

# BRIGHTON MARINA REGENERATION PROJECT

proof of evidence - appendices  
David Frisby

Explore Living

# Brighton Marina Regeneration Project

October 2009

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Highways and Transportation

Proof of Evidence - Appendices

Application No. BH2007/03454

PINS Ref. APP/Q1445/A/09/2102048/NWF

TRANSPORT  
TRAFFIC  
DEVELOPMENT  
PLANNING  
URBAN DESIGN  
ECONOMICS  
MARKET RESEARCH

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## **Appendix A**

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Representations received also include a significant volume of letters of support on various grounds including; the architectural merits and regeneration benefits of the scheme; the sustainability initiatives in the proposals; socio-economic benefits such as encouraging bigger brand names into Marina, attracting more visitors and improving success of smaller businesses, provision of new employment opportunities, both during construction and after completion; better facilities with green areas and children's play areas; provision of sustainable transport links to connect the Marina to the city; provision of much needed housing for the city and new life and sense of community to the area. The views are summarised and discussed later in this report.

The Environmental Statement is considered to be robust and thoroughly considers the main environmental impacts associated with the development and suggests satisfactory mitigation measures where appropriate. The views of internal and external statutory consultees were sought on the information submitted and are summarised and discussed within this report.

Legal implications, including the Brighton Marina Act, are discussed in this report. It should be noted that planning legislation operates independently of the Act. As such the report concludes that planning permission should not be withheld on the basis of the Brighton Marina Act.

The scheme would make effective and efficient use of land and the density of the scheme is considered acceptable. It is considered that existing infrastructure, together with measures secured as part of the Section 106 agreement process and through the phasing plan, would be sufficient to support the demands of the development.

The development would be well designed, would use good quality materials and the proposal would have acceptable visual impact on the character and appearance of the locality and views of strategic importance including the setting of Conservation Areas, Listed Buildings and Gardens and the Sussex Downs Area of Outstanding Natural Beauty.

The Transport Manager raises no objection to the scheme, which meets the council's transport objectives. The Transport Manager states that the level of car parking proposed is acceptable given the substantial package of measures to encourage the uses of sustainable modes of transport whilst also demonstrating that the development would not cause undue traffic and parking problems elsewhere.

The development would meet a range of housing needs including 40% affordable housing provision in accordance with Local Plan Policy. The amenity of existing and prospective residents would not be compromised by the development. The development has due regard for sites of ecological and archaeological importance and the council's Ecologist and English Nature are now satisfied with the application.

## **Appendix B**

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Explore Living

# Brighton Marina

September 2009

Application No. BH2007/03454

PINS Ref. APP/Q1445/A/09/2102048/NWF

Highways and Transportation

Statement of Common Ground

TRANSPORT  
TRAFFIC  
DEVELOPMENT  
PLANNING  
URBAN DESIGN  
ECONOMICS  
MARKET RESEARCH

# Brighton Marina


## Highways and Transportation

### Statement of Common Ground

Project No: 17010-01-1  
September 2009

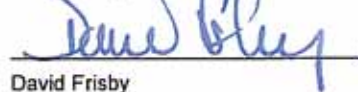
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Status: Final

Issue no: 6

Date: 9/3/2009

09 09 03\_brighton marina statement of common ground final

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# 1 Introduction

## 1.1 Overview

- 1.1.1 This Statement of Common Ground (SOCG) has been prepared by Colin Buchanan and Partners (CB) to provide a record of the parameters agreed between Brighton and Hove City Council (BHCC), as Highway Authority and CB in relation to the Transport Assessment (TA) that supported the Explore Living Application (BH2007/03454) submitted in September 2008.
- 1.1.2 Both parties agree that the TA has been prepared in accordance with Planning Policy Guidance Note PPG13 and where appropriate in accordance with the Department for Transport's Guidance on Transport Assessment (and previously the IHT Guidelines for Traffic Impact Assessment) and it is noted that the transport impact of the application is acceptable to the Highways Agency.
- 1.1.3 The TA contains a scoping statement (Appendix 9) that was submitted to BHCC, the City's Highway Authority on 25<sup>th</sup> July 2006.
- 1.1.4 The resulting response was issued by BHCC on 22<sup>nd</sup> August 2006 and was included in Appendix 9 of the TA.
- 1.1.5 The TA is agreed as an accurate assessment of the transport impacts of the proposed development at Brighton Marina.
- 1.1.6 The overall package of improvement measures and S106 contributions is agreed as appropriately mitigating the transport impacts of the proposed development and securing accessibility to the site by sustainable modes of transport.



## 2 Existing Situation

### 2.1 National and Local Transport Policy

2.1.1 It is agreed that the following planning policy and guidance at the national, regional and local level was current policy at the time of the application. They have been material consideration in determining development proposals and are referred to in the TA:

- PPG13 : Transport
- South East Plan (2006 -2026)
- PPS1: Creating Sustainable Communities
- Brighton and Hove Local Plan (July 2005)
- South East Plan
- Local Transport Plan 2 (2006-2011)
- SPG4: Parking Standards (2000)
- SPG20: Brighton Marina (2003)
- Brighton and Hove Sustainability Strategy (2004-2006)
- Brighton and Hove Planning Advisory Note 04 (2008)

### 2.2 Existing Conditions and Accessibility

2.2.1 It has been agreed that the existing 56 hectare site currently comprises:

- 1,454 fitted berths (1,600 moorings)
- 720 residential properties
- ASDA supermarket with 642 space surface car park and petrol station
- Bowlplex bowling alley (2,900 m<sup>2</sup>)
- David Lloyd leisure gym (5,000 m<sup>2</sup>)
- Rendezvous Casino (4,000 m<sup>2</sup>)
- UGC cinema
- 1,546 space multi-storey car park
- The Seattle Hotel (71 beds)
- 55 retail and café/bar outlets
- 2,900 m<sup>2</sup> of office space

2.2.2 It is accepted that the pedestrian network within Brighton Marina enables access on foot to facilities and services around the Marina (Refer to Map 1).

2.2.3 It is accepted that the internal pedestrian routes connect to the wider network of footways via three access points providing linkage to the surrounding residential areas of Kemp Town, Black Rock and the city centre (Refer to Map 1).

2.2.4 It is accepted that access to the site by cycle is achievable via a number of roads within and around the Marina (Refer to Map 2).

2.2.5 It is accepted that the site already has good accessibility by bus, benefiting from 14 buses per hour during the day, (Refer to Map 3). The various services that operate at the Marina are summarised alongside their respective frequencies in the table below:

**Table 2.1: Bus Services to Brighton Marina**

Number	Route	Buses per hour		
		Mon-Sat	Sun	Night
7/N7	Hove to Brighton Marina	9	6	2
14B	City centre to Newhaven	-	2	-
21/21B	Brighton Marina to Open Market	3	1	-
27/27A	Westdene to Saltdean	-	4	-
47	City centre to Saltdean	1	-	-
52	Brighton Station to East Saltdean	1	-	-
57	City centre to Woodingdean	-	1	-
N99	Whitehawk to Peacehaven	-	-	1
<b>Total</b>		<b>14</b>	<b>14</b>	<b>3</b>

## 2.3 Local Highway Network

- 2.3.1 It was outlined within the Scoping Statement that the data contained within the Brunswick Development TA was acceptable (confirmed by BHCC in letter 22<sup>nd</sup> August 2006). This subject was subsequently discussed again and agreed at a meeting on the 15<sup>th</sup> Jan 2008 between BHCC, Explore Living and CB.
- 2.3.2 It was agreed to use data from the Brunswick scheme TA in order to form a consistent analysis of key junctions throughout the area. This alignment of approach has ensured that both schemes had the same preliminary point of assessment and allowed for a direct comparison to be made of the potential traffic impact of each scheme on the local highway network.
- 2.3.3 It was agreed that CB would carry out supplementary surveys during 2006. It was accepted that this would enable CB and BHCC to verify and validate the Brunswick raw data.
- 2.3.4 It was agreed that the TA would assess the following junctions:
- |                                      |                                 |
|--------------------------------------|---------------------------------|
| Palace Pier (roundabout)             | Dukes Mound (priority junction) |
| Preston Circus (signalised)          | Wilson Avenue (signalised)      |
| Rottingdean High Street (signalised) | Edward Street (signalised)      |
| Black Rock Interchange               | Downs Hotel (signalised)        |
| Asda Entrance (roundabout)           | West Street (signalised)        |
| Whitehawk Road (mini-roundabout)     | Warren Road (signalised)        |
- 2.3.5 It is agreed that most junctions within the selected network are already operating close to or at capacity.

## 3 Proposal

### 3.1 The Development

- 3.1.1 It has been agreed that the development proposed will comprise of an increase of:
- 1,301 residential units
  - 6,594m<sup>2</sup> retail use
  - 26m<sup>2</sup> office use
- 3.1.2 The proposed development layout shown on Application Drawing No XB005\_AM\_SW\_RF\_A\_07\_199 has been accepted only in terms of the proposed highway layout, utilising the existing single access ramp, the Harbour Square junction, access improvements through the funding of variable message signs linked in with parking arrangements.
- 3.1.3 The concept for Harbour Square (together with the introduction of traffic speed reducing measures on the inbound ramp) has been accepted subject to conditions as a possible solution for mitigation with BHCC.
- 3.1.4 BHCC general parking standards represent maximum standards. It has been agreed that the level of parking provision for the development (including the parking levels at the multi storey car park) and across the site “with reference to SPG4: Parking Standards, provides a rational and practical number of spaces” – as stated on page 115 of the Planning Committee Report dated 12<sup>th</sup> December 2008.
- 3.1.5 The introduction of a site wide Car Park Management Plan (CPMP) has been agreed as having a positive impact in reducing traffic into and out of the Marina.
- 3.1.6 It has been agreed to introduce Variable Message Signs (VMS) to aid car based trips entering the Marina, reducing the likelihood of congestion and delay.
- 3.1.7 It has been agreed that HGV’s (and abnormal loads) will be able to access the site and that all routes through the Marina are of suitable design (Refer to Map 4 and Drawing No XB005\_AM\_SW\_RF\_A\_07\_199).
- 3.1.8 It has been agreed with BHCC that the development proposals have adequately included facilities (such as the transport interchange, RTS access and contributions towards bus priority measures) to accommodate the introduction of the City bus-based Rapid Transport System.
- 3.1.9 It has been agreed that the provision for coach parking has been considered and an alternative location defined, within the TA.
- 3.1.10 It has been agreed that strategies are proposed to enhance access for emergency service vehicles. The strategies include a new route into the Marina, along the same alignment as the proposed RTS route, the existing access on the exit ramp will be improved and the existing route along the western breakwater will be retained.

### 3.2 Sustainable Travel

- 3.2.1 It has been agreed that adequate footways and cycle facilities are proposed within the site as shown on Application Drawing No XB005\_AM\_SW\_RF\_A\_07\_199.
- 3.2.2 It is agreed that the level of cycle parking provision will be provided in accordance with SPG4 minimum standards or higher.
- 3.2.3 The location and nature of the proposed public transport facilities (inc provision for taxis) are agreed as shown on Application Drawing No XB005\_AM\_SW\_RF\_A\_07\_199 – as per stated in PAN04 “the LPA favours a central location for a new transport interchange ..... situated on Palm Drive”.

- 3.2.4 It is agreed that the development will provide for the provision of a Car Club, in line with the Council's policies and aspirations. The Car Club will be available to both residents and commercial organisations. The benefits of the club include; no additional maintenance costs, users only pay for the times they use the vehicle, and the easing of pressure for car parking spaces. It is agreed that the car club will be available to existing residents.
- 3.2.5 It is agreed that Explore Living will produce a monitored Travel Plan to actively promote sustainable travel to and from the site. Travel Plans (TP) encourage individuals and organizations to arrange their travel requirements to minimize adverse environmental effects. Invariably this reduces the use of the car without negatively affecting those persons dependent upon its use for commuting and as part of their business or leisure activities.
- 3.2.6 The benefits of introducing a Travel Plan include:
- An opportunity to establish travel behaviour in an environmentally responsible manner;
  - An opportunity to improve the health and well-being of those living and working at the development;
  - A mechanism for delivering wider benefits to the local area;
  - An improved image of the Developer and future occupiers; and,
  - Ability to monitor and influence single occupancy trips to/from new development.

### **3.3 Development Trip Generation, Distribution, Assignment**

- 3.3.1 The development has been assessed for the years 2012 and 2022.
- 3.3.2 It is agreed that the increase in ASDA store size will not lead to additional traffic generation as the store will offer a wider selection of (retail) goods to existing customers.
- 3.3.3 It is agreed that the TA should use and has used the same Distribution and Assignment for the assessment of traffic impact as Brunswick Development Group TA.
- 3.3.4 It is agreed that the 2001 census data should be considered in the assessment of modal shift for the site (and Brighton).
- 3.3.5 The Trip Generation, Distribution and Assignment for the weekday AM, PM and Saturday peak hours has been approved by BHCC and robustly assessed within the TA.

### **3.4 Traffic Impact**

- 3.4.1 The junction capacity assessments have been carried out using the same approach as the Brunswick Development Group TA using 2004 traffic flow data, revised as necessary in the light of 2006 counts.
- 3.4.2 It has been agreed that in depth model calibration need not be applied to the traffic models. This is the same approach as was adopted in the Brunswick Development TA. It is accepted that BHCC were satisfied that the results of the traffic models were valid.
- 3.4.3 Event day traffic impact has not been assessed.
- 3.4.4 It has been agreed that the implementation of a Travel Plan would further reduce the number of traffic generated trips that have been assessed within the TA. As such the TA is a robust assessment.
- 3.4.5 The extent of the network that was considered within the TA has been agreed with BHCC
- 3.4.6 It is agreed that traffic impact was not more than 9.9% on the external highway network. However it has been demonstrated that whilst there is limited potential for any physical alteration to the existing carriageway, a mitigation design has been developed showing the signalisation of the Marina Way/Marina Village junction.

- 3.4.7 It is agreed that investment in sustainable transport measures should take precedence over standard junction capacity improvement as stated on page 49 of the LTP2. It was agreed that whilst highway land is available for junction widening, the development will instead contribute financially to sustainable modes of travel to mitigate the impact of the development.
- 3.4.8 It is also agreed that the traffic impact results do not consider any potential modal shift due to the travel plan (and investment in sustainable modes). This is stated on page 6 of the Travel Plan. As such it is accepted that the traffic impact results are not only robust but an overstatement. This worst case scenario approach is outlined in the Executive Summary of the TA.
- 3.4.9 The Highways Agency is satisfied that the development would not adversely impact the trunk road network. As stated in a letter addressed to Maria Seale of BHCC (from Anthony Powell of the HA) dated 19<sup>th</sup> December 2007.
- 3.4.10 It has been agreed that the developer will commit to continued monitoring of the surrounding streets for occurrences of displaced parking, secured by condition.
- 3.4.11 It is agreed with BHCC that the construction traffic would not have a material impact on the surrounding highway network, as it has been demonstrated that the resultant construction traffic is considerably lower than the final development proposals and therefore the junction capacity assessments can be considered robust.
- It is accepted that there will be modest increases in flows on some of the surrounding highway network in the area as a result of development proposals, and it is also accepted that the development would not have a significant impact on the capacity of the existing highway network with the package of sustainable mitigation proposed.

### **3.5 Harbour Square**

- 3.5.1 It has been agreed that the highest level of traffic impact will be at the Harbour Square and that the principle of shared space is appropriate only in highway terms. This junction serves as the gateway and entry point to the site and will need to cope with significant volumes of cars, taxis, buses, bicycles and pedestrians.
- 3.5.2 It is agreed that the developer commits to providing speed reducing measures on the inbound ramp secured by condition.
- 3.5.3 It was agreed that VISSIM was a tool that able to assess the impacts of introducing shared space at Harbour Square.
- 3.5.4 It is agreed that an independent Road Safety Audit (1) has been commissioned and the results were positive.
- 3.5.5 It has been agreed that if the shared space does not operate satisfactorily in highway terms then a Bond will be in place that will enable the developer to implement a “fall back” solution. It has been agreed that the square will need to be monitored once operational and the TA includes a commitment for the underground infrastructure of a signalised scheme to be put in place when the initial shared space scheme is installed so that signals can be retrofitted, should the queuing condition, to be agreed be exceeded.

### **3.6 Road Safety**

- 3.6.1 It has been agreed with BHCC that the additional traffic generated by the development would not contribute to additional accidents on the local highway network, as stated in the Planning Committee Report (p120) that “the council’s Head of Transport Planning and Policy considers that the volume of traffic generated by the development would be acceptable and would not compromise highway safety”.

3.6.2 It was considered that the development would deliver key Local Plan objectives within a phased scheme...It would not result in significant traffic generation or compromise highway safety. (p5, committee minutes).

### **3.7 S106**

3.7.1 It has been agreed that the applicant will enter into a Section 106 Agreement to include the following:

- £544,000 financial contribution towards sustainable traffic and transport initiatives, which could go towards the Rapid Transport System or support to increased bus provision;
- £100,000 financial contribution for installation of Variable Message Signing (VMS) along the A259;
- £50,000 financial contribution for upgrade of pedestrian crossing on the A259;
- £250,000 financial contribution towards bus priority measures to include, Queens Road, North Street, Kings Road, Edward Street and Eastern Road;
- £550,000 financial contribution towards local junction improvements at Wilson Avenue/Roedean Road and Black Rock to help bus movements into the Marina;
- A condition to wholly fund a new emergency access through the western breakwater (currently estimated at £700,000).

3.7.2 The overall package of improvement measures and S106 contributions is agreed as acceptably mitigating the transport impacts of the proposed development, providing accessibility to the site by sustainable modes of transport and being expected to benefit existing users of the transportation network.

## 4 Conclusion

### 4.1 Summary

- 4.1.1 It has been agreed that the TA has considered a most robust situation and that the assessment years of 2012 and 2022 are deemed appropriate.
- 4.1.2 It has been agreed that the traffic generation also makes no allowance for the likely reduction in traffic due to the successful implementation of a Travel Plan and as such presents a robust assessment.
- 4.1.3 It is accepted that whilst there will be an increase in traffic due to the development this is to be expected however financial investment in sustainable transport measures will take precedent over standard junction capacity improvement.
- 4.1.4 It is agreed that the Harbour Square has been subject to an independent stage 1 Safety Audit and the results were found to be positive in highway terms.
- 4.1.5 The overall package of improvement measures and S106 contributions is agreed as acceptably mitigating the transport impacts of the proposed development and existing users of the transport network.
- 4.1.6 This Statement of Common Ground sets out the agreed factual highways and transportation information about the appeal proposal between the Local Highway Authority and the appellant



David Frisby



Peter Tolson

Date 3<sup>rd</sup> September 2009

Explore Living

# Brighton Marina

September 2019

Application No. BH2007/03454

PINS Ref. APP/Q1445/A/09/2102048/NWF

Highways and Transportation

Statement of Common Ground (Appendices)

TRANSPORT  
TRAFFIC  
DEVELOPMENT  
PLANNING  
URBAN DESIGN  
ECONOMICS  
MARKET RESEARCH

colinbuchanan.com





**Brighton Marina**  
Highways and Transportation  
Statement of Common Ground

Project No: 17010-01-1  
August 2009

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Status: Final

Date: 9/3/2009

Approved by:

