Manual for Streets, Inclusive Mobility and Guidance on the Use of Tactile Paving through the Phase 3 project. Where departures are required, the rationale and impacts of these will be fully considered and subject to the Road Safety Audit process as outlined in DMRB HD 19/15.</p>
<p>Continued engagement throughout the construction period and post scheme evaluation to determine if any impacts are realised and to ensure that any mitigating measures are put in place to remove or reduce any negative impacts that may surface during and post construction.</p>	<p>Construction has not yet commenced.</p>	<p>Will be a continued action when Phase 3 construction commences.</p>

## Appendix 4 Valley Gardens Phase 3 (Royal Pavilion to Seafront) Results of public consultation and approval of Final Preliminary Design

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Lessons learnt meetings at key stages in project delivery to include equalities impacts and mitigations.	To commence in detailed design	Equalities impacts will be considered at key intervals of the design process, including selecting a preferred option from the design shortlist and prior to completion of the preferred option. It is intended that the same delivery approach outlined for Phase 1-2 will be continued for Phase 3 once it enters the detailed design and construction stages.
Noise barriers around construction sites and minimisation of night works.	Construction has not yet commenced.	Continue for Phase 3 where required.
Creation of additional crossing point on eastern side of the Gardens.	Not applicable to Phase 3.	The Phase 3 design process will seek to identify and fill missing links in crossing provision.
Improvement of access to green space and the gardens with new pathways and improved public realm.	Reflected in the Phase 1-2 design process.	This action will also be relevant to the Phase 3 design process.
Following accessibility design and construction guidelines for vulnerable road users.	Reflected in Phase 1-2 design process.	Guidance outlined in Inclusive Mobility, Manual for Streets and Guidance on Use of Tactile Paving Surfaces will be applied throughout the Phase 3 design process.
Consistent and ongoing communication with local residents and other stakeholders throughout the project.	Information communicated to the public on the Phase 1-2 construction timetables.	To be continued throughout stage 3. This will commence with public consultation and continue through the construction process should the project be approved.

### 3. Review of information, equality analysis and potential actions

<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
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Protected characteristics groups from the Equality Act 2010	What do you know <sup>10</sup> ? Summary of data about your service-users and/or staff	What do people tell you <sup>11</sup> ? Summary of service-user and/or staff feedback	What does this mean <sup>12</sup> ? Impacts identified from data and feedback (actual and potential)	What can you do <sup>13</sup> ? All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
Age <sup>14</sup>	<p>The Census output area covering most residential properties within the project area<sup>A</sup> indicates that a majority (35%) are aged 20-29. Low proportions are aged 15 or under (5% compared to 16% for the city as a whole) whilst the proportion aged 65 or over (12%) is similar to the city average (13%). However, the project area is a public space in the city centre and can be expected to be used by any city resident and visitors of all ages.</p> <p>Some services within or adjacent to the project area will be more important to certain age groups than others (for</p>	<p>The initial site analysis of the current layout has identified a number of locations where pedestrian crossings are not provided on desire lines. This results in longer walking distances or a need to cross in unsafe locations. Elderly people or those with young children are likely to be disproportionately affected by this layout.</p> <p>Comments received as part of the initial public survey conducted to help in understanding the existing conditions experienced across the Old Steine and Palace Pier roundabout area and confirm that there are difficulties for people who have mobility limitations because of age or disability.</p>	<p>The improvements required to address the identified issues are consistent with the project objectives, for example, in terms of pedestrian route and road safety improvements.</p> <p>Therefore, the project would be expected to improve conditions for users of the project area currently disadvantaged by age.</p>	<p><i>Engagement Actions:</i></p> <ul style="list-style-type: none"> <li>• Informed local schools of public consultation.</li> </ul> <p><i>Design Actions:</i></p> <ul style="list-style-type: none"> <li>• Developed options seek to provide wider, more direct pedestrian routes and crossings;</li> <li>• The provision of improved pedestrian routes and crossings is expected to improve safety for vulnerable road user groups, including children;</li> <li>• Assessment of shortlisted options include consideration of the above, provision of formal crossings and opportunities to provide additional seating and rest areas;</li> <li>• Reflect outcomes of the further engagement in the preliminary design of the preferred option.</li> </ul>

<sup>A</sup> 2011 Census, Lower Output Area Brighton & Hove 030A, [www.nomisweb.org.uk](http://www.nomisweb.org.uk)

<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
	<p>example, access to schools, access to doctors' surgeries).</p> <p>Older and younger users are also more likely to use public transport. Car ownership is lowest amongst the 85+ (69% no car), 16-24 (38% no car) and 65-84 (37% no car) age groups. Therefore, they are more reliant on other forms of transport such as buses to access the city and its services<sup>B</sup>.</p> <p>Collision data analysis reveals a high proportion of collisions involving bus passengers falling as a result of sudden braking (19% of 124 collisions 2013-17).</p>			

<sup>B</sup> Equalities in Brighton & Hove Data Snapshot (OCSI, 2017, p.54)

Protected characteristics groups from the Equality Act 2010	What do you know <sup>10</sup> ? Summary of data about your service-users and/or staff	What do people tell you <sup>11</sup> ? Summary of service-user and/or staff feedback	What does this mean <sup>12</sup> ? Impacts identified from data and feedback (actual and potential)	What can you do <sup>13</sup> ? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
	<p>Elderly people are generally more vulnerable where buses are required to do this.</p> <p>BHCC's Air Quality Strategy<sup>C</sup> also notes how children and older residents are more vulnerable to poor air quality.</p>			
<b>Disability<sup>15</sup></b>	<p>For residents of the project area, at the 2011 Census, 9% reported that a disability limits their daily activities a lot and 10% a little, slightly higher than the city average at 8% and 9% respectively<sup>D</sup>. Along with the neighbouring East Brighton ward, Queen's Park Ward (which forms the</p>	<p>The initial site analysis of the current layout identified a number of issues as follows:</p> <ul style="list-style-type: none"> <li>• Pedestrian crossings are not provided on desire lines, resulting in longer or more convoluted routes;</li> <li>• The footway widths in several locations are of insufficient widths to cater for demand and, in some cases, the unobstructed width is insufficient for a wheelchair to comfortably pass;</li> </ul>	<p>The improvements required to address the identified issues are consistent with the project objectives, for example, in terms of pedestrian route and road safety improvements.</p> <p>Therefore, the project would be expected to improve conditions for users of the Phase 3 area with a physical</p>	<p><i>Engagement Actions:</i></p> <ul style="list-style-type: none"> <li>• Held workshop with Possability People;</li> <li>• Invited separate representatives other of groups to provide an opportunity for a wider range of stakeholders not represented by the above with the opportunity to comment.</li> </ul> <p><i>Design Actions:</i></p> <ul style="list-style-type: none"> <li>• Assessed shortlisted</li> </ul>

<sup>C</sup> Brighton & Hove Air Quality Action Plan (BHCC, 2013) <https://www.brighton-hove.gov.uk/sites/brighton-hove.gov.uk/files/Air%20Quality%20Action%20Plan%202015%20%28pdf%201.6%20MB%29.pdf>

<sup>D</sup> 2011 Census, Lower Output Area Brighton & Hove 030A, [www.nomisweb.org.uk](http://www.nomisweb.org.uk)

<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
	<p>eastern boundary to the project area) has the highest level of long-term illness or disability in the city at 22%. This group is highly likely to be affected by the proposals as two of the ward's doctors' surgeries are located within the scheme area whilst residents will need to cross it to access city centre services.</p> <p>It is noted that the above includes those with physical and mental impairments.</p>	<ul style="list-style-type: none"> <li>• Dropped kerbs are not provided at all crossing points;</li> <li>• In places, tactile paving is either missing or inconsistent.</li> </ul> <p>These issues were raised in a design workshop held with Possability People representing the interests of disabled people and is expected that the issues raised will disproportionality affect those with physical impairments. The workshop also raised a number of additional points including the following:</p> <ul style="list-style-type: none"> <li>• Disabled parking is in high demand and would preferably be increased;</li> <li>• Segregated facilities for cyclists were preferred, avoiding floating bus stops if possible;</li> <li>• The current placement of street furniture and trees created obstructions for disabled people; and</li> <li>• There is a current lack of seating opportunities.</li> </ul> <p>Initial project survey respondents (May 2018) 875 total respondents</p>	<p>impairment who are currently disadvantaged as a result of the road and footway design.</p> <p>There will be a need for the scheme to accommodate existing levels of disabled parking (taking account of existing use of disabled bays and additional demand seen from blue-badge holders parking in other bays or yellow lines).</p> <p>Concerns some have raised on the inclusivity of shared space schemes and the DfT's current recommendation to pause their introduction will need to be reflected in the design process. There is an element of what could be defined as shared space at present (Steine Lane); however, this is an older scheme</p>	<p>options in terms of their contribution to improving footway routes (including directness and design) and accessibility to public transport;</p> <ul style="list-style-type: none"> <li>• Reflected outcomes of the above engagement in the design development of the preferred option. This includes the incorporation of segregated pedestrian facilities;</li> <li>• It has been necessary to incorporate a floating bus stop in response to separate consultation requests for additional stop capacity and the need to maintain a continuous cycle lane. This will include a crossing point with tactile paving as well as treatment intended to slow cyclists on the approach (e.g.</li> </ul>

