

## Appendix 1: Station Gateway Consultation Summary:

### 1. Approach

**Consultation Format:** Due to the complexity and range of details associated with the Station Gateway preferred scheme, consultation material sought to explain the broad principles of the scheme and invited people to forward any comments, questions or suggestions rather than taking the more usual approach of asking for 'yes / no' responses to specific questions.

**Consultation Distribution:** Approximately 6000 paper copies of the consultation material were sent to properties in the vicinity of the Station. Approximately 3500 copies were circulated on buses. Details of the scheme were included in the North Laine and West Hill Community Association newsletters. Posters advertised the consultation at Brighton Railway Station. The material was also available online.

**NLCA / NLTA meetings:** Prior to the final consultation material being printed and distributed, meetings were held with North Laine Community (NLCA) and Traders (NLTA) Association members to develop the section on North Laine traffic changes.

The project team were initially invited to standard NLTA and NLCA meetings by the chairs of those groups who had also contributed to the Gateway Stakeholder meetings. It proved impossible to adequately explain and discuss the proposals in the short time scales these meetings allowed, and it was agreed that three additional, dedicated meetings would be held to enable proper dialogue. The meetings were held in early to mid November.

Through dialogue with NLTA and NLCA members between October 2<sup>nd</sup> Transport Committee and the consultation document being finalised and circulated, the North Laine plan was amended to enable access from Cheapside. (The original proposal, which suggested that North Laine access from the north east could be made via Church St / North Road to reduce non local through traffic, drew significant criticism at the original NLTA and NLCA meetings). A number of traffic arrangement options were investigated to identify the best means of enabling Cheapside access for local residents and businesses whilst limiting the impact of wider north – south through traffic on residential North Laine streets.

The second and third NLCA / NLTA meetings took place after the consultation document was sent to print. Dialogue over the second and third meetings saw general consensus that making the Gloucester

Road / Queens Road junction two way was a preferable means of providing access from North Laine to Queens Road than reversal of Frederick St.

**Issues & Solutions - Timings:** The consultation document was finalised and distributed later than originally anticipated, due to the extra time taken to refine North Laine proposals through and following the initial NLCA and NLTA meetings. This meant that consultation material was not circulated until early / mid November. Concern was expressed by a small number of consultees that this reduced the time available to make comments (the material asked for any feedback by November 30<sup>th</sup>). The consultation period was ultimately extended.

**Issues & Solutions - Public Meeting Confusion:** Some people heard about the NLTA and NLCA meetings, misunderstood their provenance and complained that they were unaware of what they assumed to be poorly advertised public meetings. As extensions to the original NLTA and NLCA invitations, these meetings were not intended to be part of the general public consultation process (although all were welcome to attend).

**Issues & Solutions - Gloucester Road Junction:** A small number of consultees complained that the consultation was 'invalid' because the consultation material showed that access from North Laine to Queens Road would be via Frederick Street, but they knew that discussions at the second and third NLTA / NLCA meetings has seen the preferred option move towards a two way Gloucester Road junction arrangement, with Frederick Street retaining its existing, northbound arrangement. However, claims that this made the consultation document out of date are a little disingenuous: it was always intended that consultation would inform further amendments to the proposal as and where necessary, and the decision to move away from a reversed Frederick Street should be viewed as part of the process of refining the scheme based on consultation feedback.

**Issues & Solutions - Receipt of documents:** Some people in properties around the station said they did not receive the consultation material. Some North Laine residents helped by hand delivering a second set of documents directly to addresses in that area, whilst the North Laine and West Hill Community newsletters also carried details of the scheme and consultation process.

**Issues & Solutions - Station Events:** Due to the amount of time focussed on trying to resolve North Laine concerns, it was not possible to arrange staffed events at Brighton Station as had originally been planned.

**Issues & Solutions - Station Posters:** Southern Railway agreed to raise awareness of the consultation amongst commuters by displaying posters at the station through November. Unfortunately the Station Manager who had arranged this element of the process left shortly after agreeing the approach without putting the posters up. A new set of posters were delivered to the station and displayed from the end of November, and consultation was extended into mid December to capture any comments they encouraged.