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Issue no: 6

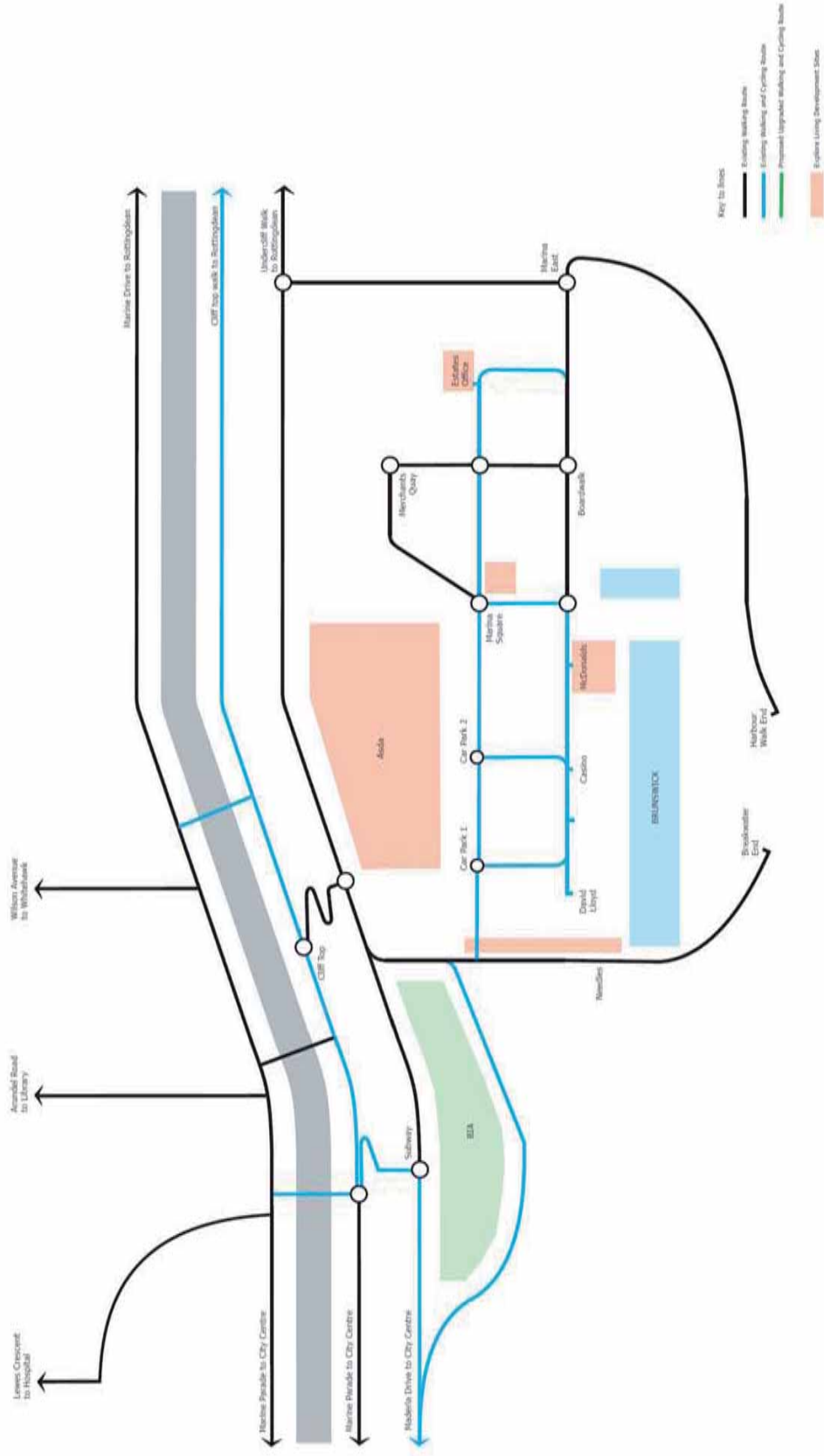
09\_09\_03\_brighton marina statement of common ground appendices

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# 1 Map 1 – Existing Pedestrian Network



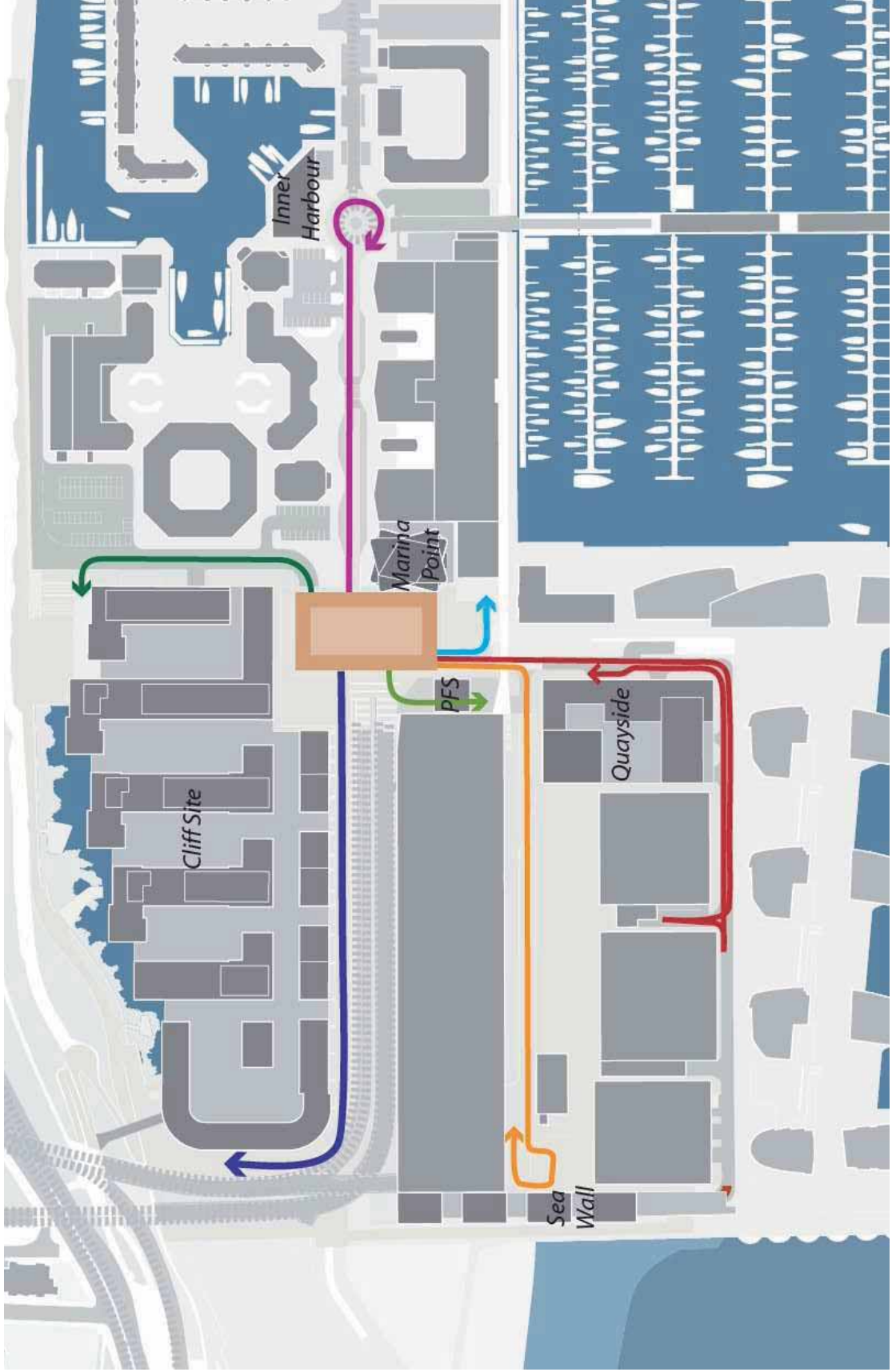
## 2 Map 2 – Cycle Network



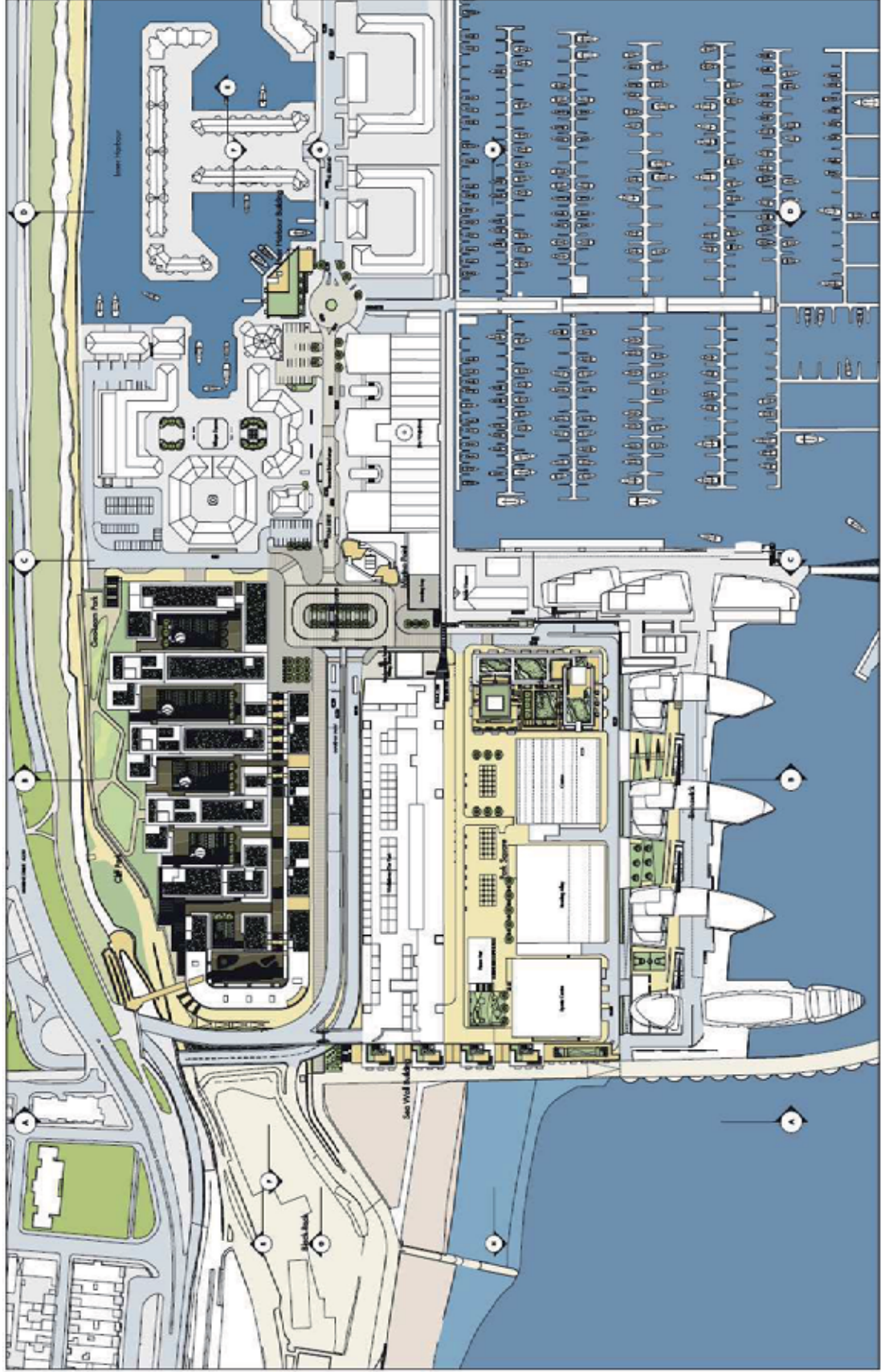
### 3 Map 3 – Bus Network



#### 4 Map 4 - HGV Routes



**5 Plan XB005\_AM\_SW\_RF\_A\_07\_199**



## **Appendix C**

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Our Ref: T:\Development\Project\11266X\_Brighton Marina\TECHNICAL NOTES\26-07-06 TA Scoping Letter.doc

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25<sup>th</sup> July 2006

Dear Stuart

## **Brighton Marina Regeneration Project**

### **Transport Assessment – Scoping Statement**

The purpose of this scoping letter is to define the scope for delivering a Transport Assessment (TA) in support of a proposed development to the south east of Brighton, within Brighton Marina. At this stage, the preferred development has not been finalised but is being refined. The current proposals are to explore the provision of up to 1500 units and potential mixed use development including retail (A1 and A3 etc). The TA will be prepared in accordance with “Guidelines for Traffic Impact Assessments” produced by the IHT and submitted as a separate A4 document in support of the planning application. It is anticipated that the application be submitted during Autumn 2006.

### **Chapter Headings**

The chapter headings of the TA could be as follows:

1. Introduction
2. Existing Conditions
  - Transport Policy Context
  - Agreed Scoping
  - Pedestrians and Cyclists
  - Public Transport
  - Local Highway Network
  - Committed and considered Infrastructure
3. Development Proposals
  - Site Location
  - Sustainable Master planning
  - Site Access
  - Parking Provision
  - Parking Management Strategy
4. Proposals for Sustainable Travel



- Existing Modal Share
  - Pedestrian and Cyclists
  - Public Transport (bus, rail, PRT etc)
  - Taxis and Tuc Tucs
  - Car Clubs
  - Travel Plan
5. Traffic Generation and Assignment
    - Mode Shift
    - Traffic Distribution
    - Traffic Assignment
    - Assessment of Traffic Impact on Key Junctions
  6. Highway Impact 2012
    - Study Area
    - Modelled Year and Growth
    - Junction Capacity Assessment
    - Addressing Highway Authority Concerns
    - Road Safety
  7. Highway Impact 2022
    - Study Area
    - Modelled Year and Growth
    - Junction Capacity Assessment
    - Addressing Highway Authority Concerns
    - Road Safety
  8. Summary and Conclusions

### **Proposals for Sustainable Travel**

The Council's sustainability aspirations are laid out in *Brighton and Hove's Local Plan (2005)* and is to be encouraged through layout and design. These measures should be applied equally to pedestrians, cyclists and users of public transport and will most likely be measured against *Brighton and Hove City Council's Supplementary Planning Guidance 21 "Sustainability Checklist"*. The transportation aspects of the "checklist" will be addressed.

The public transport situation as set out in the *Brighton and Hove Local Transport Plan (2006-2011)* sets out BHCC's aspirations of delivering a rapid transport link from the Marina into the city and the station. The aspiration is for the chosen system to take the form of either a tram or improved bus service, or possible extension to the existing Volks Railway. However these aspirations (particularly the tram and Volks Rail extension) can only be delivered with significant funding from Central Government.

This situation will need to be clarified by investigation through the planning process and may provide the opportunity to explore an alternative and more deliverable facility. As a minimum the existing public transport accessibility levels will be improved and will most likely be delivered by improving the existing bus service between the Marina and the city, including the rail station.

It is hoped that car based journeys can be minimised by proposing a significant modal shift towards more sustainable modes, through implementation of green travel initiatives. As the site will be reviewed by BHCC with particular reference to its own sustainability, recommendations will be made for promoting alternative modes of transport over car usage as part of the mitigation measures.

### **Trip Generation and Distribution**

Growth factors will be derived using the Trip End Model Presentation Programme (TEMPRO). The number of trips likely to be generated by the proposals will be derived using trip rates abstracted from the National Trip Rate Database, TRICS (version 2005a). Therefore the application of these rates are considered relevant, up to date and hence robust.

#### **Proposed Trip Rates**

	<b>AM</b>			<b>PM</b>		
	<b>In</b>	<b>Out</b>	<b>Total</b>	<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Residential</b>	0.05	0.15	<b>0.20</b>	0.15	0.07	<b>0.21</b>
<b>Retail</b>	1.65	1.12	<b>2.77</b>	2.09	2.38	<b>4.47</b>
<b>Asda</b>	3.76	2.77	<b>6.53</b>	7.63	7.71	<b>15.34</b>

Distribution of trips will be based upon the most recent data available which is derived from an origin/destination survey carried out by Mott MacDonald in June 2004.

### **Junction Capacity and Safety Assessment**

Due to Brighton Marina having just one vehicular entrance and exit, and in agreement with B&HCC Officers, it is considered viable to make use of the raw traffic data and associated trip generation and distribution data (derived from roadside interviews/surveys) drawn from the recently submitted Brunswick TA. We are also aware that Brighton and Hove City Council do have a SATURN network model, but it is understood to be out of date and can not therefore not considered to be appropriate to be used as part of our assessment.

Careful consideration will be given to other development proposals in the local area and the affect this cumulative impact will have on junction capacity. In particular, cumulative issues arising from the Brunswick and the Black Rock proposals will be fully assessed both during operational phases.

Through discussions with B&HCC Officers, it has become clear that junction safety is more significant than capacity improvements. For instance it is clear that the Brunswick scheme does have an impact on a number of junctions yet they are not significantly altering junction capacities to accommodate it. For that reason, our assessment will take into account the cumulative impact of both the Explore Living Development and the

results of the Brunswick Transport Assessment. The TA will assess the following five key junctions in detail for both 2012 and 2022 scenarios:

- Palace Pier Roundabout
- Preston Circus
- Rottingdean High Street
- Blackrock Interchange
- Asda Entrance Roundabout

Colin Buchanan will not be making assessment of the remainder six junctions identified by Brunswick due to our preliminary assessments and early discussions with BHCC, as it appears that they are not at risk of going beyond theoretical capacity over and above the Brunswick Scheme. Although due consideration will be given to the effects of the development proposals at these remaining junctions.

I trust that the above will be sufficient for you to agree the TA report for this proposed application. If you feel that I have omitted any information or that part of is it inappropriate please do not hesitate to contact me.

Yours sincerely

**Ilona Blackburn**  
**Senior Consultant**



01635 399 29



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**CC:**

## **Appendix D**

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## Representations by the Marine Gate Action Group

**Marine Gate Action Group: Original scheme - Objects**. Repeated illustrative image in SPG20 clearly shows development within the Marina as being low rise with views from Marine Gate over the cliff top being preserved. SPG20 did not envisage development above cliff height and illustrates development descending progressively from the cliff. The proposals contradict SPG20 in spirit and form and the development proposals have ignored SPG20 in respect of the height of the development and 'crammed-in' excessive development onto their site. Application pays little regard to the distinctive character and atmosphere of the Marina. Proposals pay little regard to the visual impact of development for residential areas to the north of the cliffs and views along the coast are adversely affected. Application also contradicts paragraph 7.3.3 of SPG15 in that it affects the setting of a listed building/conservation areas, in particular The French Apartments, Sussex Square and Lewes Crescent. The development proposals do not deal effectively with climatic conditions and therefore do not comply with paragraph 7.4.11 and 7.4.12 of SPG15 with regards to overshadowing, the diversion of high-speed winds at ground level and neighbourliness.

### **Marine Gate Action Group (further comments received on original scheme 30/12/07)**

Comments relate to the Design and Access Statement submitted as part of the application:

- Page 31, 32 and 35 – Photos indicate that the bulky Sea Wall building along western breakwater would obliterate long distance views of Brighton to Newhaven cliffs.
- Page 38 – Area identified as eco-learn space and children's park is affected by severe south-westerly winds, therefore unsuitable.
- Page 71 – Photo indicates that Sea Wall building and Cliff Building would obliterate views of cliffs.
- Page 85 – Views T30 and 30A show bulky buildings obscure views of boats therefore severing visual connection between town and Marina. Also repeated on page 193.
- Page 86 & 87 – Sea views created within some Marina apartments are result of loss of view from Marine Gate.
- Page 104 – Sea Wall building restricts light and views from David Lloyd's lounge and gym.
- Page 125 – New petrol filling station would have no attendant office resulting in loss of provision such as motor accessories.
- Page 127 – Cliff building exceeds existing cliff height and is contrary to The Brighton Marina Act of 1968.
- Page 145 – Bus terminus on Palm Drive and associated shelters would reduce pavement width and noise, traffic and fumes would affect restaurants and cafes adjacent to Palm Drive.
- Car Parking – The capacity of the existing multi storey car park would be reduced resulting in the loss of 794 parking spaces leading to significant traffic and parking problems in the Marina and surrounding areas.
- The Energy Centre – Explore claim that 81% of annual energy would be from renewable or sustainable sources but natural gas, which would fire the boilers, is not renewable. Questions the source of the biomass. No indications on plan of a flue or chimney on Cliff Building and concerns that pollution would be carried to Marine Gate.
- The CABA report – 28 storey tower is overly dominant from certain viewpoints and 17 storey McDonalds site bulky. Also criticize blank back wall of Sea Wall building. CABA also advise that the proposals should integrate better with the Outer Harbour Development.

## **Marine Gate Action Group (further comments received on original scheme 08/02/07)**

### Questions over renewable energy sources

- What is the source of the bio fuels? How would they be transported to the site?
- Concern over co-generation system as there is discrepancy between peak demands in residential use and commercial usage.
- Concern over emissions from combustion. How would boiler emissions be dispelled?
- Overdevelopment of the site and creation of a high-rise high density suburb would destroy the maritime image of the Marina.
- Qualities that attract visitors to the Marina would be lost.
- Not intended to be a District Centre as it lacks the health and social infrastructure
- Marina Point
- All elevations are the same not taking account of the different climatic conditions that each elevation faces.
- The projecting floor slabs do not address solar gain on the east, west and south elevations.
- Dominates the existing residential properties, exceeds cliff height and overshadows public realm.
- Doubts over the structure's sustainable nature and green credentials.

### The Cliff Building

- Destroys continuity of views along south coast from Brighton to Newhaven.
- Close proximity of building to cliff would result in 'canyon' effect, leaving the eco-park and undercliff walk dank, dark and inhospitable, with few opportunities for vegetative growth.
- Concern for safety of users of eco-park due to objects and debris falling off or being thrown over cliff.
- Questionable whether proposed planting as part of the eco-learn space would survive climatic conditions created by development.
- Many apartments face north towards cliff face and many further still (over 100) would have no daylight to their kitchens and bathroom, requiring mechanical ventilation which casts doubt over sustainability.
- No consideration of external plant on cliff building which if added could affect the appearance of the building when viewed from the cliff top.

### The Quay Wall Building

- Close proximity to the David Lloyd centre would result in loss of light to lounge area.
- Most apartments in the building are single aspect with views to the west.
- Access to residents' car park, which would be via a cul-de-sac shared with the Brunswick scheme, is unsatisfactory as it would also provide service access for the casino, fitness centre and bowling alley.
- Poor relationship with Sussex Square/Lewes Crescent due to height.
- Forms an impenetrable solid wall when perceived from distant views such as Palace Pier.
- Inappropriate location due to severe weather conditions and overtopping of the sea wall.