Protected characteristics groups from the Equality Act 2010	What do you know <sup>10</sup> ? Summary of data about your service-users and/or staff	What do people tell you <sup>11</sup> ? Summary of service-user and/or staff feedback	What does this mean <sup>12</sup> ? Impacts identified from data and feedback (actual and potential)	What can you do <sup>13</sup> ? All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>															
		<table border="1" data-bbox="779 395 1296 611"> <thead> <tr> <th>Disability</th> <th>Number</th> <th>%</th> </tr> </thead> <tbody> <tr> <td>Yes, a little</td> <td>95</td> <td>12.6</td> </tr> <tr> <td>Yes, a lot</td> <td>36</td> <td>4.8</td> </tr> <tr> <td>No</td> <td>623</td> <td>82.6</td> </tr> <tr> <td><b>Total</b></td> <td><b>754</b></td> <td><b>100</b></td> </tr> </tbody> </table> <p data-bbox="779 651 1296 834">The full results for all people show that 4% consider the existing conditions are very good, 20% Good. 30% average, 30% poor and 17 % returning Very Poor rating.</p> <p data-bbox="779 874 1296 1425">It is also noted that as of July 2018, Local Authorities have been asked by the Department for Transport (DfT) to pause the introduction of shared space schemes<sup>E</sup> (defined as level surface mixed traffic streets as opposed to other forms of shared space such as pedestrian and cycle paths) whilst guidance is updated. This is the result of the DfT's consultation on the strategy where people with visual impairments felt that such schemes negatively impact on their ability to use these streets.</p>	Disability	Number	%	Yes, a little	95	12.6	Yes, a lot	36	4.8	No	623	82.6	<b>Total</b>	<b>754</b>	<b>100</b>	<p data-bbox="1328 363 1673 619">and for use by servicing vehicles only (as distinct from more recent schemes such as New Road or Francis Street where vehicle traffic is heavier or unrestricted).</p> <p data-bbox="1328 659 1673 1209">The design requires an extension to restricted vehicle access areas in order to achieve the wider project objectives, including improved footways to address the concerns noted opposite. However, the impact of doing so will be carefully assessed and representative groups consulted during the detailed design stage.</p> <p data-bbox="1328 1249 1673 1433">There is potential for the prospect of change and construction activity to negatively affect people with mental impairments</p>	<p data-bbox="1704 363 2085 659">horizontal deflection). The council will also work with bus operators, for example in introducing on-board announcements as is the case with other floating bus stops;</p> <ul style="list-style-type: none"> <li>• The design of signalised crossings will be addressed at detailed design, including consideration of the incorporation of tactile and audio signals;</li> <li>• Adhere to any updates on DfT guidance on shared space;</li> <li>• The shortlisted designs retain kerb separation between footways and main carriageway areas. It is possible access (serving individual properties only) will be shared to achieve the wider benefits, including for</li> </ul>
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<sup>E</sup> Equalities in Brighton & Hove Data Snapshot (OCSI, 2017, p.32) <https://www.gov.uk/government/publications/inclusive-transport-strategy>

<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
			(e.g. construction noise, general anxiety about change) as well as make access more difficult for users with other disabilities.	mobility impaired users and other protected groups; however, the impact of any localised shared space on visually impaired users will be carefully considered and designed appropriately. <ul style="list-style-type: none"> <li>• Sought to provide for at least current levels of disabled parking, with current plans showing an increase from two to four spaces with these provided to both the north and south of the study area (the two existing bays are to the north). The increase reflects the fact that blue badge holders could use existing Pay &amp; Display parking which it is proposed will be removed.</li> </ul> <p><i>Construction Planning Actions:</i></p> <ul style="list-style-type: none"> <li>• Considerate planning of work and advance</li> </ul>



<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
				communication via a wide range of stakeholder groups and local traditional and social media channels will assist in informing people of the works, timeframes and the final scheme outcomes; <ul style="list-style-type: none"> <li>• Construction activity will be managed to provide continuity of access to key services and public transport;</li> <li>• Where possible, changes to routes during the construction phase will be communicated to the public and specific stakeholders in advance.</li> </ul>
<b>Gender reassignment<sup>16</sup></b>	The study area is a focal point of LGBT Pride held every August, including the parade and venues.  Trans Pride also occurs annually in	The Trans Needs Assessment in 2015 found that trans people feel less safe in the city centre than the general population, especially after dark.	The scheme aims to improve the quality of public spaces and use of them. Therefore, this is expected to have a positive impact in terms of people's experiences or perceptions of the	<i>Design Actions</i> <ul style="list-style-type: none"> <li>• A key design principle is to ensure all current events can take place and, indeed, that the spaces used for these events can be enhanced.</li> </ul>

<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
	<p>July which includes a parade commencing in Princes Street, which is immediately to the east of the scheme area.</p> <p>The city's Trans Needs Assessment (2015)<sup>F</sup> estimated approximately 2,800 people in the city identified as trans, although it acknowledges the potential for underreporting in surveys.</p>		safety of the area.	<p><i>Construction Planning Actions</i></p> <ul style="list-style-type: none"> <li>• BHCC will ensure that all events which currently take place can continue to do so during the construction period.</li> </ul>
<b>Pregnancy and maternity<sup>17</sup></b>	<p>The city centre location means that the scheme area is likely to be used by those who are pregnant or have recently given birth.</p>	<p>No specific information; however, it is expected that the problems identified with the current design of the area in the disability category above will also apply to those using pushchairs or accompanying young children.</p>	<p>The scheme design will aim to improve accessibility with wider footways and dropped kerbs which will make moving around the project area on foot easier.</p>	<p><i>Engagement Actions</i></p> <ul style="list-style-type: none"> <li>• Informed local schools of public consultation.</li> </ul>

<sup>F</sup> <http://www.bhconnected.org.uk/sites/bhconnected/files/Brighton%20%26%20Hove%20Equalities%20-%20Report%20Final.pdf>

<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
<b>Race/ethnicity<sup>18</sup></b> Including migrants, refugees and asylum seekers	2011 Census data indicated that for Brighton & Hove 20% identified as ethnicities other than white British and 11% as non-white <sup>G</sup> .  2011 Census data indicated that car ownership amongst non-white ethnicities is lower than those identifying as white <sup>H</sup> .		It is not expected that people will experience the scheme outcomes differently on the basis of their ethnicity.	<i>Engagement Actions</i> <ul style="list-style-type: none"> <li>• Communication with the public, including public consultation will follow standard BHCC procedures in relation to accessibility, including the availability of translation services.</li> </ul>
<b>Religion or belief<sup>19</sup></b>	2011 Census data indicated that 43% of residents of Brighton & Hove identified as Christian. 42% as having no religion and 2% as Muslim. All other religions were identified by 1% or less of residents <sup>I</sup> .		The scheme aims to improve the quality of public spaces and use of them. Therefore, this is expected to have a positive impact in terms of people's experiences or perceptions of the safety of the area.	<i>Engagement Actions</i> <ul style="list-style-type: none"> <li>• Communication with the public, including public consultation has and will follow standard BHCC procedures in relation to accessibility, including the availability of</li> </ul>

<sup>G</sup> Equalities in Brighton & Hove Data Snapshot (OCSI, 2017, p.70)

<http://www.bhconnected.org.uk/sites/bhconnected/files/Brighton%20%26%20Hove%20Equalities%20-%20Report%20Final.pdf>

<sup>H</sup> Equalities in Brighton & Hove Data Snapshot (OCSI, 2017, p.91)

<http://www.bhconnected.org.uk/sites/bhconnected/files/Brighton%20%26%20Hove%20Equalities%20-%20Report%20Final.pdf>

<sup>I</sup> Equalities in Brighton & Hove Data Snapshot (OCSI, 2017, p.96)

<http://www.bhconnected.org.uk/sites/bhconnected/files/Brighton%20%26%20Hove%20Equalities%20-%20Report%20Final.pdf>

