

## Arrive, enjoy & connect

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

# Consultation on design options

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

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

## Work to date

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

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

To achieve this, we established the following project objectives:

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

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

## Initial Public Consultation Results

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

Walk 64

Bus 15

Taxi 8

Cycle 6

As a driver 6

Other 1

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

Yes 74

No 19

No opinion/answer 7

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

Directly outside the station 43

In Queens Road 20

In both of the above areas 30

No opinion/answer 7

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

In Queens Road 7

To the north of the station 36

A mix of the above options 31

No opinion/answer 3

## **Design Development**

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

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

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

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

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

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

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

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

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

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

## **Consultation on Design Options**

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

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

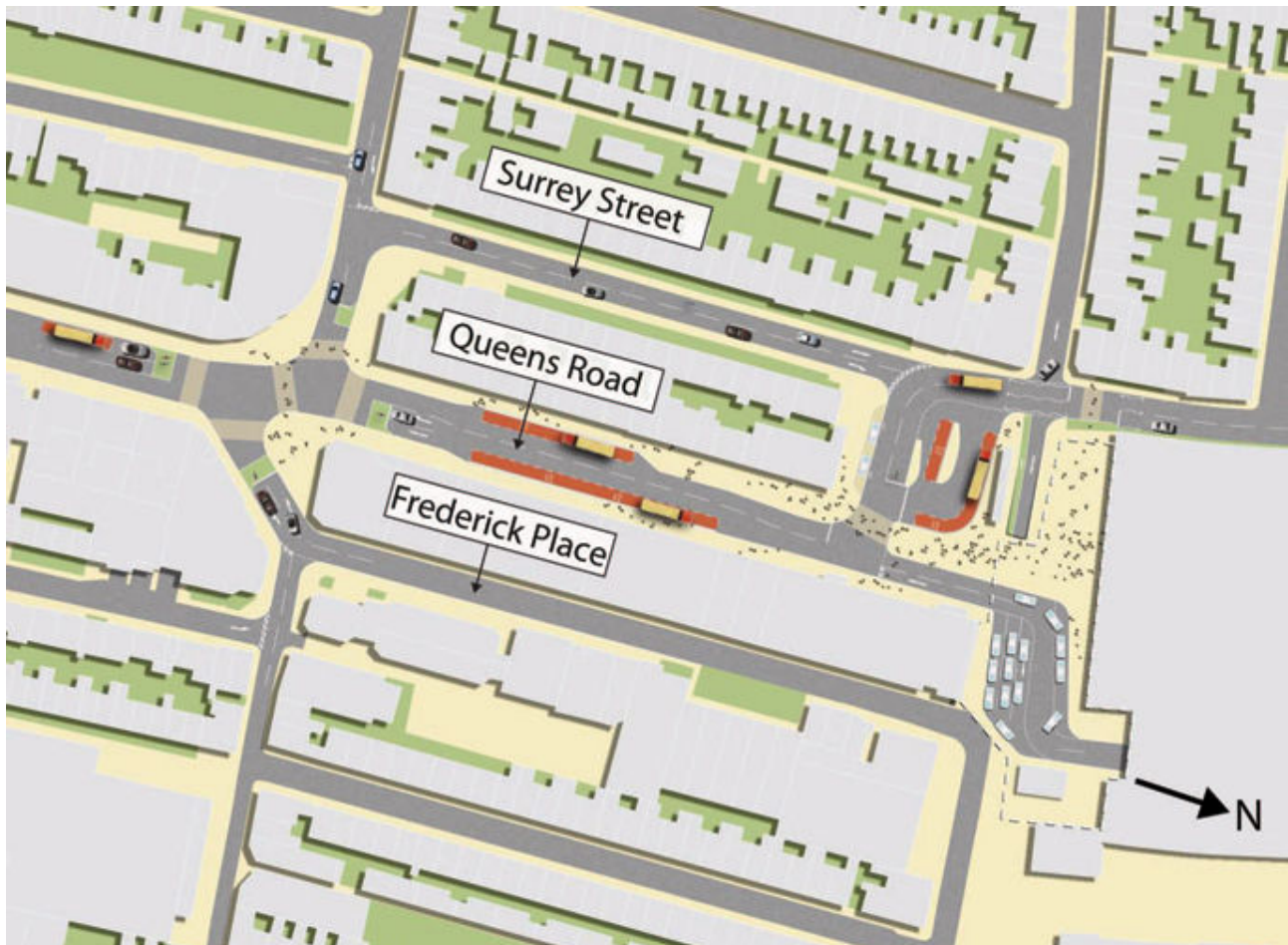
Or you can take part in the survey online - please visit [www.brighton-hove.gov.uk/station-gateway](http://www.brighton-hove.gov.uk/station-gateway) to take part in the consultation.

If you would like further information, email [station.gateway@brighton-hove.gov.uk](mailto:station.gateway@brighton-hove.gov.uk) or call 01273 294164.

Thank you.

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

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



### Some advantages

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

### Some disadvantages

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

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

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



### Some advantages

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

### Some disadvantages

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

## Option 2A: One Way System

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



### Some advantages

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

### Some disadvantages

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

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

## Option 2B: One Way System

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



### Some advantages

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



**Some disadvantages**

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

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

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

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

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

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



#### Some advantages

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

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

### **Some disadvantages**

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

## Station Gateway Design Options questionnaire

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

1A	1B	2A	2B	3

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

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

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