### The Quayside Building

- Many of the apartments are single aspect with bathrooms and kitchens lacking natural light or ventilation.
- Access to apartments via long internalised corridors with no natural light. This is unsustainable.
- Blocks rather than provides link between Marina Point and approved Outer Harbour development.

### Public Space:

- Proposal to Park Square are deemed to be the same activities as exists in current adjacent buildings and would not activate the edges of the space or contribute to the public realm. Difficult to achieve if public transport ceases

to serve the area.

- Proposals for Palm Drive would effectively make it a bus terminus and is likely to affect existing businesses adjacent to Palm Drive.
- These types of nodes often attract anti-social behaviour, litter and vandalism
- Bus turning circles look difficult in this shared space. Congestion and tailbacks likely in light of other new accesses being created.

#### Townscape and Visual Impact Analysis

- View C4 – development obscures cliff face when looking east from Palace Pier
- View C6 - development obscures distant cliffs, blocks horizon and is bulky. Shows development dominating Lewes Crescent and Arundel Crescent
- View C9 – Development obscures view of Palace Pier when approaching Brighton from the east on the cliff top
- View T25 – Cumulative effect of development is unbalanced with tall buildings obscuring horizon
- View T30 – connection between Sussex Square, Lewes Crescent Conservation Area and the sea is destroyed
- View T41 – Cumulative view from Marine Gate reveals dull roofscape and is unimaginative, congested and bulky.
- View M32 – Obscures horizon and coupled with Brunswick development total exclusion of harbour and English Channel from cliff top. Explore proposal blocks gaps created by Brunswick development.
- ViewC39 shows visual connection from Marine Drive to harbour is eroded.

#### Traffic Problems

- The entrance is grimy and inhospitable. Noise within the tunnel exacerbated at entrances and exits and is heard by residents of Marina Gate.
- Single access into Marina inadequate, especially in the event of an emergency.
- Exit from petrol station appears to lead directly onto ramp, resulting in drivers wanting to access other areas of the Marina to drive out to A259 and re-enter.
- Exit from multi-storey onto ramp is unsafe with inadequate visibility splays.
- Sea Wall building has cut off access to car park for approved Outer Harbour scheme.

#### Cumulative impact

- Positioning of bus terminus to Palm Drive means that walking distance from Brunswick's 40 storey tower is no longer acceptable.
- Parking for non-ASDA customers has been reduced.
- Access to residential areas in the east of Marina would become more difficult as a result of proposed relocation of bus terminus.
- Concerns over protrusion of mechanical and electrical equipment on the roof of each building and their visual impact from above.
- No accessible state schools within walking distance of Marina.

#### Climate change

- Sea defences would be inadequate beyond 2060. Concern over inadequate provision to prevent Marina from becoming flooded. Questions whether designs have taken into account rising sea levels.

#### Materials

- Use of pre-cast concrete is inappropriate in exposed coastal location and adverse consequences include rusting of steel reinforcements. Would be difficult to clean and remove vandalism.

#### Sustainability

- Concern over whether 81% of annual energy demands as proposed can really be met by sustainable or renewable energy sources.
- Marina Point casts shadow over the public realm and is not sustainable in its construction
- Cliff site proposal based on quantity and not quality of life and destroys views of cliffs along coast line. Limited sunlight and daylight to north facing apartments are unsustainable. Ghettoisation of areas based on those on low incomes.
- Sea Wall building shows two storey car parking could result in manoeuvring problems for larger cars. Building has poor relationship with Sussex Square/Lewes Crescent. Increased height since original submission and dominates views from Lewes Crescent and Arundel Terrace. Little assessment of impact of coastal storms/wind speeds on Sea Wall apartments.
- Quayside building unsustainable due to long corridors which would need to be artificially lit.



## **Appendix E**

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## Representations by the Kemp Town Society

**Kemp Town Society: Original scheme - Objects.** Brunswick development set a gross overdevelopment precedent which Explore Living feel entitled to pursue. The density of the development is highly unsustainable for marina residents and visitors. Considers the development to be an overindulgence of uninspired buildings, unavoidable from all angles. Development would increase Marina population by approximately 1.5 times that of Kemp Town in a area a fraction of its size. Density is 3000 per hectare compared with the average for the city which is 30 per hectare. No attempt to integrate building styles into the Marine Drive heritage areas. Aesthetically, mass of proposed buildings would be a disaster and is out of keeping with the dominant architectural style of Kemp Town. Brighton Marina Act is contravened with one tower exceeding cliff height. 90% of the available land would be built on and no place for children and young people. No vistas or meeting places. Building near ASDA site too close together, resulting in loss of privacy for residents. Buildings located closest to western breakwater would look like a wall. Glazing would cause 'mirroring' effect from western reflected sunshine. Close proximity of buildings to the cliff would cause undercliff walk to be in shadow. Traffic in peak periods would cause traffic jams on Marine Parade and Wilson Road. Green roofs and sustainability measures no substitute for real gardens.

**Amended scheme:** Financial model based on subsidising ASDA and furnishing them with a free store and unsuitable and unsustainable affordable housing allocation. Does not comply with Council's policies. Cliff site development inappropriate on this highly exposed and sensitive site. Model should include cliff top buildings to show the relationship with Marina.

## **Appendix F**

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## Representations by the Brighton Marina Residents' Association

### **Brighton Marina Residents' Association: Original scheme -objects:**

Concerns over the results contained in the traffic assessment. Assumptions made by developer about traffic generation raises questions about the viability of the squareabout and the Strand regarding proposed bus traffic, consequences of loss of parking from the multi storey and ASDA and that as a consequence the proposals appear to be untenable.

Concerned about the safety of the exit ramp in relation to the proposed relocation of the petrol station and the new exit on level 3 of the car park onto the ramp. The building of high-rise buildings is out of keeping and removes necessary car parking. Unsatisfactory entrance point does not necessitate reconstruction of the entire area. Large areas dedicated to cars is necessary to make businesses in Marina viable. High-rise would not enable better-connected retail units. Free car parking in Marina is put under strain because of expensive parking on Brighton streets. A centrally located interchange would concentrate masses of people both coming and going at one point. People accessing and servicing their boats are not accommodated and it is unreasonable to expect them to use public transport.

### **Amended Scheme - objects**

Emergency access eastern end – Concerned that no improvements being proposed to emergency access at eastern end. Current application exhausts

capacity for further development and existing emergency access is inadequate.

Excessive height – Buildings are visually dominant and overbearing and breach the Brighton Marina Act. Public inquiry when Act was brought sought to preserve sightlines.

Flood risk – Sea defence in jeopardy by breaking through to accommodate Rapid Transport System

Transport – Have used comments from independently commissioned assessor (Mouchel) to provide comment on developer's TA. Reduction in multi-storey car parking is unacceptable. Serious issues with the data used by the developer in that it is out of date, limited or inappropriate. Unacceptable levels of traffic congestion at Harbour Square due to proposed low speed restriction. Use of The Strand and roundabout by existing estates office by buses would cause disruption to residents as they access their properties, in addition to raising issues related to safety and environmental impacts. Inadequate number of taxi points. TA did not assess wider traffic implications outside the Marina.

Planning Statement document – Doubt over whether the Environment Agency have withdrawn objection as stated on p.22. Disagree with claim that development would improve views of cliff. The Cliff Site is impermeable and imposing. Stated that transport issues have been addressed (p.27) although Mouchel find different (e.g. loss of car parking). No evidence that emergency services, especially the fire brigade would withdraw objection. RNLI concerned that issues over access and parking and that future parking is dependent on the Brunswick Scheme.

Loss of light\_– unacceptable loss of light to Neptune Court and The Octagon residential dwellings.

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Strategic views – Excessive height of buildings and Cliff site buildings would lead to loss of strategic views looking from Palace Pier eastwards. Panoramic sea views from the cliff top would be lost. Loss of cliff views facing north. Wind tunnel effect would negate the use of the cliff viewing platform.

Lack of open green space – Not acceptable that open space or outdoor recreation space be provided off site. Reject notion that East Brighton Park is in close proximity to suffice as green space as it is not easily accessible.

Microclimate (Wind related effects) – Eco Park and The Strand identified as producing wind tunnel effects and not suitable for sitting out or entrance doors. Would therefore affect current uses on The Strand and discourage use as bus waiting area. Would have impact on quality of life and ability to use outdoor space for existing residents.

Car park management plan – Reduction on 1353 car parking spaces in the multi storey is unacceptable. Amount proposed for free parking spaces is

insufficient to accommodate all users, especially berth holders. Both Explore's proposal and Brunswick scheme parking measures would increase pressure on surrounding areas.

Housing – unacceptable that all the affordable provision is in the Cliff Site building. 5% of 1 bed flats are 5sqm below the Council's minimum standard. 18% of 2 beds are undersize also and believe that small flats do not make a sustainable and socially cohesive development. 20% of flats in Cliff Site do not receive sunlight according to March testing. Too few 3 beds going against Council's stated housing needs. Split of social rent/buy does not meet Council's requirement of 55/45.

## **Appendix G**

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## **Representations by Save Brighton**

### **Save Brighton Original scheme - object**

- The Marina would be overdeveloped and its infrastructure overloaded.
  - The concrete ramps into and out of the Marina would be overloaded.
  - The resulting population density in the Marina would be excessive.
  - Local schools, hospitals and medical services would be unable to cope.
  - It would generate excessive road traffic, leading to noise, congestion and disturbance affecting residents in both the Marina and elsewhere.
  - The appearance and height of the new buildings is inappropriate.
  - Nearby residents would suffer overshadowing, overlooking and loss of privacy.
  - The development is out of character with its surroundings.
  - It would damage views of the Brighton seafront and conservation area.
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## **Appendix H**

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ENVIRONMENT

Transport Planning & Public

Transport

Brighton & Hove City Council  
Hove Town Hall, Norton Road  
Hove BN3 3BQ

Ms. Ilona Blackburn  
Colin Buchanan and Partners Ltd.  
Strawberry Hill House  
Strawberry Hill  
Newbury  
Berkshire RG14 1JU

Date: 22 August 2006  
Our Ref: PT/TP/E/39/13  
Your Ref:  
Phone: (01273) 292199  
Fax: (01273) 292351  
e-mail: Pete.tolson@brighton-hove.gov.uk

Dear Ms. Blackburn

TRANSPORT ASSESSMENT FOR BRIGHTON MARINA REGENERATION PROJECT

As advised by Stuart Croucher by e-mail on 15 August, Stuart has asked me to consider your letter dated 25 July describing the scope of the TA intended in support of this proposed development.

The basic starting points for TAs in Brighton are Chapter 1 of the Local Plan and the parking guidance in SPG4, which are available on the Council's website, and the IHT guidelines on TAs modified to put more emphasis on the use of sustainable modes and with reference where appropriate to the recently published DCLG/DfT draft guidance on Transport Assessments. Local Plan policy TR1, requiring that proposals should provide for the demand for travel they create and maximise the use of sustainable modes, summarises the agenda but you will need to show that all the Local Plan policies have been satisfied. To be clear, I would expect that all the subjects listed in the IHT guidance would be covered or a reason should be given why not in the TA even if they are not listed in your letter, e.g. historical road safety data should be considered as set out in part 10 of the IHT contents list and environmental impact should be considered as in part 9. In this second case the probability of additional noise, pollution and severance in the residential area to the north of the application site and any need for mitigating measures should be considered.

The assessment years proposed are appropriate on the basis that 2012 is the first year after opening of the proposed development; if there are major infrastructure proposals 2027 would also have to be considered. Clearly a safety audit would also be required if appropriate.

Clearly it would be good to co-ordinate your proposals as far as possible with those recently approved for the Outer Harbour and as part of this review the

supporting TA produced by Connell Mott MacDonald. It would be helpful to consider the use of census data and local survey data as well as TRICS for trip generations as Connell MacDonald did. I agree that it would not be appropriate to use the Council's transport model. **Use of the Brunswick data as you suggest would be acceptable provided this is not more than 5 years old.** The TA should document in detail the source of trip rates used including the selection criteria for TRICS data.

You are right to say that we will not seek major road capacity improvements but we will seek to minimise additional congestion on distributor roads including the A259 and the TA will need to demonstrate that none of the junctions which you propose not to assess meet the criteria in the IHT guidelines (i.e. a 5% traffic increase resulting from the development).

You should consider the possibility of displaced parking in the residential area to the north of the Marina and if this seems likely assess the possible resulting need to extend the area of operation of the residents parking scheme.

Your proposed Chapter 2 should include an audit of the quality of local pedestrian and cycle routes including the practical usability of the footways by wheelchair users.

The proposed approach to the provision of public transport is appropriate. We will seek a formulation under which a higher level of public transport is provided as necessary but with flexibility as to whether this service takes the form of buses or the proposed RTS service. RTS has now been defined as improved bus services and our major projects bid for the funding of this is currently under consideration by DfT. It would be worthwhile for you to contact my colleague Jim Mayor who is responsible for the development of this project, for further details.

Your consideration of buses should include assessment of the existing standard of local provision and congestion for bus operations and service levels, both accessibility and capacity, to and from the stops nearest the application site, and the likely change in bus patronage from the proposal. I suggest you contact Paul Williams, the Operations Director of Brighton and Hove Bus and Coach Co. His e-mail address is Paul.Williams@buses.co.uk.

I would expect the production of a Travel Plan to be a requirement of any consent for this proposal. The details of this could be agreed following any minded to grant consent but I would expect the TA to consider complementary initiatives such as car clubs and the provision of sustainable travel packs for first residents.

We would normally seek adoption of new roads giving access to 5 or more housing units but this would be reviewed in this case in the light of the special circumstances at the Marina.

Clearly the content of the TA itself can only be agreed once it has been submitted and considered. The document should be as transparent as possible so that an intelligent non- specialist should be able to understand most if not all of the document.

I hope this information is helpful and clearly I am happy to discuss it further and/ or meet if this would be useful.

Yours Sincerely,

Peter Tolson  
Principal Transport Planning Officer (Transport Assessments)

Copies: Paul Williams, Johanne Beasley, Stuart Croucher, Jim Mayor

# Minutes



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**Meeting name** Post submission feedback on Transport Assessment  
**Job number** 112664 - Brighton Marina  
**Date** 15 Jan 2008  
**Time** 12:00 – 16:00  
**Location** Room B2, Hove Town Hall

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**Present**

Maria Seale	Brighton and Hove
Pete Tolson	Brighton and Hove
Jim Dennis	Explore Living
Andreas Markides	Colin Buchanan
David Frisby	Colin Buchanan

**Apologies** none

Item & discussion	Responsibility	Due date
<b>1. HA objection letter</b> Formally respond to original HA letter despite receiving withdrawal of objection  CB to include assessment of the Falmer Interchange in TA	CB	01/02/08
<b>2. Ashurst objection letter</b> Complete collaborative letter with Mouchel	CB	01/02/08
<b>3. Emergency Services objection letter</b> Arrange meeting with emergency services  Note: Is the provision of secondary access enough for objection to be withdrawn?	CB	01/02/08
<b>4. BUG UK Letter</b> Issue response to BUG and copy to Maria	CB	01/02/08
<b>5. Feedback from TA</b> Notes from Pete Tolson have been appended to this note	CB	01/02/08
<b>6. S106</b> A clear list of S106 commitments to be included within the TA	CB	01/02/08
<b>7. Date of next meeting</b>  None scheduled		

## 5. Feedback from TA...

David.

Following our meeting yesterday this note as agreed summarises the major transport issues arising with the application which we fully discussed and lists other minor points which we didn't have time to go through and some of which suggest minor changes in the TA text. Clearly we can discuss any of these points on the phone if it would be helpful and there will be further discussion particularly after the revised TA is submitted. To be clear I don't think a reply to this e-mail is necessary- its content should be reflected in the revised TA.

Major points

Junction calibration- We agreed the revised TA would not require calibration of capacity models used but the text would justify this.

Squareabout- The revised TA will set out the special arrangements and particular care being applied in the design and building of this proposal (to include cabling for signals, Police support, safety audit work and speed reducing features on the approach ramp).

Size of redeveloped ASDA and associated car parking- Needs to be clarified.

Parking standards- The ' Outer Area' standards in SPG4 need to be used.

Displaced parking- This was on my informal list/ agenda but I forgot to mention it yesterday. The possibility of displaced parking and possible amendments to the local CPZ or other measures to address this should be considered in the TA. This is mentioned but not conclusively in 4.6.10

Need for additional ped/ cycle links. As discussed these are from Park Square east-west across the Sea Wall site and directly between the Inner Harbour site and the Undercliff Walk. From our discussion these will be shown in the revised TA.

Disabled and cycle parking- Comprehensive info required.

S106/278 works- Need to clarify the proposed content of the S106 and particularly clarify the status of the road improvements discussed in the TA, which are proposed and why in policy terms. There need to be plans of all the road schemes proposed. Will the Bus Co be a party to the S106 ( if not how will public transport improvements be guaranteed?) We in the Council will need to give more thought to the interworking with the RTS and BIA proposals.

Travel Plan- We will now seek to agree the detailed content prior to consideration by Planning Cte. The travel plan ' process', which should involve a partnership including the applicants, the Council and other stakeholders will include monitoring/ review/ changes to facilities and as discussed and for other major applications I would expect this process to run for the lifetime of the development.

Other points from the TA

1.3.3 has been superseded and needs altering.

I'm not clear what the figures in 3.2.9 are.e.g. is it 28% of all Marina residents or of those using public transport or what? Why is the total 108%?

In Figure 3.5 the hospitals are in the wrong place. Also the childrens hospital has now moved and the rerouting of service 7 to allow for this referred to in 3.2.21 has been carried out.

As discussed it seems anomolous that the Wilson Ave/ Warren Rd. junction is not considered and we agreed that you would either include it or justify its exclusion.

I think the first reference to 2006 in para 3.3.11 should be 2004.

I know you will be altering aspects of the content on junction capacity but 3.3.35 seems unresolved and contradictory- it's not clear how the conditions described can co-exist.

The King Alfred development was approved in July 2007 and 3.4.5 should mention this.

As discussed, the content of 3.4.10 could be assessed using the Falmer Stadium TA.

Have the vehicular access arrangements to the proposed new filling station discussed in 4.2.24 been safety audited?

The application of parking standards to Asda in 4.6.6 and 4.6.7 seems arbitrary- e.g. why not apply SPG4 standards to the entire floorspace? But if the no.of spaces and the parking controls are unchanged I agree that it seems arguable that most if not all of the trips to be generated by Asda would already be on the network.But we would expect Asda to be included within the Travel Plan process.

Table 4.3 uses the outer area SPG4 standards ,which is appropriate but inconsistent with elsewhere. To be clear the disabled parking minima in our standards are additional to the general parking maxima. Table 4.4 which will need to be redone anyway needs to make it clear whether the disabled bays are included or not. The Brunswick 2005 application failed so I'm not sure it's helpful to include reference to it in table 4.3

Table 4.4 needs redoing but as it stands there seems to be too little disabled parking for the residential uses and too little cycle parking in total.

Is there any mechanism for ensuring that parking revenues will contribute to sustainable transport initiatives as mentioned in 4.7?

More detailed plans showing the routes in figures 5.1 and 5.2 and the transport interchange shown in figure 5.3 need to be available in or referred to in the TA. Is it really intended/ necessary to remove the palm trees for the interchange?

How will the coach parking currently at the Quayside site be replaced ( or if not why not)?

5.4 needs revising to reflect the up to date position on tuc-tucs.

I am still not clear from previous discussions why the quality of public transport provision was not used in selecting the TRICS sample along with the other criteria listed in 6.5.1.

As discussed there needs to be reconciliation between the Brunswick ( in table 6.1) and TRICS ( in table 6.3) retail trip rates.

It is still not clear from 6.8 how assignment of residential trips was carried out. This is more or less the same question as whether or not the Brunswick surveys collected route choice information. 6.8.2 suggests this was the case but you have previously advised otherwise.

6.9.1 could be taken to mean that the Brunswick surveys and /or the traffic counts you carried out were used in estimating the trip generations used here but as I understand it this is not the case. I suggest this para is reworded.

Will your estimates for the impact of BIA be included in revisions to Chapter 7?

Why are some of %age growth figures in table 7.3 lower than in the previous draft of the TA? Similarly why have the estimates in tables 7.43 and 7.44 been reduced?

Despite 7.5.14 - 16 there is regular congestion at Rottingdean crossroads ( and as discussed at other junctions). Any alterations at Rottingdean crossroads would need to accomodate the fact that work is being carried out there as part of the A259 Sustainable Transport Corridor works.

For tables 7.22 and 7.23 please can you clarify exactly what is meant by the average, median etc. headings.

Am I right in thinking that at junction 5 Harbour Square ARCADY was used to test the present layout and TRANSYT for the future layout?

What is the source of the difference in acceptable capacity levels in 7.6.1?