Protected characteristics groups from the Equality Act 2010	What do you know <sup>10</sup> ? Summary of data about your service-users and/or staff	What do people tell you <sup>11</sup> ? Summary of service-user and/or staff feedback	What does this mean <sup>12</sup> ? Impacts identified from data and feedback (actual and potential)	What can you do <sup>13</sup> ? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
				translation services.
<b>Sex/Gender</b> <sup>20</sup>	The scheme area can be expected to be used equally by male and female residents and visitors.	There is no evidence that the study is experienced differently based on gender; however, it is noted that real and perceived safety can vary by gender.	The scheme aims to improve the quality of public spaces and use of them. Therefore, this is expected to have a positive impact in terms of people's experiences or perceptions of the safety of the area.	<i>Engagement Actions</i> • The formal consultation was widely publicised to ensure that all residents who use the space (or would like to) are informed and provided with an opportunity to comment on the preliminary design.
<b>Sexual orientation</b> <sup>21</sup>	The population of Lesbian, gay and bisexual residents is estimated to be between 11 and 15% of the population over 16 years of age <sup>J</sup> .  LGBT Pride will occur during the construction period.		The scheme aims to improve the quality of public spaces and use of them. Therefore, this is expected to have a positive impact in terms of people's experiences or perceptions of the safety of the area.	<i>Design Actions</i> • A key design principle is to ensure all current events can take place and, indeed, that the spaces used for these events can be enhanced.  <i>Construction Planning Actions</i> • BHCC will ensure that

<sup>J</sup> Equalities in Brighton & Hove Data Snapshot (OCSI, 2017, p.113)

Protected characteristics groups from the Equality Act 2010	What do you know <sup>10</sup> ? Summary of data about your service-users and/or staff	What do people tell you <sup>11</sup> ? Summary of service-user and/or staff feedback	What does this mean <sup>12</sup> ? Impacts identified from data and feedback (actual and potential)	What can you do <sup>13</sup> ? All potential actions to: • advance equality of opportunity, • eliminate discrimination, and • foster good relations
				all events which currently take place can continue to do so during the construction period.
<b>Marriage and civil partnership<sup>22</sup></b>	It is not considered that the scope of the scheme design or construction will impact differently based on this protected characteristic.			
<b>Community Cohesion<sup>23</sup></b>	The scheme area is in a city centre location which should be accessible and usable by all members of the community. As well as being a key destination for visitors (both resident in the city and beyond) it is also recognised that many people live and work in the area.		It will be necessary to assess the impact on both residents of the scheme area and visitors to address any impacts that could result from different visitor patterns and increased use of the area as a public space. However, the improvements provide a significant opportunity to enhance social inclusion as noted in the above sections and therefore support community cohesion.	<i>Design Actions</i> • Detailed design of public spaces will need to consider the impact on residential frontages
<b>Other relevant groups<sup>24</sup></b>	No impacts identified.			

<b>Protected characteristics groups from the Equality Act 2010</b>	<b>What do you know<sup>10</sup>?</b> Summary of data about your service-users and/or staff	<b>What do people tell you<sup>11</sup>?</b> Summary of service-user and/or staff feedback	<b>What does this mean<sup>12</sup>?</b> Impacts identified from data and feedback (actual and potential)	<b>What can you do<sup>13</sup>?</b> All potential actions to: <ul style="list-style-type: none"> <li>• advance equality of opportunity,</li> <li>• eliminate discrimination, and</li> <li>• foster good relations</li> </ul>
<b>Cumulative impact<sup>25</sup></b>	It is considered that the scheme will have a positive cumulative impact and the project aims to deliver a large number of outcomes that will directly benefit people defined as having a protected characteristic under the Equality Act 2010, particularly those with a physical impairment, older and younger users.			

### Assessment of overall impacts and any further recommendations<sup>26</sup>

#### *Construction*

As noted previously, this EIA will be fully updated at the construction stage when the design of the scheme and construction requirements are known. However, for the purposes of the current assessment, it is acknowledged that there is potential for disproportionate impacts on people with certain characteristics which need to be considered in deciding whether or not to progress with the scheme. However, it is envisaged that the impacts identified can be managed and therefore mean that these will be minor:

- Maintaining access to services during construction, including public transport. Diversions will need to be kept to a minimum and provide direct pedestrian routes where possible, which are wide enough for wheelchair users, and ramps provided where necessary. Clutter and obstructions associated with construction activity will also need to be minimised in order to reduce the impact on visually impaired users.
- Noise and dust creation will be managed through appropriate construction practices including the installation of noise barriers. Residents will be engaged regularly in partnership with the appointed contractor to ensure any additional issues that do arise can be identified and managed.
- The prospect of change and uncertainty around construction can create particular uncertainty and anxiety for some people. This will be managed through advance communications and engagement with residents and businesses throughout the construction period.
- Events will be accommodated during the construction period to ensure their continuity, including pride events.

#### *Design and Operation*

The proposal to improve the southern section of Valley Gardens (Phase 3) and the associated aims and intended outcomes have the potential to improve the current space for all users. As such, the completed project would be expected to have a positive impact in terms of addressing the current issues with the project area noted in this EIA and outweigh any short-term impacts during construction which will be managed as detailed above.

The design of certain aspects of the scheme, particularly with regards to level surfaces or shared footways for servicing access will be carefully considered to ensure that appropriate mitigation is provided for visually impaired users. The intention is for carriageways to be segregated from footways via a detectable kerb upstand whilst controlled crossings will also be provided. It should also be noted that addressing other issues such as increasing footway space and reducing street clutter will be beneficial to this group.

All groups have been consulted through the formal public consultation with a dedicated workshop held with Possability People. The council will include all groups on future engagement as the project progresses.

#### 4. List detailed data and/or community feedback that informed your EIA

Title (of data, research or engagement)	Date	Gaps in data	Actions to fill these gaps: who else do you need to engage with? (add these to the Action Plan below, with a timeframe)
BH Connect and 2011 Census. Research as referenced in Section 3 with regards to Protected Characteristics population statistics.	As noted above	N/A	N/A
Stage 1 consultation. This sought to understand what issues people have with using, living/ working in and travelling through the area at present. It also asked respondents to provide priorities for improvement.	May 2018	865 responses were received; however, some groups were underrepresented compared to the wider population.	The consultation on the preferred option was widely promoted through traditional and online media to ensure as many people are aware as possible. Additional services such as translation were offered as is standard for the council's consultations.
Workshop with Possability People	September 2018	N/A	Actions and design recommendations from this meeting have been addressed within Section 3.
Stage 2 consultation. This sought views on the preferred option		Representatives of other groups were invited to a separate stakeholder session arranged during the public consultation – however no representatives attended on this occasion. A further workshop will be offered in the detailed design stage	As above, the public consultation was complemented in advance through the workshop with Possability People.
Second consultation workshop with a wider group of invitees representing those with other protected characteristics.	November 2018	No attendance invites were accepted and as such no additional insights were gained.	The council will continue to engage with relevant groups as appropriate as the project progresses. It should also be noted that all groups and individuals also had the opportunity to participate in the public consultation.



## 5. Prioritised Action Plan<sup>27</sup>

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
NB: These actions must now be transferred to service or business plans and monitored to ensure they achieve the outcomes identified.				
<b>Age: Older People</b>				
<ul style="list-style-type: none"> <li>Older people more likely to have mobility issues</li> </ul>	Engage in public consultation	Further detail on issues faced and required improvements	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	October/ November 2018
	Incorporate more direct and higher quality walking routes into the design including to and from bus stops Provide more spaces for resting opportunities	The design will provide a significant improvement over the current layout	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	Design: October 2018 Completion: March 2021
<ul style="list-style-type: none"> <li>Real and perceived safety</li> </ul>	Provide more attractive and used public spaces that improve real and perceived safety	Greater use of public spaces and natural surveillance to encourage use by all groups	Evaluation of use of the scheme area post construction	Design: October 2018 Completion: March 2021
<ul style="list-style-type: none"> <li>Continuity of access during construction</li> </ul>	Provide alternative routes and access ramps where required, together with visual information providing details such as temporary bus stop relocations and walking routes	People can continue to access the area and services during the construction period	Continuity of access, public feedback during the construction period	Construction: Feb 2020-March 2021
<ul style="list-style-type: none"> <li>More vulnerable to poor air quality</li> </ul>	Assess the likely impact of the proposals on air quality, including land	Minimise the impact of traffic flow changes on residential buildings and	Change in air quality	Design: October 2018 Completion: March 2021