## **2: Level of feedback**

It is notable that less than 150 people commented on the latest proposals: around a tenth of the number who commented on the previous options. This could be seen as an indicator of general support / earlier concerns being remedied. (Much of the previous consultation feedback focussed on concerns over perceived risk to bus services for example).

## 3. Consultation Feedback

### 3.1 General

**Reporting:** For ease of reporting, responses received during the consultation period were paraphrased, and classified as either notes of support, notes of opposition, clarifications, ideas or concerns. It is recognised that there is room for discretion between the classification of comments, especially between a comment being classed as a concern or objection. Similar comments may be recorded in separate classifications depending on the wider context of the communication in which they were received. Ultimately, paraphrasing and classification of responses has been made at the discretion of the project manager. As the consultation process is not a referendum, presentation or classification of comments has limited scope to have any bearing on decisions resulting from the consultation process.

**Responses:** 137 people responded to the consultation. The following report picks out key themes arising from the consultation.

Of those who expressed a general overall preference, 25 people supported the scheme, 5 supported the scheme but not at the expense of the North Laine and 2 did not support the scheme.

### 3.2 North Laine Traffic

**Trafalgar Lane:** 43 people were against / concerned about use of Trafalgar Lane as an alternative (to Frederick Place) north – south route through the North Laine. 1 thought use of Trafalgar Lane was a good idea. Concerns centred on narrowness of the street to cope with additional through traffic, lack of passing places when the street was blocked by loading vehicles and difficulty of access (due to the tight corner) from Trafalgar Street.

**Blackman Street:** 3 people said they thought restricting southbound private traffic from Blackman St to Trafalgar St was a good idea, 3 were against the proposal.

**Frederick Street:** 10 people were against the suggested reversal of Frederick Street. Concerns included practical issues associated with turning right from Frederick Street into North Road as well as general concerns over localised air quality impact etc. After further consideration it is recommended that the option of reversing Frederick Street is discarded for practical reasons.

**Wider Traffic Implications:** 26 people were concerned about wider traffic implications associated with placing a taxi rank in Frederick Place. Most commonly cited concerns included impact on access, encouragement of rat running, enforcement of any restrictions and increased congestion.

**Trafalgar Street:** 3 people acknowledged the benefits of or expressed a desire for reducing the impact of traffic in Trafalgar St. 1 person said the scheme did not do enough to improve Trafalgar St.

### 3.3 Wider Scheme

**Cycling:** 1 person was for improved cycle parking, 1 was against the cycle contra-flow.

**Vehicles:** 1 person objected to the lack of formal drop off and pick up facilities at the southern station entrance. 1 objected to the proposed gyratory system. 2 people liked the idea of a two-way Gloucester Road / Queens Road junction.

**Wider Traffic Restrictions:** 1 person was for wider traffic restrictions, 2 supported the issue being separated from the Station Gateway scheme, 6 were against wider traffic restrictions.

**Surrey Street:** 4 people supported widening footways in Surrey Street; 4 were against. 1 was for the new bus stop outside the Railway Bell, 3 were against. There was also wider concern about the impact of buses in Surrey Street. 1 person was against provision of a pub loading space on Surrey Street.

**Pedestrians:** 3 people supported improved pedestrian facilities in Queens Road, 0 were against. 2 people welcomed improved public spaces: 2 felt they were unnecessary.

**Canopy:** 9 people wanted the canopy left as it is, 4 wanted it to be improved, 2 wanted it to be reglazed. 1 was for part removal, and 1 felt a decision should be made after further analysis of the Mocatta building (a view broadly reflecting English Heritage's initial advice, which stated that any removal of the canopy would need to be undertaken alongside refurbishment of the Mocatta building, and that reglazing the existing canopy may provide an alternative to removal).

**General:** 1 person liked the idea of a tourist information centre

### 3.4 Taxis

**Frederick Place Rank:** 40 people explicitly objected to or were concerned about a taxi rank in Frederick Place. 6 supported the proposal.

The most commonly cited reasons for not supporting the rank were impact on air and noise quality, the risk of taxis spilling / the rank spreading into adjacent residential streets and the capacity of Frederick Place to accommodate sufficient numbers of taxis. Other concerns mentioned by several different people include a rank being contrary to the North Laine's conservation status, concern about the rank obstructing deliveries / servicing / access, impact on residents, congestion / blockages and possible conflict between vehicles turning right and taxis turning left at the northern end of Frederick Place. A full list of concerns is included in the summary of feedback.