For completeness, 7.9 should consider the extent to which the development would increase traffic movements through junctions which are existing accident blackspots and if this happens the scope for remedial works at them.

Is the Laing O'Rourke information refferred to in 8.2.2 documented elsewhere for transparancy purposes?

Regards,

Peter Tolson  
Transport Planning Team

## **Appendix I**

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# Making Smarter Choices Work

For further information please contact

Jacqui Wilkinson

Sustainable Travel Initiatives

Department for Transport

Zone 3/15

Great Minster House

76 Marsham Street

London SW1P 4DR

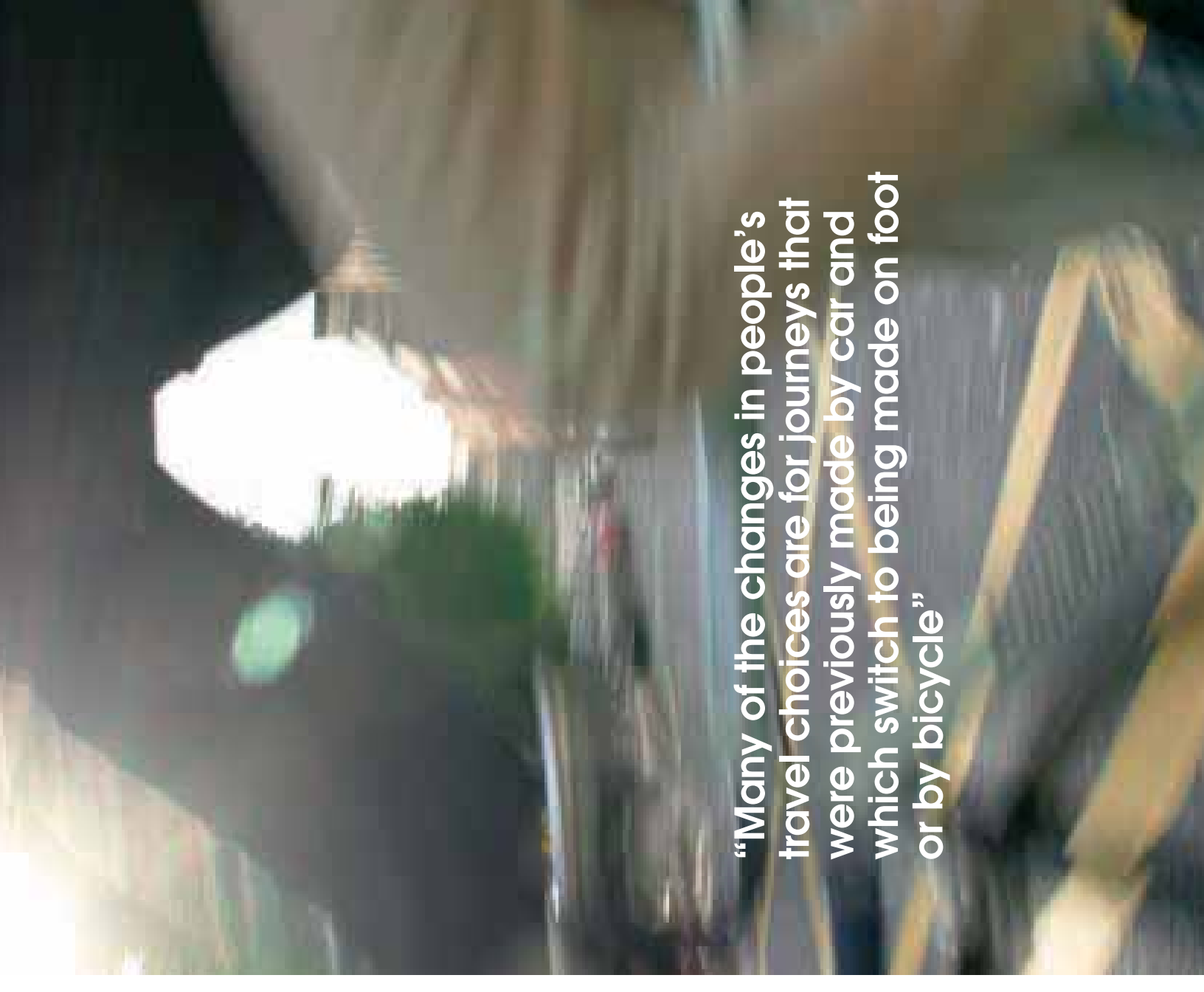
Telephone 020 7944 4898

E-mail [jaqui.wilkinson@df.gov.uk](mailto:jaqui.wilkinson@df.gov.uk)

Department for  
**Transport**

# The Challenge

The Government published its Transport Strategy 'The Future of Transport' in July 2004, to ensure that we have a transport network that can meet the challenges of a growing economy and increasing demand for travel over the coming years.



**“Many of the changes in people’s travel choices are for journeys that were previously made by car and which switch to being made on foot or by bicycle”**

As people have become better off, they travel further and the demand for travel is only likely to increase in the future.

The increased demand for travel has so far been met predominantly by the car. Cars accounted for 79 per cent of the total distance we travelled back in 1980, but by 2002 it was up to 85 per cent.

People choose the car for many journeys because it allows them to travel direct from one place to another in comfort.

But increasing car use comes at a cost, to the environment and to our health.

Increasing congestion can also harm local competitiveness, make travel more difficult and fuel demand for more road space.

**“targeted information, incentives and marketing activity can help to promote walking, cycling, bus use, car sharing and so on”**

# Smarter Choices

Persuading people to break the habit of simply getting in the car for almost every journey, is not easy

But local authorities can use a wide range of tried and tested techniques for influencing people towards more sustainable travel options, such as walking, cycling, public transport and car sharing.

Sometimes referred to as soft measures or sustainable travel initiatives, they are increasingly known as 'smarter choices'.

Local authorities that use them intensively are already delivering big changes in how people travel.

The Department for Transport (DfT) has published a new guide 'Making Smarter Choices Work', which explains what we know about them, based on the latest research and how local authorities can use them to tackle their traffic problems.

## Why are they the smart thing to do?

Recent research for DfT found that an intensive smarter choices programme over 10 years could cut car traffic significantly.

- + Urban peak-hour traffic could be cut by 21 per cent and off-peak traffic by 13 per cent.
- + Non-urban peak hour traffic could be cut by 14 per cent, and off-peak traffic by 7 per cent.
- + Nationally, traffic volumes could be cut by 11 per cent.

The next few months will see the development of the second round of the local transport plans. The Government would like to see every local authority

take full account of the potential delivered by smarter choices in putting together their transport strategies and delivery plans.

## What would a local smarter choices programme look like?

A balanced, local smarter choices programme for the next decade might include the following.

- + Dedicated people working with businesses - to set up workplace travel plans, promote tele-conferencing and encourage more flexible working patterns - aiming to cover half the workforce over a period of about 10 years.
- + A rolling programme of personalised travel planning, targeting at least 5,000 to 10,000 people each year, probably neighbourhood by neighbourhood, increasing the number of walking, cycling and bus trips.
- + A partnership with local bus and rail operators to market public transport improvements to local people.

- + A rolling programme to develop school travel plans, including 'safe routes' infrastructure such as cycle tracks, zebra crossings and speed management measures, covering every school in the area over 10 years.

- + A broader travel awareness campaign, underpinning the more targeted initiatives.

- + A series of smaller projects, such as establishing an authority-wide car share scheme and a local car club.

## How can local authorities 'lock in' the benefits of smarter choices?

For greatest effect, a smarter choices programme should be combined with 'hard' traffic restraint measures. Without these, the road space freed up by the smarter choices programme could simply attract more cars, so the net effect would be much less.

**“In London bus travel has increased by 31 percent over the past four years”**

Hard measures to ‘lock in’ the benefits include:

- + re-allocating road capacity - for example, installing high quality bus priority measures, increasing space for pedestrians and cyclists;
- + re-phasing traffic lights to give pedestrians and buses more time;
- + replacing pedestrian subways with surface crossings;
- + parking control, including low parking standards for new developments, charging, use of workplace parking levies, and re-development of parking space for more productive uses;
- + effective anti-congestion measures such as congestion charging; and
- + traffic calming, pedestrianisation, and stronger speed regulation and enforcement.

Similarly, traffic restraint measures are likely to be more effective, and potentially meet less opposition, if they are complemented by an intensive smarter choices programme that gives people wider and better travel options.

**Similarly, traffic restraint measures are likely to be more effective, and potentially meet less opposition, if they are complemented by an intensive smarter choices programme**



## How is the Government helping local authorities?

The Government is directly supporting local authorities in the following ways.

- + Providing £50 million for travel to school initiatives between 2004 and 2006. This is paying for 250 school travel advisers in local authorities and regional co-ordinators, together with capital funding for schools to spend on measures identified in their travel plans - typically £5,000 to £10,000 per school.
- + Investing £10 million over five years in developing three sustainable travel demonstration towns, sharing best practice with other towns that want to develop similar initiatives.
- + Funding/supporting the healthy schools scheme, which encourages schools to promote more physical activity, such as walking and cycling.
- + Taking forward a 42 point action plan to encourage more walking and cycling.
- + Strengthened planning policy guidance, so that planning applications that are likely to have significant transport implications should include a travel plan.

## Other help and resources

The Government is also supporting Smarter Choice programmes by:

- + researching and disseminating best practice guides;
- + funding a programme offering up to five days free site-specific consultancy advice to help organisations develop travel plans;
- + offering tax incentives to support travel plan measures;
- + providing guidance and national endorsement of 'In town without my car!' day; and
- + financially supporting the work of a number of non-governmental organisations such as the Association of Commuter Transport, Sustrans, Transport 2000, National TravelWise Association and Carplus.

## Where to find out more

You can get the full document 'Smarter Choices: Changing the Way We Travel 2004' from DfT Publication, PO Box 236, Wetherby, LS23 7NB,

**E-mail** [dft@twoten.press.net](mailto:dft@twoten.press.net)

**Website** [www.publications.dft.gov.uk](http://www.publications.dft.gov.uk) or visit the DfT web site at [www.dft.gov.uk](http://www.dft.gov.uk)

## **Appendix J**

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**Queue Lengths and Increases**

Junction	2012 Base Line			Appeal Site			Queue Increase			Appeal Site + BDG			Queue Increase (from base line)		
	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT	AM	PM	SAT
Palace Pier	12	4	91	49	6	127	37	2	36	77	8	165	65	4	74
Preston Circus	79	53	123	79	53	123	0	0	0	74	58	119	-5	5	-4
Rottingdean High Street	42	21	98	45	21	103	3	0	5	47	21	111	5	0	13
Black Rock Interchange	7	8	9	7	23	16	0	15	7	7	42	81	0	34	72
Whitehawk Road	3	5	3	4	7	3	1	2	0	4	8	4	1	3	1
Dukes Mound	2	11	17	17	23	45	15	12	28	25	34	46	23	23	29
Wilson Avenue	12	13	10	12	15	11	0	2	1	13	18	12	1	5	2
Edward Street	14	13	25	15	13	30	1	0	5	14	14	30	0	1	5
Downs Hotel	24	23	37	28	28	44	4	5	7	32	29	44	8	6	7
West Street	19	29	22	20	33	22	1	4	0	20	45	24	1	16	2
Warren Road	10	12	-	11	12	-	1	0	-	11	13	-	1	1	-



## **Appendix K**

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## **Brighton Marina Masterplan – Transport workshop Friday 22 June 2007**

**Date of workshop:** Friday 22<sup>nd</sup> June 10.00am – 1.00pm

**Location:** Room 431, King's House, Grand Avenue, Hove

**Attendees:** Andrew Goodman (Mott MacDonald), John Davey (Brighton Marina Company), Andreas Markides (Buchanan), Jim Dennis (Explore Living), Katharine Zede (X-Leisure), David Pople (BIA), Richard Hibbard (MVS), Mark Dunn (Sussex Police), Andrew Renaut (Head of Transport Planning & Policy), Stuart Croucher (Transport Planning Manager), Jim Mayor (Project Manager), Alan Buck (Planning Projects Manager), Maria Seale (Major Projects Officer), Jo Thompson (Major Projects Officer), Julia Wallace (ATLAS)

### **Introduction and Purpose of Workshop**

Alan Buck welcomed attendees to the workshop and gave a brief overview of the site and the need to avoid further piecemeal development within Brighton Marina through a masterplan approach. He explained that a coordinated transport strategy was essential to support proposed development at the Marina.

Julia Wallace stated that the content of the agenda broadly reflected the transport themes which would be explored in more detail in the Masterplan. She reminded attendees that they should keep in mind the longer term vision for the site (i.e. over the next 20 years) and to think strategically about the current and future transport needs within the Marina. She was also keen to ensure that the existing development proposals for the Marina did not prejudice further development coming forward in the future

### **Ramps**

SPG20 on Brighton Marina makes reference to the ramps and suggests their removal may be possible in the future. The following issues were raised in relation to whether the ramps should stay or go?

- Although the ramps are visually unattractive, their dominance is likely to change as buildings/ developments come forward for the site.
- There are financial restraints which could severely hamper the removal of the ramps as well as physical complications.
- The SSSI status of the cliffs in addition to their instability also makes it difficult to remove the ramps.
- The ramps are structurally sound and in good condition, their removal would therefore be premature. Another access could be constructed at the eastern end of the Marina.
- The LPA would be adverse to the construction of new ramps at either the eastern or western end of the Marina.
- Alternative access into the Marina could be provided by the safeguarded RTS route along Madeira Drive but there would be serious constraints on construction in the form of Dukes Mound and proximity to Kemp Town Conservation Area.
- The programme of events held throughout the year on Madeira Drive would also prevent access into the Marina via this route. It was not clear how these could be overcome. The removal of the ramps and complete reliance on Madeira Drive was therefore not a realistic option.

- 
- It is difficult to see what alternatives could replace the ramps given the significant change in levels. On balance, the ramps are probably in the right place but they were never intended to be the only solution to transport issues within the Marina. Improving public transport, as well as pedestrian and cycle access within the Marina are essential ingredients if the pressure on the ramps is to be relieved.
  - If access to the Marina was improved by future public transport investment and enhanced legibility of the site in general, people would not need to use their cars so much and thus the ramps would not be over burdened.
  - What works well in terms of access may not be the best outcome for the city as a whole in terms of design and built urban form.
  - There are issues far greater than just the urban form and design of the ramps. The ramps are a physical barrier to more sustainable modes of transport i.e. bikes, pedestrians etc. and a constraint on access to the Marina.
  - The ramps do not currently constitute a barrier to commercial uses in the Marina although they might reach saturation point in the future.

The discussion concluded with some recommendations on what areas needed to be explored in more detail within the Masterplan:

- **Attendees felt it was important that the Masterplan captured the decision trail on the ramps by clearly stating why the ramps could not be removed. If the ramps are staying, how do we work with the ramps to mitigate any negative impacts?**
- **Transport Assessments undertaken by developers need to build in the impact of proposed development on the capacity of the ramps.**
- **The capacity of the ramps needs to be addressed in the Masterplan.**

### **Emergency Access**

The emergency services remain concerned about the pedestrian/ vehicular access in and out of the Marina, in case people need to be evacuated in a hurry. The expansion in resident/ visitor population which is likely to arise if Brunswick, Explore Living and BIA were to go ahead, needs to be planned for in terms of emergency response times and evacuation points.

The following points summarise the response of people attending the workshop to the concerns of the emergency services:

- All three developers will have to work together to ensure that the emergency access in and out of the Marina works at all levels. Often the Emergency Services are consulted too late in the day. There is consequently a need for greater input at an earlier stage from the Police/ Fire/ Ambulance services in the design of schemes.
- Emergency Services are aware of the plans for RTS but they have no concept of the bigger picture i.e. the proposed schemes combined and their potential impact on emergency access. They are happy to look at the Masterplan when it emerges, with a view to examining the cumulative impact of proposals in terms of emergency access.
- Existing emergency access arrangements for the eastern end of the Marina are in need of improvement. In particular, there needs to be alternative provision if the ramps and western access points are blocked.

- 
- The LPA confirmed that the knock-through emergency access planned from Madeira Drive into the Marina will be guaranteed irrespective of whether the RTS Government bid is successful.
  - There is also a need to ensure that the emergency access at the western end of the Marina is not compromised by events taking place in Madeira Drive.

#### **Implications for the preparation of Masterplan:**

- **Attendees recommended that a separate Emergency Planning section be included in the Masterplan.**
- **Early consultation with Emergency Services on the emergency access proposals emerging from the draft Masterplan.**

#### **Rapid Transport System (RTS)**

The LPA updated attendees on the current situation concerning the RTS Government bid. The optimum route chosen for the bid (the No. 7 bus route) was based on an assessment of financial viability which helped to build the commercial case. Madeira Drive is identified as a secondary route in the bid and is a longer term aspiration which is likely to be pursued at a time when the route becomes economically viable. The RTS scheme will cost a modest £12.4million which the LPA is hoping the Government will fast track. The bid has SEERA's support but the latest indications are that the Government is unlikely to announce its decision until 2008. The LPA was keen to point out that it would not be possible to radically alter the bid i.e. the routes of the RTS, but that it may be possible to re-visit the frequency of bus services to the Marina.

The following observations were made by attendees in response to this update:

- The height of the knock-through from Madeira Drive to the Marina (i.e. the safeguarded route for RTS) is not sufficient to accommodate a double decker bus but it would be big enough for a long bendy bus and/or emergency vehicle.
- Attendees were keen to see the costings for the safeguarded RTS route along Madeira Drive in order to inform the Masterplan and S106 negotiations. This may entail some slight adjustments of the safeguarded RTS route especially in relation to the roundabout at the Palace Pier.
- Developers were happy, in principle, to contribute S106 funding to subsidise bus routes along Madeira Drive irrespective of whether the bid for RTS was successful or not.
- It would be helpful if the LPA could work out costings based on different scenarios i.e. if RTS goes ahead, if RTS is not successful etc.

#### **Implications for the preparation of the Masterplan:**

- **Costings of safeguarded RTS route along Madeira Drive to inform the preparation of the Masterplan.**
- **Developers have requested to see copies of the RTS bid.**

#### **Sustainable Transport**

- 
- There was universal support for extending and improving the provision of sustainable transport modes such as cycle and pedestrian routes within the Masterplan area.
  - The LPA wished to see far more linkages with areas to the north, east and west of the Marina i.e. East Brighton Park, Rottingdean and Brighton seafront.

### **Implications for the preparation of the Masterplan:**

- **The city council's Cycle Officer, Dean Spears, will be asked to prepare a cycle map for the whole Masterplan area, by ensuring that the plans for cycle routes for all three developments join up.**

### **Car Club**

- There are currently three car clubs operating within the city. It therefore makes sense to tender the contract and select the most efficient and economic one to manage the Car Club for the Marina. The city council is happy to assist in the tendering process.
- Most people felt that the Car Club bays should be as visible as possible and integrated within all three developments.
- The LPA's Public Transport Manager said that he would be happy to produce a statement of principle for the location of bays within proposed developments.

### **Interchange**

The LPA confirmed that the preferred location of the interchange is on Palm Drive outside the Seattle Hotel. Comments were as follows:

- The location of the interchange needs to be ideally 400-500m from all residential properties. It was agreed that additional stops would need to be provided in the vicinity of Asda to support the smooth operation of the RTS and shop mobility scheme.
- Bus access would also need to be provided beyond the mini roundabout (i.e. at the gated entrance of the private housing estate) to the eastern end of the Marina to support future development in the vicinity of the boatyard.
- Masterplan will also need to explore whether the existing coach spaces behind McDonalds need to be replaced in any future redevelopment of the site.

### **Continuity of routes between sites**

- Developers need to avoid too many changes in levels since this is confusing in legibility terms.
- Currently access routes between buildings i.e. the leisure sheds are not wide or high enough to permit views out to sea. Proposed new development should aim to raise and widen these spaces to line up with those access routes currently proposed under the Brunswick scheme.
- Consideration should be given to the creation of aerial route ways such as those within Birmingham City Centre.

- 
- Future applications for the Masterplan area will need to be accompanied by large scale plans of areas experiencing level changes and/or located at the boundaries of development.

### **Parking**

- Parking for the BIA scheme will be provided entirely by NCP car parks in the city centre and the Race Course (for spill over parking on event days).
- Tickets to the ice rink and concerts at BIA will make clear that parking will not be available at the Marina car park.
- Attendees were concerned about the impact of linked trips on the Marina's car park e.g. BIA visitors might also enjoy a bit of recreational activity and shopping. Who would police their use of the car park?
- It is likely that the car park at the Marina will introduce charging to prevent the abuse of the car park and to ensure the future maintenance of public realm areas within the Marina through the creation of a sink fund.
- Future applications for the development of the Marina will need to cover within their TA's linked trips and cumulative impact.