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
	use type (e.g. residential)	contribute to overall improvement in air quality		
<b>Age: Children</b>				
<ul style="list-style-type: none"> <li>Younger children (and accompanying parents) more likely to experience access constraints (e.g. raised kerbs and narrow footways difficult for push chairs)</li> </ul>	Engage in public consultation	Further detail on issues faced and required improvements	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	October/ November 2018
	Incorporate more direct and higher quality/ wider walking routes into the design	The design will provide a significant improvement over the current layout	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	Design: October 2018
<ul style="list-style-type: none"> <li>Continuity of access during construction</li> </ul>	Provide alternative routes and access ramps where required	People can continue to access the area and services during the construction period	Continuity of access, public feedback during the construction period	Construction: Feb 2020-March 2021
<ul style="list-style-type: none"> <li>More vulnerable to poor air quality</li> </ul>	Assess the likely impact of the proposals on air quality, including land use type (e.g. residential)	Minimise the impact of traffic flow changes on residential buildings and contribute to overall improvement in air quality	Change in air quality	Design: October 2018
<b>Disability: Mobility Impaired Users</b>				
<ul style="list-style-type: none"> <li>Fully understand issues and requirements</li> </ul>	Arrange workshop	Further detail on issues faced and required improvements	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	October/ November 2018
<ul style="list-style-type: none"> <li>Need for level surfaces at crossing points, improved footways</li> </ul>	Provide more continuous routes with wider footways and direct crossings	The design will provide a significant improvement over the current layout	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	Design: October 2018 Completion: March 2021

<b>Impact identified and group(s) affected</b>	<b>Action planned</b>	<b>Expected outcome</b>	<b>Measure of success</b>	<b>Timeframe</b>
<ul style="list-style-type: none"> <li>Maintenance of bus stop accessibility and provision where not currently provided</li> </ul>	Provide easy access to bus services	Ensure relocated bus stops have accessible kerbs and these are added to retained stops where not provided at present	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	March 2021
<ul style="list-style-type: none"> <li>Need for sufficient levels of disabled parking in appropriate locations</li> </ul>	Provide and retain disabled parking	Disabled parking provision incorporated into the design	Suitable levels of disabled parking in locations where there is demand for this (e.g. adjacent to city centre shops, doctor's surgeries attractions etc.)	Design: October 2018 Completion: March 2021
<ul style="list-style-type: none"> <li>Continuity of access during construction</li> </ul>	Provide alternative routes and access ramps where required	People can continue to access the area and services during the construction period	Continuity of access, public feedback during the construction period	Construction: Feb 2020-March 2021
<b>Disabled: Visually Impaired Users</b>				
<ul style="list-style-type: none"> <li>Need to understand issues and requirements</li> </ul>	Arrange workshop	Further detail on issues faced and required improvements	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	October/ November 2018
<ul style="list-style-type: none"> <li>Provision and consistency of tactile paving</li> </ul>	Provide more legible routes with consistent tactile information	Requirement will be reflected in detailed design	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	Design: October 2018 Completion: March 2021
<ul style="list-style-type: none"> <li>Concerns over surfaces shared between pedestrians and vehicular traffic</li> </ul>	Review the design of any level-surface access areas and provide necessary mitigation	Routes delineated by a kerb upstand and/or tactile paving to be provided	Support from stakeholders during consultation and post-implementation (including satisfaction survey)	Design: October 2018

<b>Impact identified and group(s) affected</b>	<b>Action planned</b>	<b>Expected outcome</b>	<b>Measure of success</b>	<b>Timeframe</b>
<ul style="list-style-type: none"> <li>Continuity of access during construction</li> </ul>	Provide alternative routes and access ramps where required	People can continue to access the area and services during the construction period	Continuity of access, public feedback during the construction period	Construction: Feb 2020- March 2021
<b>Disabled: Mental Impairment</b>				
<ul style="list-style-type: none"> <li>Potential anxiety over change/ construction</li> </ul>	Provide advance communication of construction works including visual information providing details such as temporary bus stop relocations and walking routes	Aim to ensure changes do not come as a surprise and are clearly explained	Communications sent to schedule and in accordance with communication plan	February 2020- March 2021
	Provide noise barriers during works	Minimise disruption and distress noise of works may bring	Level of complaints on noise grounds during the construction period	February 2020- March 2021
<b>Gender Reassignment</b>				
<ul style="list-style-type: none"> <li>Continuity of events post-construction</li> </ul>	Incorporate events requirements into plans	All existing events can continue to take place and spaces will be enhanced	All existing events can continue to take place and spaces will be enhanced	Construction: February 2020- March 2021 Completion: March 2021
<ul style="list-style-type: none"> <li>Continuity of events (including Trans Pride and LGBT pride) during construction</li> </ul>	Accommodate events during the construction period	All existing events can continue to take place	All existing events can continue to take place	Construction: February 2020- March 2021
<ul style="list-style-type: none"> <li>Real and perceived safety</li> </ul>	Provide more attractive and used public spaces that improve real and perceived safety	Greater use of public spaces and natural surveillance to encourage use by all groups	Evaluation of use of the scheme area post construction	Design: October 2018 Completion: March 2021
<b>Pregnancy and Maternity</b>				
<ul style="list-style-type: none"> <li>Footways are level and of sufficient width</li> </ul>	Provide more continuous routes with wider footways and direct crossings	The design will provide a significant improvement over the current layout	Support from stakeholders during consultation and post-implementation (including	Design: October 2018 Completion: March 2021

Impact identified and group(s) affected	Action planned	Expected outcome	Measure of success	Timeframe
			satisfaction survey)	
<ul style="list-style-type: none"> <li>Access to the area during construction</li> </ul>	Provide alternative routes and access ramps where required	People can continue to access the area and services during the construction period	Continuity of access, public feedback during the construction period	Construction: Feb 2020- March 2021
<b>Sexual Orientation</b>				
<ul style="list-style-type: none"> <li>Continuity of events post-construction</li> </ul>	Incorporate events requirements into plans	All existing events can continue to take place and spaces will be enhanced	All existing events can continue to take place and spaces will be enhanced	Construction: February 2020- March 2021 Completion: March 2021
<ul style="list-style-type: none"> <li>Continuity of events (including Trans Pride and LGBT pride) during construction</li> </ul>	Accommodate events during the construction period	All existing events can continue to take place	All existing events can continue to take place	Construction: February 2020- March 2021
<ul style="list-style-type: none"> <li>Real and perceived safety</li> </ul>	Provide more attractive and used public spaces that improve real and perceived safety	Greater use of public spaces and natural surveillance to encourage use by all groups	Evaluation of use of the scheme area post construction	Design: October 2018 Completion: March 2021
<b>Other Protected Characteristics</b>				
All other protected characteristics (no specific issues identified)	Engage all residents through the public consultation. This will include information being provided in accessible formats where requested	Maximise the chance of all groups being informed of the consultation and having an opportunity to comment	Monitoring of consultation feedback	October 2018

**EIA sign-off:** (for the EIA to be final an email must sent from the relevant people agreeing it or this section must be signed)

**Staff member completing Equality Impact Assessment:**

**Date:**

**Directorate Management Team rep or Head of Service/Commissioning:**

**Date:**

**CCG or BHCC Equality lead:**

**Date:**

## Guidance end-notes

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<sup>1</sup> The following principles, drawn from case law, explain what we must do to fulfil our duties under the Equality Act:

- **Knowledge:** everyone working for the council must be aware of our equality duties and apply them appropriately in their work.
- **Timeliness:** the duty applies at the time of considering policy options and/or before a final decision is taken – not afterwards.
- **Real Consideration:** the duty must be an integral and rigorous part of your decision-making and influence the process.
- **Sufficient Information:** you must assess what information you have and what is needed to give proper consideration.
- **No delegation:** the council is responsible for ensuring that any contracted services which provide services on our behalf can comply with the duty, are required in contracts to comply with it, and do comply in practice. It is a duty that cannot be delegated.
- **Review:** the equality duty is a continuing duty. It applies when a policy is developed/agreed, and when it is implemented/reviewed.
- **Proper Record Keeping:** to show that we have fulfilled our duties we must keep records of the process and the impacts identified.

NB: Filling out this EIA in itself does not meet the requirements of the equality duty. All the requirements above must be fulfilled or the EIA (and any decision based on it) may be open to challenge. Properly used, an EIA can be a tool to help us comply with our equality duty and as a record that to demonstrate that we have done so.

### <sup>2</sup> Our duties in the Equality Act 2010

As a public sector organisation, we have a legal duty (under the Equality Act 2010) to show that we have identified and considered the impact and potential impact of our activities on all people with 'protected characteristics' (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex, sexual orientation, and marriage and civil partnership).

This applies to policies, services (including commissioned services), and our employees. The level of detail of this consideration will depend on what you are assessing, who it might affect, those groups' vulnerability, and how serious any potential impacts might be. We use this EIA template to complete this process and evidence our consideration.