2 people said they did not believe that taxis would have a detrimental impact on Frederick Place.

**Other rank preferences:** 15 people felt taxis should (or asked whether they could) remain where they are (of whom 11 were also against Frederick Place). 4 suggested Mangalore Way (of whom 1 was against Frederick Place), 1 was against Mangalore Way. 12 were for moving taxis to the north (of whom 4 were against Frederick Place). 6 people were for Queens Road (of whom 5 were also against Frederick Place). 1 person wanted a split rank (and was against Frederick Place)

Some people expressed the opinion that the rail companies should take responsibility for the taxi rank and suggested Compulsory Purchase of rail land if rail companies were not obliging.

**Trafalgar St rank:** 6 people were concerned about taxis in Trafalgar St due to concern over impact on the environment and ambience of the undercroft area. 1 person felt that taxis using Trafalgar St was a missed opportunity to improve the Terminus Rd junction for residents. 1 person felt that giving Trafalgar Street over to taxis at the expense of a traffic route into the N Laine was disadvantageous. 5 people were concerned about the impact of taxis on the Terminus Road junction.

**Other:** 1 person was concerned that increased numbers of taxi licenses would lead to increased pressure on any rank.

### **3.5 Beyond the scope / direct influence of the Project**

**Stalls:** 3 people liked the idea of stalls outside the station, 5 were against. Most of those against stalls felt they provided competition to existing businesses in the area. If stalls or stalls were to be accommodated, Independent stores were preferred to chain stores.

**Trafalgar St entrance:** 14 people were supportive of a new North Laine entrance; none were against.

**General:** 1 person liked the idea of a Borough Market type arrangement

### 3.6 Consultation

**NLCA / NLTA Meetings:** 1 person wanted it noted that everyone at an NLCA / NLTA meeting on 13<sup>th</sup> November was against the proposals. 1 person wanted it noted that not everyone at an NLCA / NLTA meeting on 13<sup>th</sup> November was against the proposals

**Email Petition:** 18 people sent a standard email objecting to Frederick Place rank based on congestion, air / noise quality, impact on residents & others, capacity for taxis, conservation area status and danger. This email appears to replicate an expected petition and so these responses are currently excluded from the above summary to avoid double counting of responses.

**North Laine Petition:** 3 North Laine residents expressed concern that NLCA views and the petition from the North Laine against the scheme was not representative of all North Laine residents. They were also concerned that the petition was encouraging support from people from outside the area and that people were being asked to sign the petition without being provided with details about the wider proposals.

## 4: Recommendations

**Wider Scheme:** The design team do not believe concerns associated with Surrey Street will manifest, and the low level of wider objections to the main scheme do not provide reasons not to proceed with the proposal.

**Canopy:** Further work should be undertaken to understand the relative issues and merits associated with replacing / renovating or simply leaving the canopy alone to enable a more informed member decision at March Transport Committee.

**Wider Traffic Restrictions:** Any decision on wider traffic restrictions should be seen as a separate project to be pursued if members desire.

**North Laine Petition:** Irrespective of who has raised concerns regarding potential North Laine changes and how representative their views are, it is considered that many of the concerns raised deserve additional

investigation before a decision is made on the Frederick Place rank / associated changes to the North Laine.

**Frederick Place Rank / North Laine Traffic Changes:** Further work is currently being undertaken to quantify the concerns raised during consultation relating to the Frederick Place (and Trafalgar Street) taxi rank and associated changes to the transport network in North Laine. The findings of this work will be made available at March Transport Committee to enable a member decision on the most appropriate way of progressing the project. (Reasons against pursuing other taxi locations are contained in the accompanying summary of Concerns, Ideas and Clarifications).

## **5 Concerns, Ideas and Clarifications**

As well as explicit messages of support or objection, responses included concerns, ideas and clarifications. Depending on their nature, these were either dealt with during the consultation period by responses to the points raised, were noted, will be considered in more detail by the further work being undertaken by the North Laine Design Team, or would be considered at the next stage of project development by the Detailed Design Team.