## **Appendix L**

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**Black Rock Interchange Capacity Results**

Junction	2012 Base (no dev)						EL Proposed 2012						EL+BDG Proposed 2012					
	AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
	DS	Q	DS	Q	DS	Q	DS	Q	DS	Q	DS	Q	DS	Q	DS	Q	DS	Q
U-Turn	0.564	7	0.354	4	0.704	9	0.570	7	0.409	5	0.711	9	0.576	7	0.441	6	0.724	9
Marine Parade / Marina way	0.389	1	0.868	5	0.795	4	0.512	1	1.097	23	0.911	7	0.594	1	1.245	42	1.047	22
Marina Way / Marina Slip Rd	0.118	0	0.443	1	0.885	6	0.241	1	0.566	1	1.002	15	0.321	0	0.647	2	1.133	35
Marina Way / Marina Village	0.360	1	0.594	1	0.741	3	0.598	2	0.917	8	1.017	16	0.762	3	1.144	36	1.395	81
Marina Drive / Marina Way	0.398	5	0.633	8	0.713	9	0.481	6	0.815	11	0.826	11	0.570	7	0.901	15	0.959	20



## **Appendix M**

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**Harbour Square**

Arm	2012 Base (no dev, existing roundabout)						EL Proposed 2012 (Squareabout)						EL+BDG Proposed 2012 (Squareabout)					
	AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
	RFC	Q	RFC	Q	RFC	Q	Avg Q	Max Q	Avg Q	Max Q	Avg Q	Max Q	Avg Q	Max Q	Avg Q	Max Q	Avg Q	Max Q
Asda Access	0	0	0	0	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Mariners Quay	0.279	1	0.581	1	-	-	0	9	6	34	17	45	1	10	10	44	21	45
Palm Drive	0.237	1	0.426	1	-	-	1	8	2	15	1	7	1	9	9	36	1	10
West Quay	0.092	1	0.236	1	-	-	0	7	1	9	0	7	1	5	16	1	1	11
Access Ramp	0.349	1	0.513	1	-	-	1	9	9	28	9	29	1	10	31	10	31	31

## **Appendix N**

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**Ramp Capacity Analysis**

Ramp	Capacity	2012 Base (no dev)						EL Proposed 2012						EL+BDG Proposed 2012					
		AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
		No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%	No.	%
Inbound	2345	497	22	734	31	831	35	599	26	1039	44	1136	48	687	29	1162	50	1258	54
Outbound	2342	433	18	684	29	640	27	716	31	873	37	829	35	874	37	1001	43	958	41

## **Appendix O**

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**Meeting name** Brighton Marina Emergency Access Meeting  
**Job number** 112661  
**Date** 7<sup>th</sup> November 2006  
**Time** 11:00  
**Location** Brighton Marina Asda Store/Exhibition shop

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**Present** Martyn Washbourne - Colin Buchanan  
Ilona Blackburn - Colin Buchanan  
Mark Dunn - Sussex Police  
Doug Moody - East Sussex Fire and Rescue Service

**Apologies** Steve Tilling - Sussex Ambulance Service

## Item & discussion

### 1. Introduction

Ilona Blackburn and Martyn Washbourne introduced the proposals to the fire and police teams that attended the meeting, having thanked them for their participation. Afterwards, the group went to the Brighton Marina Regeneration Project shop (where the exhibitions are held) where Ilona and Martyn took the emergency service teams around the exhibition as neither service said that they had the manpower to attend in either July or September.

### 2. Core issues

Both the fire and police service representatives agreed that there are several main transport related aspects that the development should consider:

### 3. Day to Day Traffic Movement to the marina

It was suggested that the traffic movement would benefit of a second ramp from the cliff into the marina from the east – where the current boat yard is were emphasised throughout the meeting. Eg Jubilee Way in Dover's docks. It was suggested that despite the acknowledged extra cost, it would allow traffic to enter and exit on either side of the marina reducing likelihood of jams on the ramps

### 4. Day to Day Traffic Movement within the marina

It was noted that the current proposals seem to radiate a series of dead ends from the square-about, which will hinder traffic movement.

### 5. Emergency response access to the marina

It was unanimously agreed that an increase in population in Brighton marina would lead to an increase in callouts and also an increase in the types of callouts too.

The police noted that before the existing marina development, they were 'hardly ever' called out to the marina. Since the development of the night time leisure units, the police have been called out on an hourly basis on occasion.

Two days prior to the meeting the fire brigade had been called out to a fire on two vessels moored in the marina. Eight appliances were needed to tackle the fire. The appliances were parked along Merchant's Quay, thereby blocking routes for other vehicles.

At present, the fire service finds the current emergency access road from the A259 on the eastern end of the marina unsuitable because the road is of poor quality but their appliances must reverse along undercliff for a long distance. Improvements to this access were suggested and agreed as beneficial (although the options are limited).

Both emergency service teams agreed that the RTS route to the marina via the Black Rock Arena would create another emergency access into to the west of the marina, underneath the current ramps.

**6. Emergency response access within the marina**

Fire appliances must be within 45m of facades. Appliances can weigh upto 21 tonnes so surfacings must be able to withstand these loadings

**7. Other transport issues aired**

Alongside the aforementioned movement and access issues, the types of people Brighton wanted to attract to the marina was commented on. It was thought that the new marina developments would attract a 'city boy' clientele. Other points:

The last trains from London to Brighton were comparatively early and had low capacity

The current link to London by public transport is inadequate and RTS would go some way to rectifying this by allowing fast and efficient access to Brighton station from the Marina.

**8. Considerations about RTS and Arena development**

It was agreed by all parties that the proposed RTS was an essential part of the access to Brighton city centre from the marina. However, the police representative expressed doubt as to the wider traffic impact that using one lane of Queen's Road as a RTS only bus lane would have. The fire representative expressed concern at the validity of using standard buses as the RTS vehicles and how much modal shift this would generate.

**9. Further Meetings**

Doug Moody requested that future meetings should include representatives from the land owners (Parkridge and X Leisure) and Explore Living itself should be in attendance so that future issues could be discussed.



Dear Dr Washbourne

### **Brighton Marina Development**

I refer to the meeting held between yourselves and representatives of the local emergency services held on 7<sup>th</sup> November 2006 to discuss emergency access and other related traffic issues in respect of the Brighton Marina Regeneration Project.

Following your subsequent request for formal comment an extraordinary meeting was held between officers from Sussex Police, East Sussex Fire and Rescue Service and the South East Coast Ambulance Service in order that a joint Emergency Service response could be agreed. The Marina is already an extremely busy site and the recent developments have led to an increase in calls especially those arising from the night time economy. The new development will add to this. Whilst as a group we would clearly support the Regeneration Project as an important part of development for Brighton and Hove and the surrounding area there are a number of serious concerns that need to be raised and recorded.

The Marina has one single point of access and egress for all people either residing at or visiting the many facilities. This clearly has implications for emergency access and egress. Notwithstanding any future improvements to the public transport system linking the City centre with the Marina site a large proportion of users will use private transport. The increase in residential units will add to vehicle movements. It is noted that the superstore will have improved car parking but only sixty per cent of the residential units will have an allocated parking space. This will lead to a large amount of on site parking in public areas with ensuing congestion especially at peak times. Of similar concern is the possibility of off site parking in surrounding streets which may have an impact for the Ambulance Service accessing the nearby Royal Sussex County Hospital which is the major Accident and Emergency Centre for a large part of the surrounding area of Sussex, not just the city.

The principal access route to the Marina will be via the A259 which is a principal south coast route and is heavily congested at many times of the day and especially at weekends in the holiday periods. The single lane access road is an underpass which could be completely impassable in the event of a serious collision or a deliberate act to obstruct it. Even without the added complication of any kind of incident, the road network will be extremely congested at peak times of every weekday. This will have a major impact on emergency service vehicles' ability to enter and leave the Marina. Additionally, should there be a large scale incident such as a fire on site, congestion could be significantly increased by members of the public evacuating the area so delaying the responding vehicles' attendance further.

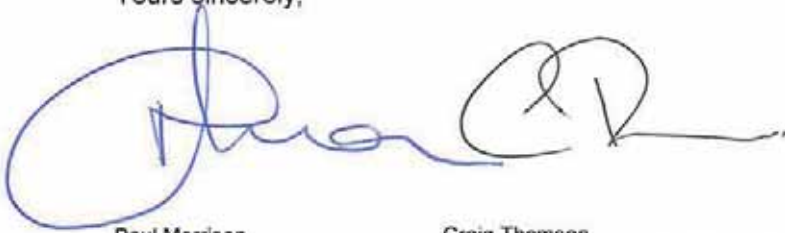
In the current climate thought must be given to criminal activity and the single road entering the site would be one that would be easy to interrupt effectively severing the Marina site for all traffic which would have severe implications for the emergency response to any incident, especially a major one. Any blockage of the road would make evacuation of the Marina site very problematic. The threat of terrorism is also one that cannot be ignored at such a vulnerable site.



At our meeting we discussed the possibility of the provision of a second ramped access and although this is clearly not part of the plans you are considering it is a point that the Emergency Services strongly recommend is given serious consideration for any future developments at Brighton Marina. . Any proposal to provide this second access/egress route must framed to ensure sustainability throughout the life of the Marina. We are conscious that the original alternative access route is no longer viable due to development of the Black Rock site.

We are copying this letter to the planning authority at Brighton and Hove City Council so that we highlight our very real concerns for in respect of this regeneration project and perhaps more importantly for any future developments at Brighton Marina.

Yours sincerely,



Paul Morrison  
Superintendent  
Head of Road Policing  
Sussex Police



Craig Thomson  
Borough Commander for Brighton & Hove City  
East Sussex Fire and Rescue Service



James Pavey  
Senior Operations Manager  
Brighton & Rother  
S E Coast Ambulance Service

If replying, please send to:- Mark Dunn Traffic Management Unit, Road Policing Unit, Sussex Police, Bolnore Road, Haywards Heath West Sussex RH16 4BA.

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18 October 2007

Dear Steve

## **Emergency Service Access to Brighton Marina**

I am writing to inform you that the planning application for the Brighton Marina Regeneration Project has now been submitted.

This letter responds to the letter from all the emergency services that I received in June 2007 which has been included as an appendix within the Transport Assessment contained within the planning application. A plan showing the proposed masterplan, shown as *Ground Level Plan XB005\_AM\_SW\_00\_A\_07\_100* is enclosed in this letter.

Further to previous correspondence, I will outline our response to the key points that you raised in that letter, namely:

### **1) That you support the regeneration project.**

We are grateful that we have your support for regenerating the area

### **2) That you note that the marina has a single access point and you would prefer at least two major accesses.**

Whilst we acknowledge that a second access to Brighton Marina would be idealistically desirable, the practicality and cost implications of a private developer undertaking such heavy engineering works would render the whole regeneration unviable. It is our view that the regeneration itself is more important than a second ramp access.

### **3) That you note that there is only to be 61% parking provision for the residential units and suggest that this will increase in on street parking and congestion.**

By limiting the parking provision to 58% whilst improving public transport provision in the marina, we aim to encourage people to use cars less frequently, thereby limiting congestion. For the potential for an increase in on street parking within the marina, our Transport Assessment includes a car park management plan which will be rigorously enforced. This management plan

covers the ASDA and multi storey car parks as well as on street parking and has the aspirations:

- Ensure adequate parking provision for shoppers and visitors;
- Prevent long-stay commuter parking;
- Encourage local residents/visitors doing small convenience shopping trips, not to use their cars or make use of sustainable alternatives for leisure activities.

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It also has been crafted so that the proposed level of parking will cater for demand whilst at the same time providing a level of parking below maximum standards which will serve to minimise unnecessary vehicle traffic on the local network.

**4) That you note that one consequence of point 3 would be off site parking in surrounding streets, particularly those near the Royal Sussex County Hospital.**

It is envisaged that there will be minimal impact from people living or working in the marina parking on street in surrounding roads, particularly those close to the Royal Sussex County Hospital.

**5) That the single lane access road is an underpass that would be inaccessible in the event of a serious incident.**

Whilst we acknowledge that a second access to Brighton Marina would be idealistically desirable and would mitigate against such an incident, it must be stated that the level of traffic entering the marina has grown continuously in the 30 years since its creation in 1977. With or without the regeneration of Brighton Marina, the same risk would remain as it has done for 30 years, and that the Transport Assessment's recommendations and proposals have tried to limit the generation of traffic using the Black Rock Interchange.

**6) That in the event of a large scale incident congestion would be significantly increased during evacuation.**

Whilst this is a serious threat, such an incident so as to render the entire marina in need of evacuation is unlikely. In the event of a serious large scale incident, it is likely that one section of the community which is affected by the incident would be transferred to the top of the cliff or another part of the marina. It is seen unlikely that given such an immediate emergency residents are likely to evacuate by car. Residents are more likely to be evacuated on foot. Additional pedestrian access routes proposed, particularly the footbridge from the top of the ASDA site building.

A map for emergency evacuation shown as *Brighton Marina Emergency Access Map* (enclosed) for both pedestrians and cars has been produced which demonstrates evacuation routes clearly.

**7) That the risk of terrorism cannot be ignored by which 'The threat of terrorism is also one that cannot be ignored at such a vulnerable site' was stated.**

Whilst this is a serious threat that cannot be ignored, terrorist attacks in Brighton are not without precedent and therefore it can be stated that in the lifetime of the marina, the threat has not increased significantly. Given the current nature of terrorism, no specific attack can be mitigated against.

Given the nature of post-submission representations, we will presume that you are satisfied with the proposals as they stand and that any concerns that you have already raised have been dealt



with in an appropriate manner **if you do not reply within 10 working days of receipt of this letter.**

If you require further information or have any queries regarding this letter, please do not hesitate to contact me.

Yours sincerely,

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**Martyn Washbourne**  
Consultant Transport Planner

[martyn.washbourne@cbuchanan.co.uk](mailto:martyn.washbourne@cbuchanan.co.uk)

**Encl:**

**Figure: Ground Level Plan XB005\_AM\_SW\_00\_A\_07\_100**  
**Map: Brighton Marina Emergency Access Map**





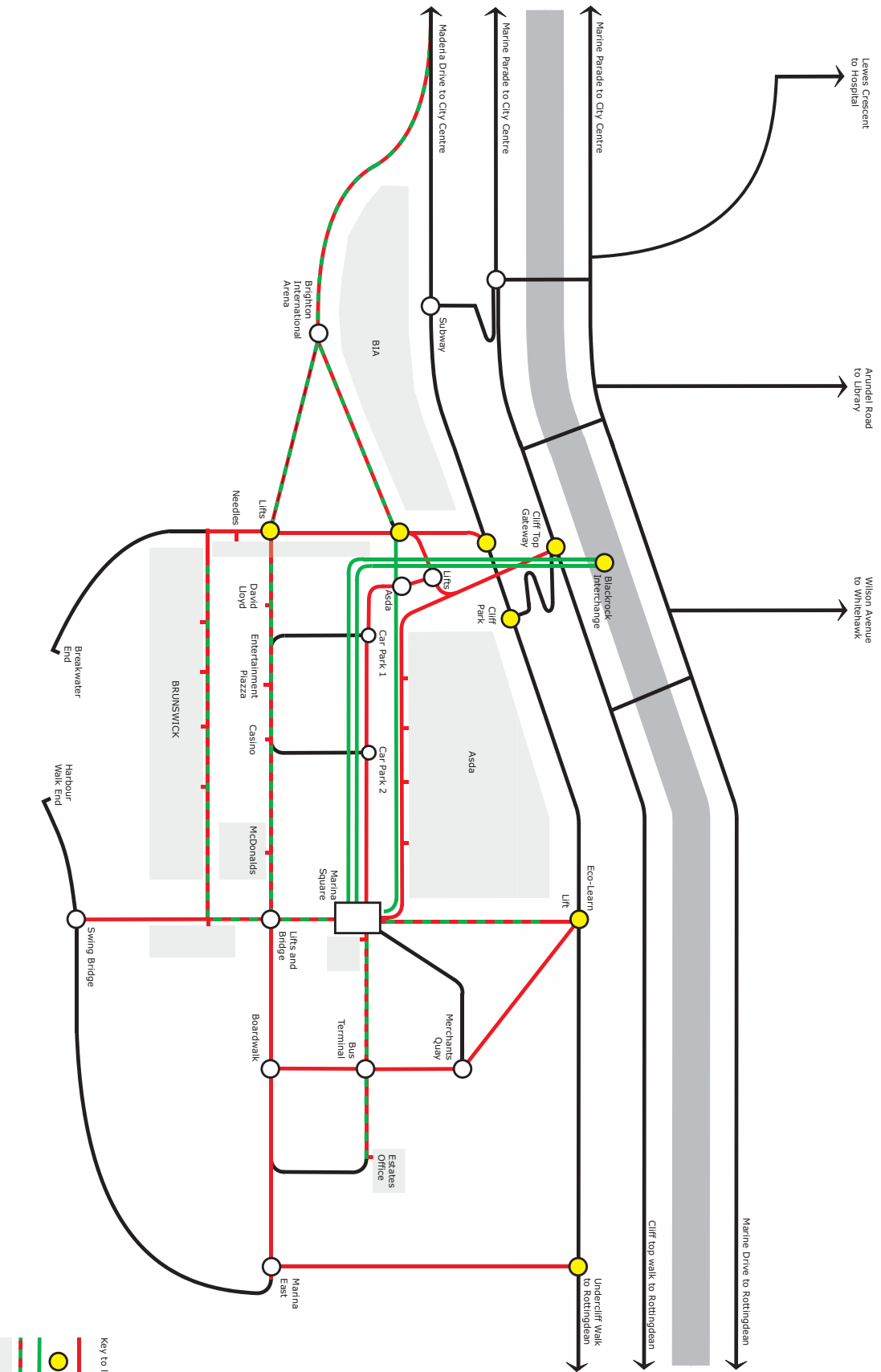
Allies and Morrison  
 85 Southwark Street  
 London SE1 0JH  
 Telephone 020 7921 0100  
 Facsimile 020 7921 0101  
 email info@alliesandmorrison.co.uk  
 A&M JOB NO.: 466 DATE: 15.12.06 SCALE: 1:1000@A1 1:2000@A3

BRIGHTON MARINA : MASTER PLAN  
 GROUND LEVEL PLAN  
 PLANNING APPLICATION  
 XB005\_AM\_SW\_00\_A\_07\_100 P5

REFER TO LANDSCAPE ARCHITECT'S DRAWINGS FOR FURTHER DETAILS

REV.	DATE	DESCRIPTION
AW	15.12.06	DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS. ALL LEVELS AND LEVELS SHOWN ON THIS DRAWING ARE TO BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.
AW	15.12.06	DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS. ALL LEVELS AND LEVELS SHOWN ON THIS DRAWING ARE TO BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.
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LH	15.12.06	DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS. ALL LEVELS AND LEVELS SHOWN ON THIS DRAWING ARE TO BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.
LH	15.12.06	DO NOT SCALE FROM THIS DRAWING. USE FIGURED DIMENSIONS. ALL LEVELS AND LEVELS SHOWN ON THIS DRAWING ARE TO BE VERIFIED ON SITE BEFORE PROCEEDING WITH CONSTRUCTION.





# Brighton Marina Emergency Access Map



**D G Prichard** QFSM, DMS, MBA, MCIPD, MIFireE  
Chief Fire Officer & Chief Executive  
**East Sussex Fire & Rescue Service**  
Brighton & Hove Fire Safety Office  
English Close, Hove  
East Sussex, BN3 7EE

Telephone: (01323) 462130  
Switchboard: (0845) 130 8855  
Fax: (01273) 746952

**In the case of emergency please dial 999**  
Email: [brightonandhove.firesafety@esfrs.org](mailto:brightonandhove.firesafety@esfrs.org)

Mr Martyn Washbourne  
Colin Buchanan  
West Street House  
West Street  
Newbury  
RG14 1BD

24 October 2007

please ask for  
Mick Meik

our ref  
MM/AH 20458

your ref  
112664\mew\181007

Dear Sir


**EMERGENCY ACCESS TO BRIGHTON MARINA, BRIGHTON**

Thank you for your letter dated 18 October 2007 addressed to Mr Moody.

Unfortunately, Mr Moody is not in the office until the end of October, but he is keen to respond to your letter and will do so in due course.

Should you wish to contact us in the meantime, please feel free to do so.

Yours faithfully

pp 

**FIRE SAFETY OFFICER  
FOR CHIEF FIRE OFFICER & CHIEF EXECUTIVE**



**ROAD POLICING DEPARTMENT  
COMMAND  
HAYWARDS HEATH POLICE STATION**

Your Ref: Our Ref: Date: 23<sup>rd</sup> October 2007  
Contact Name: Pamela Sexton Tel. Extension: 35487 Direct Dial No: 01444 445957

Dear Martin,

**Emergency Service Access to Brighton Marina**

Thank you for your letter of 18<sup>th</sup> October 2007 responding to the joint letter from the Emergency Services sent to you in June.