**The following are the duties in the Act. You must give 'due regard' (pay conscious attention) to the need to:**

- **avoid, reduce or minimise negative impact** (if you identify unlawful discrimination, including victimisation and harassment, you must stop the action and take advice immediately).
- **promote equality of opportunity.** This means the need to:
  - Remove or minimise disadvantages suffered by equality groups
  - Take steps to meet the needs of equality groups
  - Encourage equality groups to participate in public life or any other activity where participation is disproportionately low
  - Consider if there is a need to treat disabled people differently, including more favourable treatment where necessary
- **foster good relations between people who share a protected characteristic and those who do not.** This means:
  - Tackle prejudice
  - Promote understanding

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<sup>3</sup> EIAs are always proportionate to:

- The size of the service or scope of the policy/strategy
- The resources involved
- The numbers of people affected
- The size of the likely impact
- The vulnerability of the people affected

The greater the potential adverse impact of the proposed policy on a protected group (e.g. disabled people), the more vulnerable the group in the context being considered, the more thorough and demanding the process required by the Act will be.

<sup>4</sup> **When to complete an EIA:**

- When planning or developing a new service, policy or strategy
- When reviewing an existing service, policy or strategy
- When ending or substantially changing a service, policy or strategy
- When there is an important change in the service, policy or strategy, or in the city (eg: a change in population), or at a national level (eg: a change of legislation)

Assessment of equality impact can be evidenced as part of the process of reviewing or needs assessment or strategy development or consultation or planning. It does not have to be on this template, but must be documented. Wherever possible, build the EIA into your usual planning/review processes.

**Do you need to complete an EIA? Consider:**

- Is the policy, decision or service likely to be relevant to any people because of their protected characteristics?
- How many people is it likely to affect?
- How significant are its impacts?
- Does it relate to an area where there are known inequalities?
- How vulnerable are the people (potentially) affected?

If there are potential impacts on people but you decide not to complete an EIA it is usually sensible to document why.

<sup>5</sup> **Title of EIA:** This should clearly explain what service / policy / strategy / change you are assessing

<sup>6</sup> **ID no:** The unique reference for this EIA. If in doubt contact your CCG or BHCC equality lead (see page 1)

<sup>7</sup> **Team/Department:** Main team responsible for the policy, practice, service or function being assessed

<sup>8</sup> **Focus of EIA:** A member of the public should have a good understanding of the policy or service and any proposals after reading this section. Please use plain English and write any acronyms in full first time - eg: 'Equality Impact Assessment (EIA)'



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This section should explain what you are assessing:

- What are the main aims or purpose of the policy, practice, service or function?
- Who implements, carries out or delivers the policy, practice, service or function? Please state where this is more than one person/team/body and where other organisations deliver under procurement or partnership arrangements.
- How does it fit with other services?
- Who is affected by the policy, practice, service or function, or by how it is delivered? Who are the external and internal service-users, groups, or communities?
- What outcomes do you want to achieve, why and for whom? Eg: what do you want to provide, what changes or improvements, and what should the benefits be?
- What do existing or previous inspections of the policy, practice, service or function tell you?
- What is the reason for the proposal or change (financial, service, legal etc)? The Act requires us to make these clear.

<sup>9</sup> **Previous actions:** If there is no previous EIA or this assessment if of a new service, then simply write 'not applicable'.

<sup>10</sup> **Data:** Make sure you have enough data to inform your EIA.

- What data relevant to the impact on protected groups of the policy/decision/service is available?<sup>10</sup>
- What further evidence is needed and how can you get it? (Eg: further research or engagement with the affected groups).
- What do you already know about needs, access and outcomes? Focus on each of the protected characteristics in turn. Eg: who uses the service? Who doesn't and why? Are there differences in outcomes? Why?
- Have there been any important demographic changes or trends locally? What might they mean for the service or function?
- Does data/monitoring show that any policies or practices create particular problems or difficulties for any groups?
- Do any equality objectives already exist? What is current performance like against them?
- Is the service having a positive or negative effect on particular people in the community, or particular groups or communities?
- Use local sources of data (eg: JSNA: <http://www.bhconnected.org.uk/content/needs-assessments> and Community Insight: <http://brighton-hove.communityinsight.org/#> ) and national ones where they are relevant.

<sup>11</sup> **Engagement:** You must engage appropriately with those likely to be affected to fulfil the equality duty.

- What do people tell you about the services?
- Are there patterns or differences in what people from different groups tell you?
- What information or data will you need from communities?
- How should people be consulted? Consider:
  - (a) consult when proposals are still at a formative stage;
  - (b) explain what is proposed and why, to allow intelligent consideration and response;
  - (c) allow enough time for consultation;
  - (d) make sure what people tell you is properly considered in the final decision.

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- Try to consult in ways that ensure all perspectives can be considered.
  - Identify any gaps in who has been consulted and identify ways to address this.

<sup>12</sup> Your EIA must get to grips fully and properly with actual and potential impacts.

- The equality duty does not stop decisions or changes, but means we must conscientiously and deliberately confront the anticipated impacts on people.
- Be realistic: don't exaggerate speculative risks and negative impacts.
- Be detailed and specific so decision-makers have a concrete sense of potential effects. Instead of "the policy is likely to disadvantage older women", say how many or what percentage are likely to be affected, how, and to what extent.
- Questions to ask when assessing impacts depend on the context. Examples:
  - Are one or more protected groups affected differently and/or disadvantaged? How, and to what extent?
  - Is there evidence of higher/lower uptake among different groups? Which, and to what extent?
  - If there are likely to be different impacts on different groups, is that consistent with the overall objective?
  - If there is negative differential impact, how can you minimise that while taking into account your overall aims
  - Do the effects amount to unlawful discrimination? If so the plan must be modified.
  - Does the proposal advance equality of opportunity and/or foster good relations? If not, could it?

<sup>13</sup> Consider all three aims of the Act: removing barriers, and also identifying positive actions we can take.

- Where you have identified impacts you must state what actions will be taken to remove, reduce or avoid any negative impacts and maximise any positive impacts or advance equality of opportunity.
- Be specific and detailed and explain how far these actions are expected to improve the negative impacts.
- If mitigating measures are contemplated, explain clearly what the measures are, and the extent to which they can be expected to reduce / remove the adverse effects identified.
- An EIA which has attempted to airbrush the facts is an EIA that is vulnerable to challenge.

<sup>14</sup> **Age:** People of all ages

<sup>15</sup> **Disability:** A person is disabled if they have a physical or mental impairment which has a substantial and long-term adverse effect on their ability to carry out normal day-to-day activities. The definition includes: sensory impairments, impairments with fluctuating or recurring effects, progressive, organ specific, developmental, learning difficulties, mental health conditions and mental illnesses, produced by injury to the body or brain. Persons with cancer, multiple sclerosis or HIV infection are all now deemed to be disabled persons from the point of diagnosis.

<sup>16</sup> **Gender Reassignment:** In the Act a transgender person is someone who proposes to, starts or has completed a process to change his or her gender. A person does not need to be under medical supervision to be protected

<sup>17</sup> **Pregnancy and Maternity:** Protection is during pregnancy and any statutory maternity leave to which the woman is entitled.

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<sup>18</sup> **Race/Ethnicity:** This includes ethnic or national origins, colour or nationality, and includes refugees and migrants, and Gypsies and Travellers. Refugees and migrants means people whose intention is to stay in the UK for at least twelve months (excluding visitors, short term students or tourists). This definition includes asylum seekers; voluntary and involuntary migrants; people who are undocumented; and the children of migrants, even if they were born in the UK.

<sup>19</sup> **Religion and Belief:** Religion includes any religion with a clear structure and belief system. Belief means any religious or philosophical belief. The Act also covers lack of religion or belief.

<sup>20</sup> **Sex/Gender:** Both men and women are covered under the Act.

<sup>21</sup> **Sexual Orientation:** The Act protects bisexual, gay, heterosexual and lesbian people

<sup>22</sup> **Marriage and Civil Partnership:** Only in relation to due regard to the need to eliminate discrimination.

<sup>23</sup> **Community Cohesion:** What must happen in all communities to enable different groups of people to get on well together.

<sup>24</sup> **Other relevant groups:** eg: Carers, people experiencing domestic and/or sexual violence, substance misusers, homeless people, looked after children, ex-armed forces personnel, people on the Autistic spectrum etc

<sup>25</sup> **Cumulative Impact:** This is an impact that appears when you consider services or activities together. A change or activity in one area may create an impact somewhere else

<sup>26</sup> **Assessment of overall impacts and any further recommendations**

- Make a frank and realistic assessment of the overall extent to which the negative impacts can be reduced or avoided by the mitigating measures. Explain what positive impacts will result from the actions and how you can make the most of these.
- Countervailing considerations: These may include the reasons behind the formulation of the policy, the benefits it is expected to deliver, budget reductions, the need to avert a graver crisis by introducing a policy now and not later, and so on. The weight of these factors in favour of implementing the policy must then be measured against the weight of any evidence as to the potential negative equality impacts of the policy.
- Are there any further recommendations? Is further engagement needed? Is more research or monitoring needed? Does there need to be a change in the proposal itself?

<sup>27</sup> **Action Planning:** The Equality Duty is an ongoing duty: policies must be kept under review, continuing to give 'due regard' to the duty. If an assessment of a broad proposal leads to more specific proposals, then further equality assessment and consultation are needed.



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<b>Project:</b>	Valley Gardens Phase 3		
<b>Our reference:</b>	341760-RR-23		
<b>Prepared by:</b>	Colin Harwood	<b>Date:</b>	October 2018
<b>Approved by:</b>	Robin Reed	<b>Checked by:</b>	Steve Jones
<b>Subject:</b>	Accessibility Workshop Summary – 4 October 2018		

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## 1 Introduction

This note provides a summary of a stakeholder workshop on the Valley Gardens Phase 3 project. The workshop focused on the emerging design for the area which will be subject to a wider public consultation during October and November 2018 (Option 1). Attendees were also presented with the design objectives and provided with an opportunity to comment on their current experiences of the study area.

The workshop was attended by:

- Possability People, an organisation representing the needs of disabled people in Brighton
- Brighton & Hove City Council's (BHCC) Equality Officer
- BHCC's project manager for Valley Gardens Phase 3
- Mott MacDonald

## 2 Summary of Comments

The following observations were made in respect of how disabled people experience the area at present:

- A lot of people currently avoid the city centre in general or struggle to access the seafront because of the existing layout and standard of footways leading to it from the city centre.
- The parks were considered to operate as traffic islands at present and it was difficult for disabled people to access them.
- Tree roots create uneven footways and make footways difficult for mobility impaired people to use.
- It was felt that the current placement of items such as communal bins and A Boards creates barriers for those using already constrained pedestrian routes.

The plans were welcomed in principle and it was felt they would help to address the current issues experienced by disabled people, with particular support for the public spaces and improved access to the seafront. The following specific comments were made which identify areas where the proposals may be improved or suggest items to be considered as part of the design development.

### Pedestrian Facilities

- The realignment of pedestrian crossings to provide more direct routes was supported, including the removal of staggered islands which require a change of direction.
- The width of crossings would need to be sufficient to accommodate the large number of users and ensure that mobility impaired people can be accommodated.

- There was a desire for pedestrian crossing phases at signals to be as long as possible with audio signals provided. Attendees also asked whether pedestrian countdown facilities could be incorporated at pedestrian crossings.
- Crossings should be equipped with aids for disabled users, including rotating cones. The cones should also be maintained, with attendees reporting that they are in poor condition across the city.
- Suitable crossing opportunities should be provided along the proposed bus lane to the south west of the Old Steine and in between stops to avoid the road becoming difficult to cross (for example, like Churchill Square). However, the reduction in carriageway space to reduce the crossing distance was welcomed.
- If not signalised, the proposed pedestrian crossing on Madeira Drive may need to be moved back further from the A259, to allow people to see traffic coming from behind and have the confidence to cross.
- There was considered to be a lack of seating and resting opportunities at present and the scheme provides a chance to address this. The design of seating is also important in ensuring that it is accessible.
- The placement of all street furniture should be considered at the design stage. If not, the retrospective placement of bins or other items could impact on the effectiveness of the overall design.
- Where tree planting is proposed, footways should be wide enough to allow people to pass, with tree pits used to contain the roots and prevent the creation of uneven footways.
- The design needs to be supported by the council's street licensing policies and enforcement to ensure businesses are not permitted to clutter walking routes with A boards and other equipment.

#### Public Space

- The additional public space by the Royal Pavilion was welcomed.
- The new public space at Madeira Drive and the Palace Pier was also considered to be a positive; however, consideration should be given to how pedestrians and cyclists interact in this location. If possible, the route of the cycle lane should be changed to follow the carriageway more closely. This may offer an opportunity to add planters or other means of segregating the cycle lane from the pedestrian space.
- The incorporation of less crowded waiting areas next to bus stops would be desirable, particularly for those with hidden disabilities. Similarly, the creation of quiet sensory spaces within the design would be supported.
- There was a desire for the council to provide improved public toilet facilities generally, including adding 'changing places' facilities. The nearest toilet facilities (Pavilion Gardens) and routes to them should be considered where there is an intention to open the area up for new activities.
- There are pockets of the area which attract anti-social behaviour at present. For example, around the landscaped area to the south of Steine Gardens where improved lighting may be beneficial.

#### Cycling

- There was a strong preference for segregating pedestrians and cyclists and this would preferably include an extension to the segregated cycle lane towards Marlborough Place, rather than this needing to cross over the pedestrian route or require sections shared with pedestrians.
- As noted under public space above, there were similar comments in relation to the seafront cycle lane at Madeira Drive and whether there was an opportunity to better align or segregate this to reduce conflict with pedestrians accessing the pier. This could also reduce what was seen as a redundant area of pedestrian space between the proposed realigned Madeira Drive carriageway and existing cycle lane.
- The preference would be for crossings for cyclists and pedestrians to be separated.

- Consideration should be given to how cyclists can be managed where the cycle lane crosses pedestrian areas. Attendees raised the possibility of cyclists dismount signs or traffic signals for cyclists; however, it was acknowledged solutions needed to be convenient for all users if compliance is to be achieved.
- Some disabled users do not support floating bus stops as these were seen to introduce conflict between pedestrians and cyclists.
- There was a desire for accessible cycle hire to be introduced and cycle facilities should be of a suitable standard to allow use by trikes.
- The positioning of cycle parking should be considered so this does not clutter pedestrian routes, for example where the plans currently indicate this close to pedestrian crossings. There was discussion as to whether this should be located closer to the cycle lane.

#### Car Parking

- Designated disabled parking should be located away from the main dual-carriageways as the latter would make it difficult for mobility impaired people to get in and out of cars (where parallel to the kerb).
- There was a feeling that there is insufficient blue badge parking at present and the proportion would ideally be increased.
- It was suggested that additional disabled car parking could be provided in Palace Place or Madeira Drive.

#### Buses

- Few specific issues were raised in relation to buses, although the need for crossings to be provided at bus stops was noted, particularly where there is a continuous row of bus stops or waiting buses.
- Areas were needed for buses to stop/wait without blocking dropped kerbs.

#### Taxis

- The retention of a drop-off facility or rank would be supported.

## 3 Recommendations

The workshop highlighted a number of positives that the proposals are likely to have on access to the city centre/seafront and the ability of disabled people to enjoy the city. This also applies to other protected characteristics under the Equalities Act 2010, such as age. However, some opportunities for improvements to the initial design were highlighted, as well as issues that should be considered through the subsequent stages of design development.

As part of the next stage to develop the concept designs to preliminary level, Mott MacDonald will seek to respond to the points raised in discussion with BHCC. Whilst many of the suggestions will be possible to incorporate, others may be less feasible. In any case, it is recommended that the issues raised be addressed as part of the Equality Impact Assessment.

It is recommended that BHCC continue to actively engage with groups representing those with protected characteristics throughout the preliminary design stage and public consultation. Some of the points raised will also need consideration as part of the detailed design (for example, the design and placement of street furniture), construction and operational stages. As such, the Equality Impact Assessment for the project should be kept under review and updated as the project progresses.





**BRIGHTON & HOVE CITY COUNCIL**  
**ENVIRONMENT, TRANSPORT & SUSTAINABILITY COMMITTEE**

**4.00pm 27 NOVEMBER 2018**

**COUNCIL CHAMBER, HOVE TOWN HALL**

**MINUTES**

**Present:** Councillor Mitchell (Chair) Horan (Deputy Chair), Wares (Opposition Spokesperson), Littman (Group Spokesperson), Atkinson, Brown, Greenbaum, Miller, Peltzer Dunn and Robins

**PART ONE**

**41 VALLEY GARDENS PHASE 3 - (ROYAL PAVILION TO SEAFRONT) APPROVAL OF BUSINESS CASE**

- 41.1 The Committee considered a report of the Executive Director, Economy, Environment & Culture that requested approval of the draft Business Case for Valley Gardens Phase 3 and permission to submit the Business Case to the Coast to Capital Local Enterprise Board (C2C LEP) and to negotiate and sign the Business Case Funding Agreement subject to the C2C LEP's decision to approve the release the Local Growth Fund (LGF) allocation.
- 41.2 Referring to page 50, Councillor Peltzer Dunn noted the uplift in land value of £4.295m and asked what land this referred to and what professional advice had been sought and when.
- 41.3 A consultant from Mott MacDonald explained that the land value uplift was set in accordance with methodology from the Department for Housing, Communities & Local Government (DHCLG) and for this phase of the scheme, that had been set in a study area. This was a standardised assessment of what result changes in connectivity would have for land prices and in this instance that had been found to be an 8% value within the area of influence of this phase of the scheme.
- 41.4 Councillor Peltzer Dunn asked what research had been conducted into the land value uplift of privately owned land.
- 41.5 A consultant from Mott MacDonald clarified that the methodology was applied to all properties within the study area.
- 41.6 Councillor Peltzer Dunn noted that the committee had heard from a tourist attraction operator that the scheme would have a detrimental impact upon their business and tourism across the city and asked if an assumption had been made upon the possible reduction in tourism across the city.