As you will be aware representatives from the emergency services were present at a seminar on 22<sup>nd</sup> June hosted by Brighton and Hove City Council. As a result of that seminar it was clear that there were plans being developed other than the ones you are directly involved with. It was apparent that we had been asked to comment on one part of the Marina plan without having an insight into other matters affecting the plans for the whole area. It was therefore agreed that the City Council would take on the responsibility for updating and briefing the Emergency Services in respect of the various proposed developments at Brighton Marina.

In your letter of 18<sup>th</sup> October you make comment on seven particular points that we raised and I note your responses. You are correct that there have been post-submission representations but please do not presume for your purposes that at this stage we are satisfied with the proposals or that the concerns we raised have been dealt with in an appropriate manner.

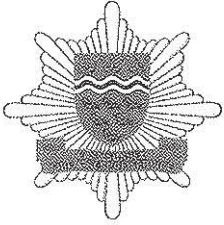
There is another meeting planned for November which representatives from the emergency services will be attending. We will raise any issues we have at that time and will make any responses necessary to the City Council

Yours sincerely

Mark Dunn  
Traffic Management  
Road Policing Unit

Martyn Washbourne  
Colin Buchanan  
West Street  
Newbury, Berkshire RG14 1BD





**D G Prichard** QFSM, DMS, MBA, MCIPD, MIFireE  
Chief Fire Officer & Chief Executive  
**East Sussex Fire & Rescue Service**  
Brighton & Hove Fire Safety Office  
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Email: [brightonandhove.firesafety@esfrs.org](mailto:brightonandhove.firesafety@esfrs.org)

Nathaniel Lichfield & Partners  
14 Regents Wharf  
All Saints Street  
London  
N1 9RL

9 November 2007

please ask for  
Doug Moody

our ref  
DM/JS 40224

your ref  
CL10578/DG/PS

RECEIVED

15 NOV 2007

Dear Sir

**PREMISES: BRIGHTON MARINA REGENERATION PROJECT**  
**DRAWING NUMBERS: CL10578/015 X3005/AM/SW00/A/07/120**

Thank you for your letter dated 5<sup>th</sup> November 2007.

I am sure you are aware the Emergency Services have placed on record with Brighton & Hove City Council our joint concerns over traffic movement in respect of the above project.

Therefore without more information regarding access to and from the eastern end of the Marina, together with the opportunity to discuss your proposals with my colleagues from the other Emergency Services, I place on record the Fire Authorities' objection to permanently stop up part of the public highway at the Marina.

Should you require further advice or clarification, please do not hesitate to contact me at the above address.

Yours faithfully

**FIRE SAFETY OFFICER**  
**FOR CHIEF FIRE OFFICER & CHIEF EXECUTIVE**

# Brighton Marina Regeneration Meeting with Sussex Emergency Services on Tuesday 20<sup>th</sup> November 2007

**Present:** Mark Dunn                      Police                      )  
              Mick Meik                     Fire                        )                      Emergency services  
              Tim Fellowes                 Ambulance             )  
              David Frisby                  Colin Buchanan

**Issue:**        Doug Moody                      Fire  
                  Marina design team        Explore Living

1. David explained that the meeting had been arranged for Buchanans to gain a better understanding of the underlying emergency access issues relating to redevelopment of Brighton Marina. David set out the structure of topics he hoped to cover:
  - a) Existing Access
  - b) Potential Solutions
  - c) Stopping Up
  - d) PAN
  - e) Previous Letters

## **Existing Access**

2. The existing access for all three emergency services is only via the ingress and egress ramps at Brighton Marina.
3. Access can be made from the eastern side of the Marina, but only by foot.
4. No other route is available or used by any of the emergency services for vehicular access.
5. Emergency service vehicles are presently called to the Marina over 10 times a day.

## **Potential Solutions**

6. The emergency services explained that due to the increased population, a brand new access to the Marina would be essential. This route would not only be utilised by emergency services, but such a route (that was of highway quality) could be used as a secondary access in case of incident at Black Rock Interchange.
7. Emergency service access would be preferable from the east or a location that would be in an alternate position to the existing ramp. DF pointed out that it would not be financially feasible to provide a new access from the east but that the Explore Living application could facilitate the delivery of the RTS route. It was intended/hoped that this route could be used for such an access.
8. The emergency services raised concern about the quality of such a route. DF elaborated that it would be designed to highway standards with particular reference to the needs of the emergency services. This would mean sufficient height for fire vehicles and be wide enough to accommodate two-way traffic on a permanent basis.

9. The emergency services welcomed this news and supported the approach, however they reiterated that his preference would be to provide a route that was separate to the ramps, indicating to the south of the Multi-storey car park as a potential. DF said that he would look into it but the sea wall may be a prohibitive factor in such a design.

### **Stopping Up**

10. DF mentioned the objection made by the emergency services to permanently stop up the road as part of the planning application and questioned whether the emergency services did not agree with any part of the design.
11. The emergency services team stated that in principle they did not object. None of the concerns were insurmountable and hence the objection could be withdrawn. However at present they thought that insufficient information has been made available to assess the implications and therefore standard practise was to issue a letter of objection. They will require a plan showing widths, surface treatments and swept paths of all emergency vehicles using the revised square. DF promised to provide this information.

### **PAN**

12. The emergency services welcomed the inclusion of emergency services within the Brighton Marina PAN.
13. DF agreed however he pointed out some factual inaccuracies within the draft document particularly relating to the access potential of the BIA site. The emergency services said they would collectively review these and report back to BHCC PAN meeting being held on Friday 23<sup>rd</sup> December 2007.

### **Previous Letters**

14. The emergency services stated that they were disappointed by some of the responses within the letter dated 18<sup>th</sup> October 2007. DF stated that in light of the meeting the letter would be re-issued addressing any outstanding concerns.

### **AOB**

15. DF pointed out that in order to improve traffic circulation within the marina it was proposed that all at grade ingress/egress points would be closed and a new exit provided at level 3 of the Multi-storey car park.
16. The emergency services team requested that any new access (east or west) to the Marina should be access controlled with some form of access control bollards. DF stated that he would seek to address this.

### **NOTE:**

The emergency service team pointed out that Doug Moody (Fire Dept.) could not make the meeting as he was away on leave. DF offered to hold another meeting upon DM's return if it was felt to be beneficial.

Our Ref: 112664/DJF Letter to MD 02.04.08

Mark Dunn  
Traffic Management  
Road Policing Department  
Police Station  
Bolnore Road  
Haywards Heath  
West Sussex  
RH16 4BA

D01635 399 28

02 April 2008

Dear Mark

**Planning Application BH2007/03454 – Land at Brighton Marina**

We are in receipt of your correspondence with the Case Officer, Maria Seale, concerning emergency access arrangements at the Marina dated 19 February 2008.

We understand that only the Fire Service have lodged a formal objection in respect of this planning application and that providing that Explore Living satisfactorily address matters raised in relation to emergency access arrangements that the Emergency Services will not be collectively (or individually) formally objecting. This letter confirms Explore Living's approach to enhancing emergency vehicle access and we trust that this fully addresses concerns previously raised.

Concerns raised by the Fire Service are being addressed by Explore Living under separate cover.

We have sought to respond to matters arising from correspondence between the Case Officer, Maria Seale (identified in blue below) and yourself dated 19 February 2008, on behalf of the Road Police Department (MD). Colin Buchanan's response to both your and the Council's observations are set out in red.

1. **BHCC:** Are the Emergency Services happy that the existing accesses into and out of the Marina are adequate to deal with the cumulative impact of 853 flats (Brunswick scheme approved in 2006) and 1294 flats (Explore Living current proposed scheme) and (720 existing residential units) together with existing and proposed commercial properties?

**MD:** *No, not at present but this will be resolved if the proposals from Explore Living in relation to access from the eastern end of the Madeira Drive are retained.*

**CB:** *Current emergency access to the Marina is secured via Marina Way (the existing ramp structure) Brunswick's proposed emergency access to/from the Western*

Breakwater is secured from Madeira Drive and off a gate from the existing ascending ramp. Explore Living are agreeable to funding or works-in-kind to secure a knock-through the existing breakwater structure to enable the safeguarded RTS route to be opened up for use by the emergency services from Madeira Drive. The attached sketch shows how this route would connect to the existing road network to the west of the ramps, including the Breakwater, and the element of works required to implement this route i.e. the knock-through.

2. **BHCC:** Do you consider that the EL scheme tips the balance over to such an extent that an improved emergency access arrangement will be absolutely necessary? Currently there is general access northwards using the ramps, and maintenance/emergency access westwards (also off the ramp) through a (locked?) gate through the Black Rock site. There is restricted pedestrian access at the eastern end out of the Marina onto the Undercliff walk and a tarmaced ramp up the cliff to the A259.

**MD:** *Yes but the points above and the additional comments made for PAN 04 address this.*

For completeness the comments made in relation to the emerging PAN04 are repeated below:

Emergency Services: The Emergency services would wish to see the development of three access points at the western end of the Marina from Madeira Drive, using the safeguarded RTS route - these being the routes which will go to :-

- The new Harbour Square at ground level (via the line of the pedestrian walk at present) going under the current access and egress ramps.
- Access on to the existing exit ramp.
- Access to western breakwater. This particular route must not be compromised by conflicting development between the Brunswick Development and that by Explore Living.

**CB:** In relation to the points raised by the Emergency Services regarding the PAN04, we can confirm that Explore Living are committed to providing a secondary means of emergency access to the Marina from Madeira Drive via the safeguarded RTS route. This will provide at grade access to the new Harbour Square in addition to the access already provided by the existing ramps. Current access arrangements to the Western Breakwater are not affected by Explore Living's proposals and this access will be retained from the Black Rock site as present.

3. **BHCC:** Do you consider it necessary for the council to seek improvements (either minor or more substantial) to existing accesses, for example to the Black Rock gated access, as part of the EL application? Or improvements to the eastern end and cliff? As you are hopefully aware, the potential ice rink/residential development at Black Rock would retain a rapid transport route through the site which could also potentially accommodate emergency vehicles - but this scheme may not go ahead and therefore a stance needs to be taken on the situation as it is now. Also what might need to happen within the EL site to ensure it meets up satisfactorily with the proposed (or existing) Black Rock route?

**MD:** *Yes - see comment above. This route and the three access points must be retained whatever happens with the development for the Ice arena. It is not known what size RTS will be brought into use but there are concerns over clearance height, which it is suggested should be a minimum of five metres.*

**CB:** *As mentioned EL are committed to funding the knock-through to facilitate a secondary means of access under the ramps (along the line of the safeguarded RTS route). The attached section drawing demonstrates that this will enable a route with a 4.1 metre ground to ramp clearance height, which will accommodate the standard 3.45m height fire appliance.*

4. **BHCC:** If improvements to the existing access are not deemed enough, are the Emergency Services stating that it is absolutely essential that a second substantial ramped access onto the A259 is provided? This may mean refusal of the EL application, which could result in an appeal where the Emergency Services would have to robustly defend the position.

**MD:** *Dealt with at point 3.*

**CB:** *Addressed in points above.*

5. **BHCC:** How exactly would the Emergency Services calculate whether a particular neighbourhood or area has reached capacity? Is it down to population numbers and numbers of access routes?

**MD:** *There are no specific calculations used by the Fire Service or other emergency services. It is for each application to demonstrate that the needs of the emergency services are met.*

**CB:** *We trust that EL's commitment to funding the knock-through to enable a secondary means of emergency access from Madeira Drive, using the safeguarded RTS route, demonstrates that the needs of the emergency services in relation to this development are met.*

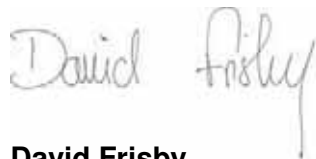
6. **BHCC:** Do you consider there should be an on-site emergency presence of some kind at the Marina (either permanent or temporary) or improvements made to nearby facilities just outside? eg provision of a new or improved police box? This could be secured as part of the planning process.

**MD:** *For a major incident or joint emergency response the existing use of the Estate Management building is deemed sufficient as it affords a joint meeting place with access to the plans and relevant personnel from Brighton Marina. Brighton and Hove Police Division is currently undergoing a restructuring review. The benefits of a new Community Policing facility within the Marina will be raised as part of this review but we are unable to make a definitive response at this time.*

**CB:** **Noted.**

We trust that the above response and attachments satisfactorily addresses the needs of the emergency services, however, should you require any further clarification or wish to discuss any aspect of this letter further, please do not hesitate to contact me.

Yours sincerely

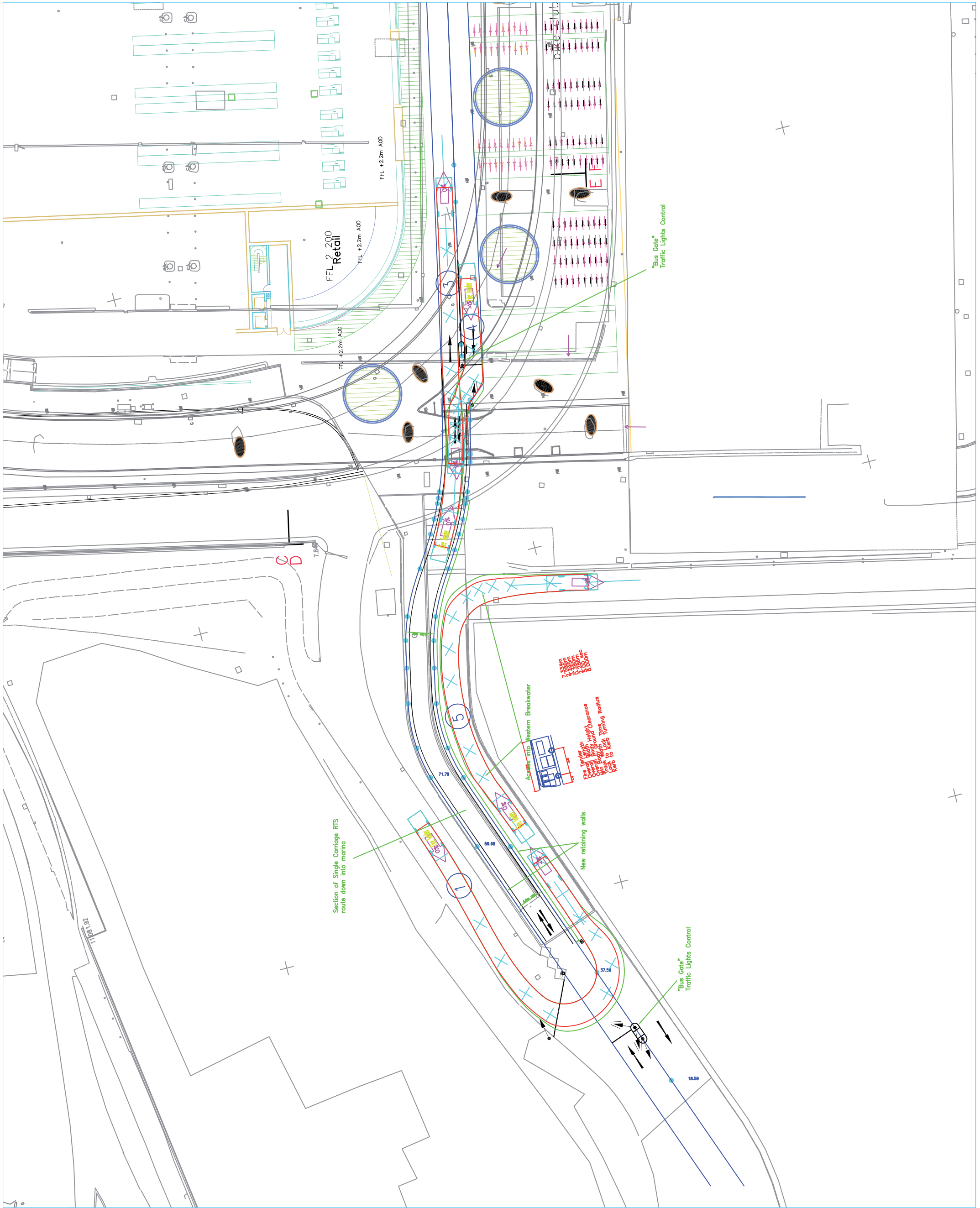


**David Frisby**  
**Associate**  
**Colin Buchanan**  
**david.frisby@cbuchanan.co.uk**

**cc:**    **Maria Seale**                    **Brighton and Hove City Council**  
          **Jim Dennis**                    **Explore Living**  
          **Louise Marlin**                **Priory Partnership**  
          **Gareth Hardwick**            **Halcrow Yolles**  
          **Pauline Stocker**            **NLP**

**Notes:**

1. Bus Gate Traffic Light Control to be key operated for emergency vehicles.
2. This plan is to be read in conjunction with PSFBMD201A for vertical alignment.



Original sheet size A1

Rev	By	Chkd	Apprvd	Date	Description

Client  
EXPLORE LIVING

Halcrow Yolles  
5th floor  
3 Shortlands, Hammersmith, London W6 8DA  
Tel: +44 (0) 20 8333 2861  
Fax: +44 (0) 20 8333 2861  
halcrowyolles.com

Project  
BRIGHTON MARINA

Drawing  
BRIGHTON MARINA  
EMERGENCY ACCESS  
AND FUTURE RTS

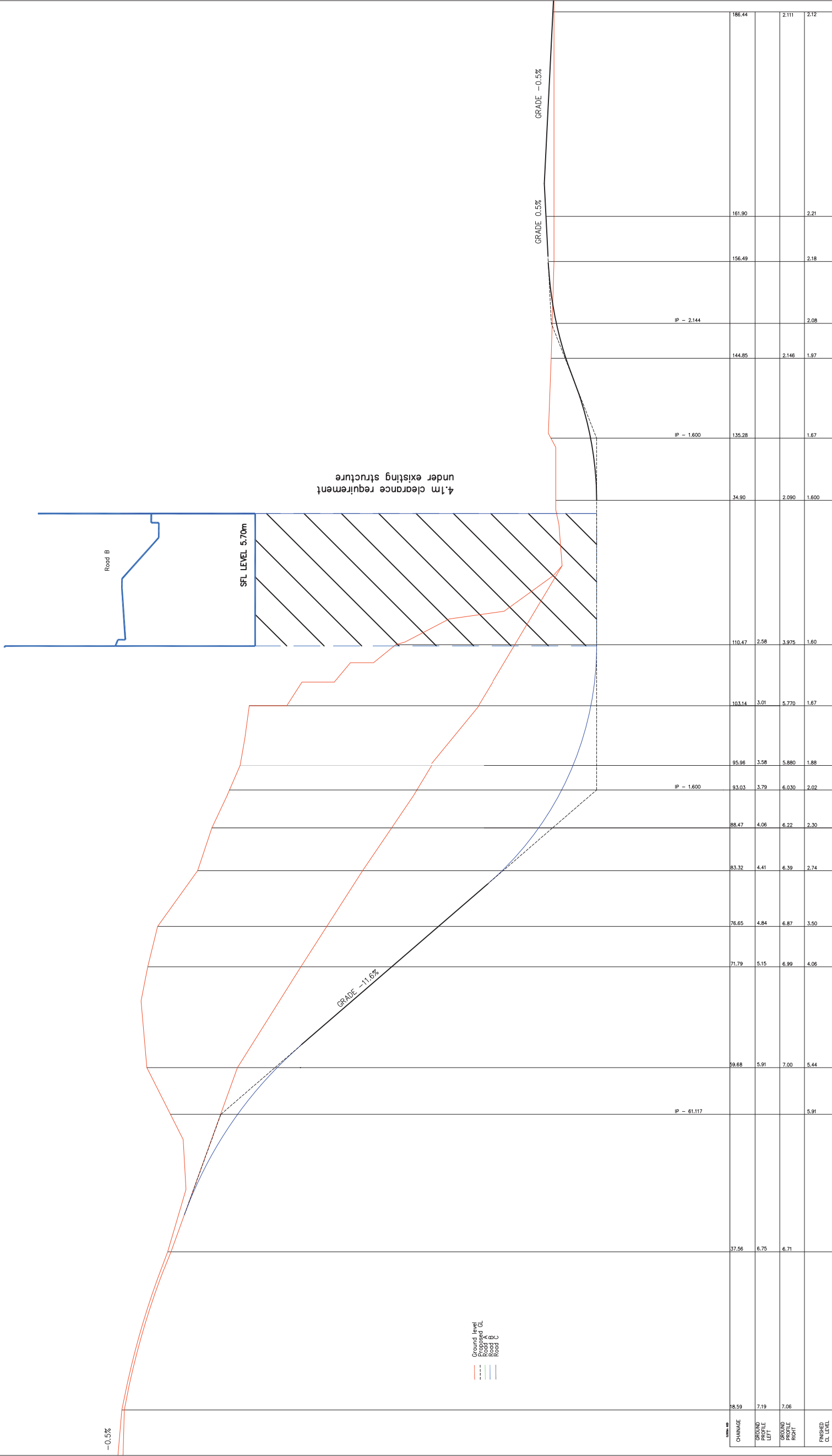
Drawn by: GDV Date: 07.01.08  
Checked by: OI Date: 07.01.08  
Approved by: GH Date: 07.01.08  
Drawing No. PSFBMD200 Revision A

Drawing Scale  
1:250 at A1



Notes:

- This plan is to be read in conjunction with PSFBMD200A for horizontal alignment.



Ground Level  
Proposed CL  
Road A  
Road B  
Road C



Original sheet size A1

Rev	By	Chkd	Apprvd	Date	Description
-	-	-	-	-	-

Client

EXPLORE LIVING

Halcrow Yolles  
5th Floor  
3 Shortlands, Hemmels Hill, London W8 5EA  
Tel: +44 (0) 20 8233 2800  
Fax: +44 (0) 20 8233 2801  
halcrowyolles.com

**Halcrow Yolles**

Project

BRIGHTON MARINA

Drawing

BRIGHTON MARINA  
EMERGENCY ACCESS  
AND FUTURE RTS

Drawn by: GDV Date: 07.01.08

Checked by: OI Date: 07.01.08

Approved by: GH Date: 07.01.08

Drawing No. PSFBMD201 Revision

A

Drawing Scale:  
1:250 at A1

Our Ref: 112664/IKMB Letter to DM 29.04.08

Doug Moody  
Fire Safety Inspecting Officer  
Fire Safety Office  
Fire Station  
English Close  
Hove  
BN3 7EE

29<sup>th</sup> April 2008

Dear Doug

**Planning Application BH2007/03454 – Land at Brighton Marina**

As you may be aware, the Case Officer dealing with the abovementioned planning application will shortly be going on maternity leave and a new Case Officer will take over. To assist in this hand-over we and the Council thought it would be helpful to set out the current position reflecting recent discussions since submission of the planning application.

In response to consultation feedback received, the scheme has been modified and this will be reflected in a forthcoming substitution. There will be a further formal consultation period associated with this substitution where consultees will be provided with a further opportunity to make representations. Meanwhile, we are keen to set out the current position and resolve matters identified through consultation to date and see formal objections removed.

I have been advised by our planning consultant (Nathaniel Litchfield) to follow up our most recent correspondence, (addressed to Mark Dunn – copy attached to this letter) dated 08 April 2008, to matters arising from correspondence between the Case Officer, Maria Seale and the Emergency Services dated 19 February 2008.

I would be very grateful if you would be able to provide written confirmation that the contents of the attached letter meet with your satisfaction and that you have no outstanding concerns with the revised proposals.

If there are any further matters you would like clarified please do not hesitate to contact me.

Yours sincerely

**Ilona Blackburn** BEng (Hons) MIHT  
Senior Traffic Engineer  
Colin Buchanan



01635 399 29



01635 327 52



[ilona.blackburn@cbuchanan.co.uk](mailto:ilona.blackburn@cbuchanan.co.uk)

**cc:** Maria Seale Brighton and Hove City Council  
Jim Dennis Explore Living  
Louise Marlin Priory Partnership  
Pauline Stocker NLP

**enc:** Letter sent to Mark Dunn – 08.04.08

Our Ref: 112664/DJF Letter to MD 02.04.08

Mark Dunn  
Traffic Management  
Road Policing Department  
Police Station  
Bolnore Road  
Haywards Heath  
West Sussex  
RH16 4BA

D01635 399 28

8<sup>th</sup> April 2008

Dear Mark

COPY

**Planning Application BH2007/03454 – Land at Brighton Marina**

Following receipt of your correspondence with the Case Officer, Maria Seale, concerning emergency access arrangements at the Marina dated 19 February 2008, I write to clarify any ambiguities relating to highways access.

The Fire Service have lodged a formal objection in respect of this planning application and that providing that Explore Living satisfactorily address matters raised in relation to emergency access arrangements that the Emergency Services will not be collectively (or individually) formally objecting. This letter confirms Colin Buchanan's/Explore Living's approach to enhancing emergency vehicle access and we trust that this fully addresses concerns previously raised.

Concerns raised by the Fire Service are being addressed by Explore Living under separate cover.

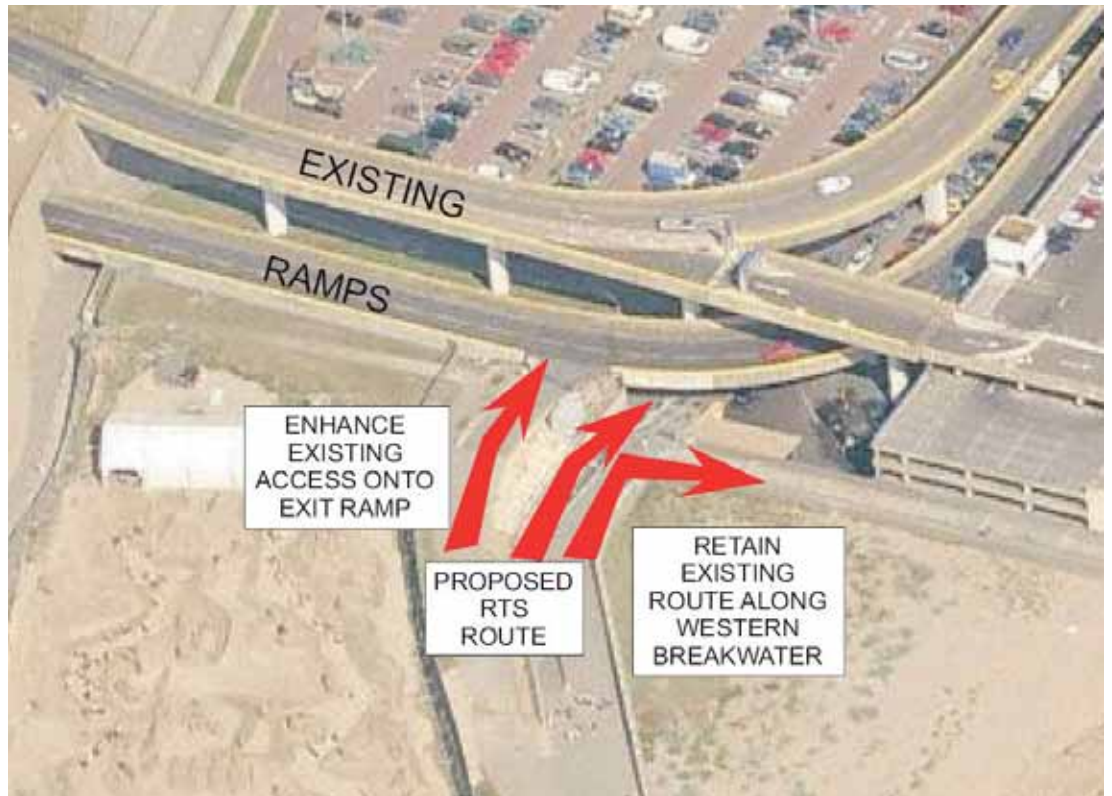
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1. **BHCC:** Are the Emergency Services happy that the existing accesses into and out of the Marina are adequate to deal with the cumulative impact of 853 flats (Brunswick scheme approved in 2006) and 1,294 flats (Explore Living current proposed scheme) and (720 existing residential units) together with existing and proposed commercial properties?

**MD:** *No, not at present but this will be resolved if the proposals from Explore Living in relation to access from the eastern end of the Madeira Drive are retained.*

**CB:** *Current emergency access to the Marina is secured via Marina Way (the existing ramp structure) Brunswick's proposed emergency access to/from the Western Breakwater is secured from Madeira Drive and off a gate from the existing ascending*

ramp. Explore Living are agreeable to funding or works-in-kind to secure a knock-through the existing breakwater structure to enable the safeguarded RTS route to be opened up for use by the emergency services from Madeira Drive. The attached sketch shows how this route would connect to the existing road network to the west of the ramps, including the Breakwater, and the element of works required to implement this route i.e. the knock-through.



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to robustly defend the position.

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**MD:** *There are no specific calculations used by the Fire Service or other emergency services. It is for each application to demonstrate that the needs of the emergency services are met.*

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**CB:** *Noted.*

I trust that the above response and attachments satisfactorily addresses the needs of the emergency services, however, should you require any further clarification or wish to discuss any aspect of this letter further, please do not hesitate to contact me.

Yours sincerely

**David Frisby**  
**Associate**  
**Colin Buchanan**  
**david.frisby@cbuchanan.co.uk**

**cc: Maria Seale Brighton and Hove City Council**  
**Jim Dennis Explore Living**  
**Louise Marlin Priory Partnership**  
**Gareth Hardwick Halcrow Yolles**  
**Pauline Stocker NLP**



## Ilona Blackburn

---

**From:** Doug Moody [Doug.Moody@esfrs.org]  
**Sent:** 12 May 2008 09:58  
**To:** ilona.blackburn@buchanan.co.uk  
**Subject:** letter dated 29.04.2008 Re Brighton Marina

Hi Ilona thank you for your letter of the 29th.

When the Emergency Services first met we elected Mark Dunn as our spokesperson for the group and his response is the only response that will be made. However I note CB`s comment to item 3, I should remind you that "Pumping Appliances" require at least 3.7 m and "Ariel Appliances" will require at least 4 m (Approved Document B of the Building Regulations).

Doug Moody  
Fire Safety Officer  
Community Protection  
East Sussex Fire & Rescue Service  
English Close  
Hove BN3 7 EE

Te:01323462130  
Fax:01273746952  
Mob:  
E-mail:doug.moody@esfrs.org  
Web: www.esfrs.org

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## **Appendix P**

---

Our Ref: 112664/DJF Letter to RNLI 18.02.08

Jeanette Walsh  
Brighton & Hove City Council  
Town Hall  
Norton Road  
Hove  
BN3 3BQ

D01635 399 28

18 February 2008

Dear Jeanette

### **Planning Application BH2007/03454 – Land at Brighton Marina**

Further to the letter of 4<sup>th</sup> December 2007, submitted by Mr Allen Young of the Royal National Lifeboat Institution in relation to the above application please find enclosed information addressing the concerns raised, in relation to traffic and transport. The main concerns raised were;

- The multi storey car park is incapable of holding the required volume of cars,
- The lifeboat crew have 6 reserved parking spaces (that are vital), and
- Call outs generally also require other emergency services to attend, as well as the coastguard.

In response to the capabilities of the multi storey car park, we are proposing several strategies to develop a solution to parking within the whole Marina.

Firstly we have redesigned the entry and exit points such that there will be one single entrance (directly off the ramp at level nine) and one exit (directly onto the ramp from level three). The internal layout and circulation around the car park will be similar to that which currently exists. This is intended to stop cars using the multi storey car park from actually entering the heart of the Marina at the bottom of the ramps.

Secondly, we have developed a car park management plan, the concept of which is to prioritise parking for the people legitimately using and living in the Marina. It is recognised that the multi storey car park is often used as a park and ride facility for the city centre and is a free source of off street parking for others outside the Marina. There is no advance warning that the multi storey car park is full, and due to the lack of enforcement on wheel clamping and the parking controls currently advertised in the Marina, a legacy of irrational and sporadic parking occurs.

To address these issues the car park management plan proposes the following:

- The multi storey car park will work on a time limited, pay as you go system offering a refund to visitors that have spent money using the retail and entertainment facilities within the Marina.

- Car park attendants will not only police the multi storey car park but will also manage the estate roads to eradicate fly parking and manage commercial deliveries. This will also ensure the proper use of the disabled parking facilities.
- Electronic information boards will also help manage car park capacity by alerting users when it has space or when it is full. Ongoing discussions with the Council are exploring how far this electronic information is fed back along the A259 and how it links into the city's existing systems.

The six car parking spaces that are currently reserved for the lifeboat crew have been proposed to be retained as part of the Brunswick Development Group scheme for the outer harbour. A plan from their planning application documentation showing the location is enclosed with this letter.

Throughout the development of the Brighton Marina Regeneration Project we have continually sought advice from, the Emergency Services regarding access to and from the Marina. Enclosed with this letter is a diagrammatic plan showing the existing and proposed access routes.

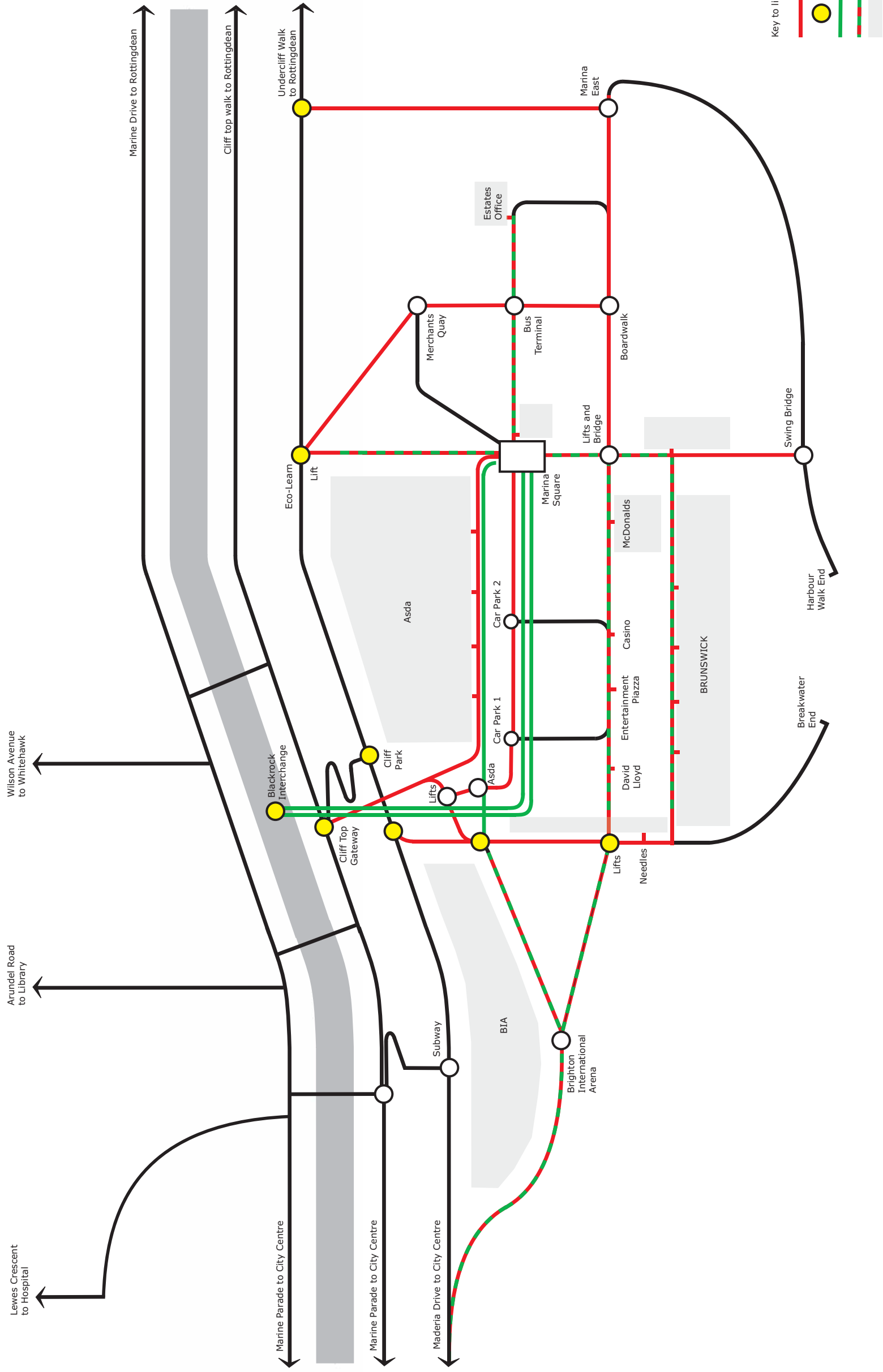
Additional to the current routes available plan PSFBMD200\_Rev A, enclosed, details our proposal to create a secondary emergency right of entry at the western end of the Marina, accessed via Madeira Drive.

As you can see we have fully considered car parking throughout the Marina and have also fully engaged with the Emergency Services, and hopefully have satisfied the requests of the RNLI, by way of this letter and it's attachments.

Yours sincerely

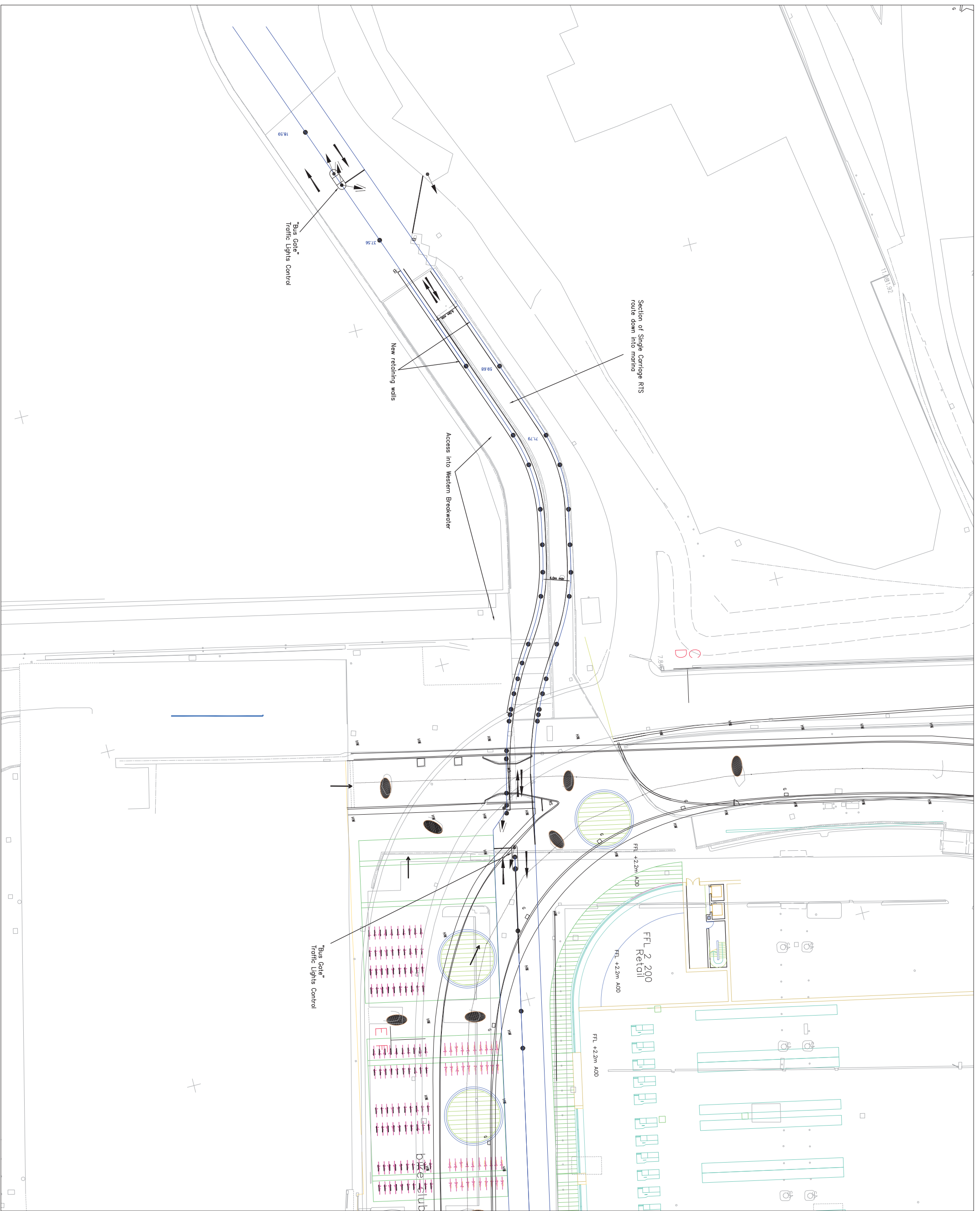


**David Frisby**  
**Associate**  
**Colin Buchanan**  
**david.frisby@cbuchanan.co.uk**



# Brighton Marina Emergency Access Map

- Notes:
1. Bus Gate Traffic Light Control to be key operated for emergency vehicles.
  2. This plan is to be read in conjunction with PSFBMD201A for vertical alignment.



Rev	By	Chkd	Approved	Date	Description
-	-	-	-	-	-

EXPLORE LIVING

Horizon Volles  
 5th Floor  
 3 Southbank, Hammersmith, London W6 8DA  
 Tel: +44 (0) 20 7622 7282 Fax: +44 (0) 20 8233 3801  
 info@horizonvolles.com



Project  
**BRIGHTON MARINA**

Drawing  
**BRIGHTON MARINA  
 EMERGENCY ACCESS  
 AND FUTURE RTS**

Drawn By:	GBV	Date:	07/21/08
Checked By:	OI	Date:	07/21/08
Approved By:	GH	Date:	07/21/08
Drawing No.	PSFBMD200	Revision	A

## Ilona Blackburn

---

**From:** Ilona Blackburn  
**Sent:** 28 February 2008 14:02  
**To:** 'alan@grey-viking.demon.co.uk'  
**Subject:** Brighton Marina Regeneration Project Planning Ref BH2007/03454

Alan

As the traffic consultant for the scheme I write in reference to a letter I have received, sent by you to Jeanette Walsh at Brighton and Hove City Council, on 4<sup>th</sup> December 2007, regarding the application.