- 41.7 A consultant from Mott MacDonald explained that a criteria had been applied to guidance required and mandated by national funding bodies and very detailed analysis of possible impact upon the local tourism economy was not something expected or applicable.
- 41.8 Referring to paragraph 3.18, Councillor Peltzer Dunn noted that the Benefit Cost Ratio (BCR) of the scheme rated the project as low value for money.
- 41.9 The Assistant Director- City Transport explained that this applied to the economic case that was one of five overall cases in total in the Business Case. The Assistant Director- City Transport stated that it was very hard to quantify the non-economic positives of the scheme such as improvements to the pedestrian and public realm, cycling facilities, public transport and overall public health.
- 41.10 Councillor Peltzer Dunn noted that the committee had made a decision to agree a preferred option without any information detailed in the report on the impact on Madeira Drive in relation to possible impacts on tourism and public safety. Councillor Peltzer Dunn added that the committee had been informed at its previous meeting that there was an agreed action plan for marshalling and stewarding special events on Madeira Drive for 30 days a year and that no traffic modelling had been undertaken on the proposed changes. Councillor Peltzer Dunn asked if that remained the case.
- 41.11 The Head of Transport Strategy & Projects confirmed that the statements made at the previous meeting were correct. The Head of Transport Strategy & Projects stated that subject to approval of the report before committee, all of comments and representations made in the consultation and at the meeting would be considered and any issues identified corrected as part of the detailed design phase with that in turn submitted to a future committee meeting for consideration.
- 41.12 Councillor Littman enquired as to how time constrained the committee decision was in terms of the decision timetable set by the C2C LEP.
- 41.13 The Executive Director, Economy, Environment & Culture explained that the C2C LEP primary concern was that any project used its allocated funding in the period that they were required to spend their Local Growth Funding (LGF) within. The Executive Director, Economy, Environment & Culture stated the report set out the timetable for this specific project.
- 41.14 Councillor Littman asked that given the time pressures of the scheme and the representations made to the committee by various interest groups and organisations, what protocols were in place to ensure the projected achieves the priorities it was focussed upon.
- 41.15 The Head of Transport Strategy & Projects explained that the priorities would be reflected in the detailed design to be reported to the committee following assessment of the consultation responses and representations made to the committee. The Head of Transport Strategy & Projects stated that any changes would be measured and tested against those priorities.

- 41.16 Councillor Wares stated that a consistency in the answers provided to the representations that had been made to the committee was the scheme was at a preliminary stage and all of the consultation responses and representations would be assessed. Councillor Wares asked to what extent the project was capable of being altered or amended and whether that could include minor issues or whether that could be fundamental shifts such as the proposed route of public transport or reinstatement of the Aquarium Roundabout in the design.
- 41.17 The Head of Transport Strategy & Projects clarified that the responses to the consultation and various representations still had to be collated and assessed and therefore, the level of potential change could not yet be pre-empted.
- 41.18 The Chair stated that the committee had reached a decision to agree a preferred option and undertake public consultation on that option and all the information received would be analysed.
- 41.19 Councillor Wares stated that he did not feel he had received an answer to his question and asked for clarification on whether the scheme could be fundamentally changed or not. Councillor Wares noted that the proposed Business Case made a multitude of references to Option 1 and with the BCR already very narrow, he felt there was minimal scope for change and the potential for the whole Business Case to fail if the BCR fell below the acceptable level.
- 41.20 The Chair stated that any the impact of any revisions was very difficult to pre-judge and could lead to positive or negative result for the BCR.
- 41.21 The Executive Director, Economy, Environment & Culture stated that agreement of the Business Case would not prevent further design change. The Executive Director, Economy, Environment & Culture added that the should any significant changes be required to the scheme following consideration of the consultation responses, that would be reported to the C2C LEP in an open way and was a situation that had occurred in the past on previous projects.
- 41.22 The Assistant Director- City Transport added that the creation of the detailed design would look at fundamental aspects of the scheme such as locations of bus stops and length of priority lanes not just minor tweaks. The Assistant Director- City Transport stated that changes could have an impact upon the BCR however, the BCR, was one element of five elements in the Business Case.
- 41.23 Councillor Miller queried the accuracy of the predictions of the BCR and how the conclusions had been reached. Specifically, Councillor Miller queried how the prediction of a casualty reduction rate of 44% had been reached. Furthermore, Councillor Miller noted that the only disbenefit identified as detailed on page 50 of the agenda was journey time and queried why the potential drop in visitor number and tourism had not been included. In addition, an appendix A to the Business Case submission was detailed on page 90 of the agenda but did not appear to have been provided.
- 41.24 The Head of Transport Strategy & Projects explained that there had been an oversight in providing appendix A of the Business Case which was a technical note produced by

Mott MacDonald to explain the journey time calculations and this would be circulated subsequent to the meeting.

- 41.25 In relation to the questions raised by Councillor Miller, a consultant from Mott MacDonald replied that the project assessment and submission was to the standardised and accepted government methodology for providing funding through the LEP. A proportional approach had been undertaken for the project that didn't necessarily capture every benefit and disbenefit as some would be difficult to quantify however, as much information had been included as possible. Accident and casualty rates had been undertaken using a software program that used a modelled analysis to predict what impact changes would have and was an established and robust analysis for the type of scheme. The analysis of disbenefits had been arrived at using a software package that had been refined over a sixty year period that simulated vehicle movements. The prescribed guidance did not request or require analysis of issues that were uncertain or unknown and therefore, speculation upon the potential impact upon tourism and business had not been included.
- 41.26 Councillor Peltzer Dunn commented that the previous meeting of the committee had agreed to receive a report to its January meeting detailing the outcome of the consultation however; this report stated that the committee would be requested to receive the consultation results, updated design and agree a finalised design to that meeting which was not what Members had agreed.
- 41.27 The Chair stated that the report that would be received to the January committee would be robust and detail and reflect all of the main themes of the consultation and list the suggestions and concerns raised through that process. The Chair stated that Members would expect to see in that report changes to the scheme where that was possible, feasible and logical to do so. The Chair explained that she did not see any difference in what was proposed in the report with what had been agreed at previous meeting and reminded the committee that the report requested approval of the Business Case and was not approval of the final, detailed design.
- 41.28 Councillor Wares observed that every report previously received by the committee had set the value of the project at £7.25m yet page 94 of this report set out an increase to that cost of £7.84m that appeared to indicate an overspend before Phase 3 had been agreed. Councillor Wares stated that he been informed that the project had a budget variance of plus or minus 20% that could bring the cost down to below £7.25m or increase it to £9.4m. In addition, Councillor Wares noted that page 95 of the report stated that the council had committed £1.48m however; he was unaware of any decision made to that end. Councillor Wares expressed his concern for the discrepancies in the figures provided and the potential assurances being given to C2C LEP regarding its financial commitments and asked for clarification.
- 41.29 The Head of Transport Strategy & Projects confirmed that the figure provided on page 95 of the agenda was incorrect and the Business Case would be amended ahead of submission to reflect the accurate budget figure of £7.25m based upon £6m of LGF funding and £1.25m contribution from or through the council.

- 41.30 Referring to page 91 of the agenda and the businesses positively impacted, Councillor Wares queried why the Palace Pier had been included in that list when they had made representation earlier in the meeting to speak against elements of the scheme.
- 41.31 The Chair stated that the observation was based upon modelling of the scheme that indicated that the introduction of a signalised junction would aid pedestrian access to the Palace Pier.
- 41.32 Councillor Wares asked if page 91 and paragraph 3.8 of the Business Case would need to be amended in light of the fact the Palace Pier did not support the scheme as it was currently proposed.
- 41.33 A consultant from Mott MacDonald replied that the wording was based upon their professional experience as one of the largest national providers of such schemes and set out in the guidance provided by the Department for Transport (DfT). Their professional experience and the evidence available indicated that in the large majority of instances, schemes that promoted active frontages and increased footfall tended to lead to benefits to local businesses.
- 41.34 Referring to page 65 and the list of benefits and disbenefits, Councillor Wares whether the land value uplift figure reflected the comments made by businesses located in the Old Steine area.
- 41.35 The Chair stated the scheme was based upon a technical assessment and modelling and not perceptions of a scheme that was not yet finalised.
- 41.36 Councillor Wares replied that he fully understood however; the committee had to balance that technical assessment against the representations made that largely went against the findings of that assessment.
- 41.37 The Chair replied that the issue was precisely why central government was reviewing its technical requirements for regeneration schemes such as this as it did not capture qualitative impacts. The Chair stated that until that review was completed, there was no other choice than to model the project as a highways scheme.
- 41.38 The Executive Director, Economy, Environment & Culture clarified that the report the committee were considering was the draft Business Case based upon the outline design agreed as was required by the C2C LEP. On that basis, a distinction should be made between that proposal and the representations made to the committee earlier in the meeting that would form part of the preliminary design consultation process with the detailed design submitted to a future meeting for discussion.
- 41.39 Councillor Wares noted his concern with conducting a consultation and preparing a Business Case simultaneously. Councillor Wares noted several omissions to the report including: the benefits or disbenefits to the tourism sector in relation to the Knowledge Intensive Business Services (KIBS) and the impact on local businesses of increased journey times, specifically the taxi trade. Councillor Wares stated his view that the project Business Case was very sensitive on the BCR and it was important to get right.

- 41.40 A consultant from Mott MacDonald clarified that the modelling for KIBS was consistent with the first two phases of the scheme that was accepted by C2C LEP for investment. It was explained that successful transport schemes were one of the key factors leading to increased investment in a local economy and whilst there were limitations in applying this on a scheme by scheme basis; it was a common approach in similar schemes nationally. In relation to visitor economy impacts, a consultant from Mott MacDonald explained that whilst the importance of tourism to Brighton was very well understood, nationally, it had been found very difficult to disaggregate visitor economy impacts from the wider economic benefits. Furthermore, it had been found that separation of visitor economy impacts had led to 'double counting' of the economic impact of schemes. In relation to the question raised in relation to journey times, a consultant from Mott MacDonald explained that the modelling system used only had certain parameters and did not allow very specific testing such as that.
- 41.41 Councillor Wares noted that there had been extensive discussion at the previous meeting on the impact upon traffic at Dukes Mound the scheme and the proposed Waterfront development would have. Councillor Wares noted that whilst there were several references in the report to both, they were not currently in the scope of the project. Councillor Wares stated that given there were approximately 50 coaches parked on Madeira Drive during the winter months and 150 coaches parked during the summer months, whether it would have been reasonable to include this area in the scheme.
- 41.42 The Head of Transport Strategy & Projects explained that Dukes Mound and Madeira Drive had not been included in the original scope of the project. Subsequent to an options appraisal and further work, it had become clear that to maximise the benefits of the scheme, peripheral changes would be considered and taken into account and transport officers were in direct liaison with colleagues to ensure any future impacts were captured and that would be reported to the committee as part of the request to approve the detailed design.
- 41.43 Councillor Wares stated that he made several requests for a breakdown of the accident reduction benefit, specifically relating to pedestrian accidents at the Aquarium Roundabout compared to the rest of Phase 3 as well as journey time data but had not received a response.
- 41.44 The Chair stated that the information could be provided to Councillor Wares however; it should be noted that the scheme was seeking to reduce accidents and injury to all users including cyclists, drivers as well as pedestrians.
- 41.45 Councillor Miller noted that there had been several corrections made to the financial figures on page 94 of the agenda and asked what impact that would have upon the BCR as that was now based on incorrect figures.
- 41.46 The Head of Transport Strategy & Projects explained that a budget figure of £7.25m was provisionally available to deliver the project. Based on further work undertaken since the committee met in October, scheme delivery as expected to be £7.84m. That figure was likely to fluctuate as the scheme progressed to its final design. A consultant from Mott MacDonald clarified that the Business Case had been developed to a construction cost of £7.84m.

- 41.47 On behalf of the Conservative Group, Councillor Wares moved the following motion to amend recommendations 2.1 and 2.2 and add 2.3 as shown below in ***bold italics*** and where struck through:
- 2.1 That the Committee ***notes*** ~~approves~~ the draft Business Case for Valley Gardens Phase 3, as attached at Appendix 2.
- 2.2 That the Committee ***requests officers to review a new option (option 3a) based on option 3 as detailed in Item 29 on the ETS Committee agenda dated 9<sup>th</sup> October 2018 taking account of public, trade and business representations and other than minor alterations and improvements to the aquarium roundabout and surrounding public realm, retains the aquarium roundabout as existing that would also remove the changes to Maderia Drive.*** ~~grants delegated authority to the Executive Director for Economy, Environment & Culture to:-~~
- a) ~~finalise and submit the Business Case for Valley Gardens Phase 3 to the Coast to Capital Local Enterprise Partnership Board; and~~
- b) ~~negotiate and sign the Business Case Funding Agreement, subject to the Local Enterprise Partnership Board's decision to approve the release of the Local Growth Fund allocation.~~
- 2.3 That officers develop the new option 3a and brings to a future ETS Committee the revised option 3a as requested in 2.2 and taking account of representations and further public consultation together with an amended Business Case to reflect the new option 3a for consideration.***
- 41.48 Introducing the motion, Councillor Wares stated that he believed that the preferred Option 1 would be found not to be viable as more and more stakeholders and residents expressed their view that the Option would not work for them. Councillor Wares stated that he had no confidence that there would be seismic change to the proposal and therefore, was unlikely to be agreed. On that basis, Councillor Wares believed that Phase 3 should be halted and a revision to the original Option 3 be started. Councillor Wares explained that would include running public transport down the west side of the Pavilion with general traffic on the eastern side of Valley Gardens, abandoning the removal of the Aquarium Roundabout save for minor tweaks, abandoning the conversion of Madeira Drive to a one way street with the process on developing and consulting on that Option begun immediately and run in parallel to the preparation of a new Business Case.
- 41.49 Councillor Miller formally seconded the motion.
- 41.50 Councillor Peltzer Dunn expressed his support for the motion highlighting that 180,000 vehicles per year used Madeira Drive and the proposal for a one way system would likely have a catastrophic impact. Councillor Peltzer Dunn added that he believed that a new proposal that was more specific to the city's needs was required.
- 41.51 Councillor Miller stated that he fully supported the motion on the basis that he was sceptical of the replacement of the Aquarium Roundabout with a T-Junction and

because of his doubts regarding the traffic modelling. Councillor Miller added that there appeared to be some doubt and confusion in relation to the budget figures used, that the benefits and disbenefits of the scheme were insufficient and a seven minute increase in journey time was unacceptable.

41.52 The Chair then put the motion to the vote. At the request of Councillor Wares, the Chair agreed to a recorded vote with the following outcome:

Councillor Atkinson: Against  
Councillor Brown: For  
Councillor Greenbaum: Against  
Councillor Horan: Against  
Councillor Littman: Against  
Councillor Miller: For  
Councillor Mitchell: Against  
Councillor Peltzer Dunn: For  
Councillor Robins: Against  
Councillor Wares: For

Total:  
For: 4  
Against: 6  
Abstentions: 0

41.53 Therefore, the motion failed.

41.54 The Chair then put the recommendations to the vote. At the request of Councillor Wares, the Chair agreed to a recorded vote with the following outcome:

Councillor Atkinson: For  
Councillor Brown: Against  
Councillor Greenbaum: For  
Councillor Horan: For  
Councillor Littman: For  
Councillor Miller: Against  
Councillor Mitchell: For  
Councillor Peltzer Dunn: Against  
Councillor Robins: For  
Councillor Wares: Against

Total:  
For: 6  
Against: 4  
Abstentions: 0

41.55 Therefore, the report recommendations were agreed.

41.56 **RESOLVED-**



- 1) That the Committee approves the draft Business Case for Valley Gardens Phase 3, as attached at Appendix 2.
- 2) That the Committee grants delegated authority to the Executive Director for Economy, Environment & Culture to:-
  - a) finalise and submit the Business Case for Valley Gardens Phase 3 to the Coast to Capital Local Enterprise Partnership Board; and
  - b) negotiate and sign the Business Case Funding Agreement, subject to the Local Enterprise Partnership Board's decision to approve the release of the Local Growth Fund allocation.