I will be sending out a formal response commenting on the issues raised and I hope the contents will be to your satisfaction and address your concerns. There is, however, one issue I would like to explore a little further before completing my formal response to you.

Your letter raises a key point about the lifeboat crews 6 reserved parking spaces. I have highlighted the spaces on the plan below. If this location is incorrect, could you please inform me as to the correct location?



It is my understanding at the moment that the Brunswick application removes the spaces, but then accommodates the relocation of these spaces within their new scheme. However, as part of our application we need to ensure that we make provision for, or do not affect, the 6 spaces required, in the event of the Brunswick scheme not being completed.

I believe that it would good for us to work together to achieve the desired outcome that will not hinder you or your crew in your life saving operations. I look forward to receiving your response.

Kind Regards

**Ilona Blackburn** BEng (Hons)  
Senior Traffic Engineer  
Colin Buchanan

Ilona, Many thanks - yes they are the six vital spaces !!  
Regards, Alan.

----- Original Message -----

**From:** [Ilona Blackburn](#)

**To:** [Alan Young](#)

**Sent:** Monday, March 03, 2008 2:41 PM

**Subject:** RE: Brighton Marina Regeneration Project Planning Ref BH2007/03454

Alan

Thank you for your response. I reattach the map I referred to for your comments.

Kind regards

**Ilona Blackburn** BEng (Hons)

Senior Traffic Engineer

Colin Buchanan

Tel: 01635 399 29

Fax: 01635 327 52

-----Original Message-----

**From:** Alan Young [mailto:[alan@grey-viking.demon.co.uk](mailto:alan@grey-viking.demon.co.uk)]

**Sent:** 29 February 2008 23:03

**To:** Ilona Blackburn

**Subject:** Re: Brighton Marina Regeneration Project Planning Ref BH2007/03454

Dear Ilona,

Thank you for responding to my letter of 4th December 2007 concerning the various planning applications for the Brighton Marina and the vital significance of the effect that they may have on the continued successful life-saving operations of the RNLI Brighton Lifeboat. If the exact requirements of running a Marine Emergency Service and it's efficient dove-tailing with the other land-based emergency services, together with the operational integration within the overall project, is not fully understood by the planners then casualties lives will very clearly be put at risk.

The first step one would expect would be discussions, workshops,etc. to take place between the resident Emergency Service and the planners before final considerations for the planning applications were made. While the Pan 04 document says that this took place, the first I heard of any workshops, consultations,etc. was when I read the above document, which I had to request as we were apparently not even on the list of interested parties.

The first, and one of the most important points for both of us, you in control of Traffic planning and myself trying to keep an emergency service operating at it's maximum potential, is getting my crew to the boat in the quickest possible time while negotiating the Marina traffic and pedestrians in the safest way for both my crew and Marina users.

For casualties at sea and possibly in the water, the window of opportunity within which their lives may be saved is measured in just a few minutes and every second is vital. Crews must be allowed when ever possible within a complex project such as this to have the most direct access, if possible without areas of static traffic [cross-roads traffic lights, pedestrian crossings, reverse flow,etc.] to their base of operation. Having arrived they then need instant parking available plus sufficient for the following back-ups of Ambulance, Police, Coastguards,etc. I have been assured by the Brunswick representatives on every occasion that the importance of these spaces is recognised by them and will not be removed. I was also told, again by them, that the Council had insisted that these spaces remain available.

At present we are very lucky for the support we get from the Marina Management in ensuring we have the above necessities and to the Marina Security who control the traffic and pedestrians when we



have Call-outs. The six parking spaces and their present position are vital to the whole emergency operation as are the secondary spaces in the McDonalds car-park and the yacht club ramp. Unfortunately I cannot comment on your map as there did not appear to be an attachment to your e-mail which included it.

I hope this reply will clarify some of our requirements but would welcome the opportunity, should you feel it beneficial, to discuss in more detail our requirements and how we operate.

Regards,

Alan Young.  
Operation Manager. RNLI Brighton Lifeboat.

----- Original Message -----

**From:** [Ilona Blackburn](#)

**To:** [alan@grey-viking.demon.co.uk](mailto:alan@grey-viking.demon.co.uk)

**Sent:** Thursday, February 28, 2008 2:02 PM

**Subject:** Brighton Marina Regeneration Project Planning Ref BH2007/03454

Alan

As the traffic consultant for the scheme I write in reference to a letter I have received, sent by you to Jeanette Walsh at Brighton and Hove City Council, on 4<sup>th</sup> December 2007, regarding the application.

I will be sending out a formal response commenting on the issues raised and I hope the contents will be to your satisfaction and address your concerns. There is, however, one issue I would like to explore a little further before completing my formal response to you.

Your letter raises a key point about the lifeboat crews 6 reserved parking spaces. I have highlighted the spaces on the plan below. If this location is incorrect, could you please inform me as to the correct location?

It is my understanding at the moment that the Brunswick application removes the spaces, but then accommodates the relocation of these spaces within their new scheme. However, as part of our application we need to ensure that we make provision for, or do not affect, the 6 spaces required, in the event of the Brunswick scheme not being completed.

I believe that it would good for us to work together to achieve the desired outcome that will not hinder you or your crew in your life saving operations. I look forward to receiving your response.

Kind Regards

**Ilona Blackburn** BEng (Hons)

Senior Traffic Engineer

Colin Buchanan

Tel: 01635 399 29

Fax: 01635 327 52

Our Ref: 112664/DJF Letter to RNLI 04.03.08

Alan Young  
Royal National Lifeboat Institution  
3 Dower Close  
Ovingdean  
East Sussex  
BN2 7BW

D01635 399 28

04 March 2008

Dear Alan

### **Planning Application BH2007/03454 – Land at Brighton Marina**

Further to your letter of 4<sup>th</sup> December 2007, submitted to Jeanette Walsh of Brighton and Hove City Council in relation to the above planning application please find enclosed information addressing the matters raised, in relation to traffic and transport. The main concerns raised were;

- The multi storey car park is incapable of holding the required volume of cars,
- The lifeboat crew have 6 reserved parking spaces (that are vital), and
- Call outs generally also require other emergency services to attend, as well as the coastguard.

In response to the capabilities of the multi storey car park, we are proposing several strategies to develop a solution to parking within the whole Marina.

Firstly we have redesigned the entry and exit points such that there will be one single entrance (directly off the ramp at level nine) and one exit (directly onto the ramp from level three). The internal layout and circulation inside the car park will be similar to that which currently exists. This is intended to stop cars using the multi storey car park from actually entering the heart of the Marina at the bottom of the ramps.

Secondly, we have developed a Car Park Management Plan (CPMP), which aims to prioritise parking for people legitimately using and living in the Marina. It is recognised that the multi storey car park is often used as a park and ride facility for the city centre and is a free source of off street parking for others outside the Marina. There is no advance warning that the multi storey car park is full, and due to the lack of enforcement on wheel clamping and the parking controls currently advertised in the Marina, a legacy of irrational and sporadic parking occurs.

To address these issues the CPMP proposes that:

- The multi storey car park will work on a time limited, pay as you go system offering a refund to visitors that have spent money using the retail and entertainment facilities within the Marina.

- Car park attendants will not only police the multi storey car park but will also manage the estate roads to control fly parking and manage commercial deliveries. This will also ensure the proper use of the disabled parking facilities.
- Electronic information boards will help manage car park capacity by alerting users when it has space or when it is full. Ongoing discussions with the Council are exploring how far this electronic information is fed back along the A259 and how it links into the city's existing systems.

The six car parking spaces that are currently reserved for the lifeboat crew (situated opposite the McDonald's car park exit on West Quay – location shown on the attached photo) have been proposed to be retained as part of the Brunswick Development Group scheme for the outer harbour. A plan from their planning application documentation showing the location is enclosed with this letter. However, in the event of the Brunswick scheme not being constructed the spaces can remain in their current location unaffected by our proposals.

Throughout the development of the Brighton Marina Regeneration Project we have continually sought advice from, the Emergency Services regarding access to and from the Marina. Enclosed with this letter is a diagrammatic plan showing the existing and proposed access routes.

Additional to the current routes available plan PSFBMD200\_Rev A, enclosed, details our proposal to create a secondary emergency right of entry at the western end of the Marina, accessed via Madeira Drive.

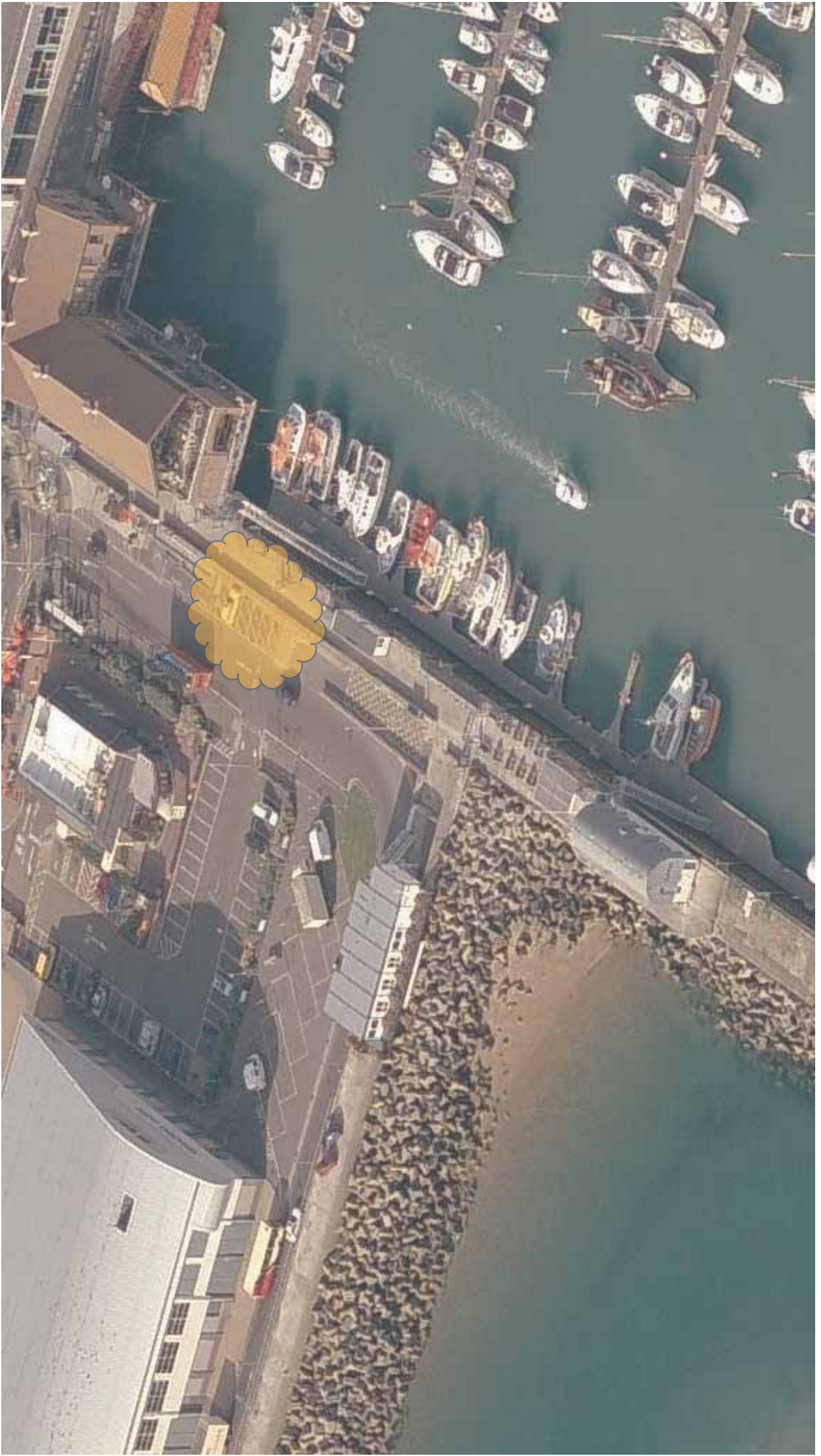
As you can see we have fully considered car parking throughout the Marina and have also fully engaged with the Emergency Services, and hopefully have satisfied the requests of the RNLI, by way of this letter and it's attachments. If there are any further matters you would like clarified please do not hesitate to contact me.

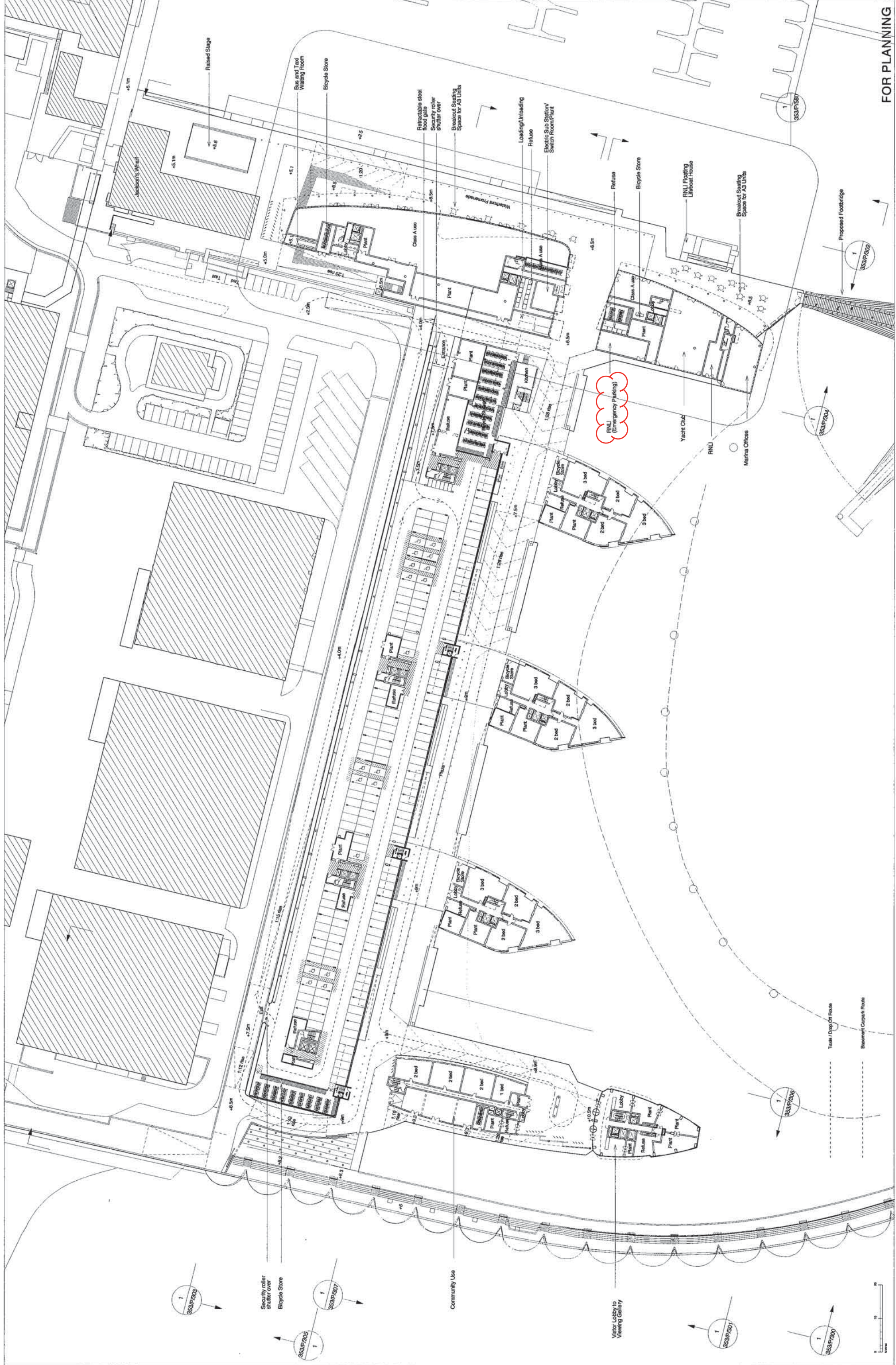
Yours sincerely



**David Frisby**  
**Associate**  
**Colin Buchanan**  
**david.frisby@cbuchanan.co.uk**

**cc:     Jim Dennis                   Explore Living**  
**Louise Marlin                Priory Partnership**  
**Jeanette Walsh               Brighton and Hove City Council**





FOR PLANNING

Rev	Date	Description	By	CHKD	APP
01	15.11.04	FOR PLANNING			

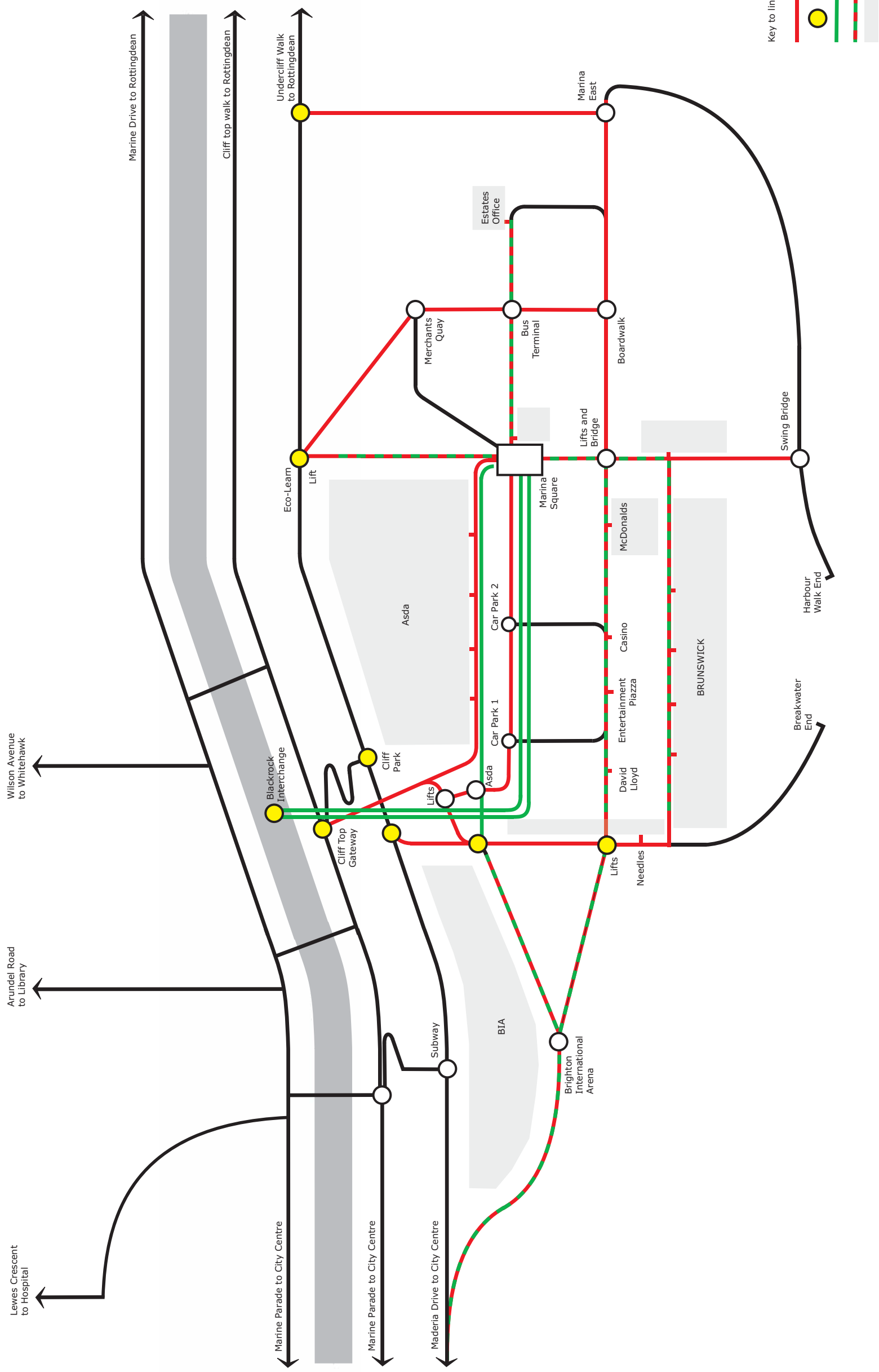
Project	Brighton Marina Outer Harbour Development	Drawn	GC
Title	Level 0 Plan (+5.0m to +10.5m)	Scale	1:500
Date	15.11.04	Scale	1:500
Drawing No.	353/P/200	Rev.	P1

See Drawing 353\_P\_150 for Landscape finishes

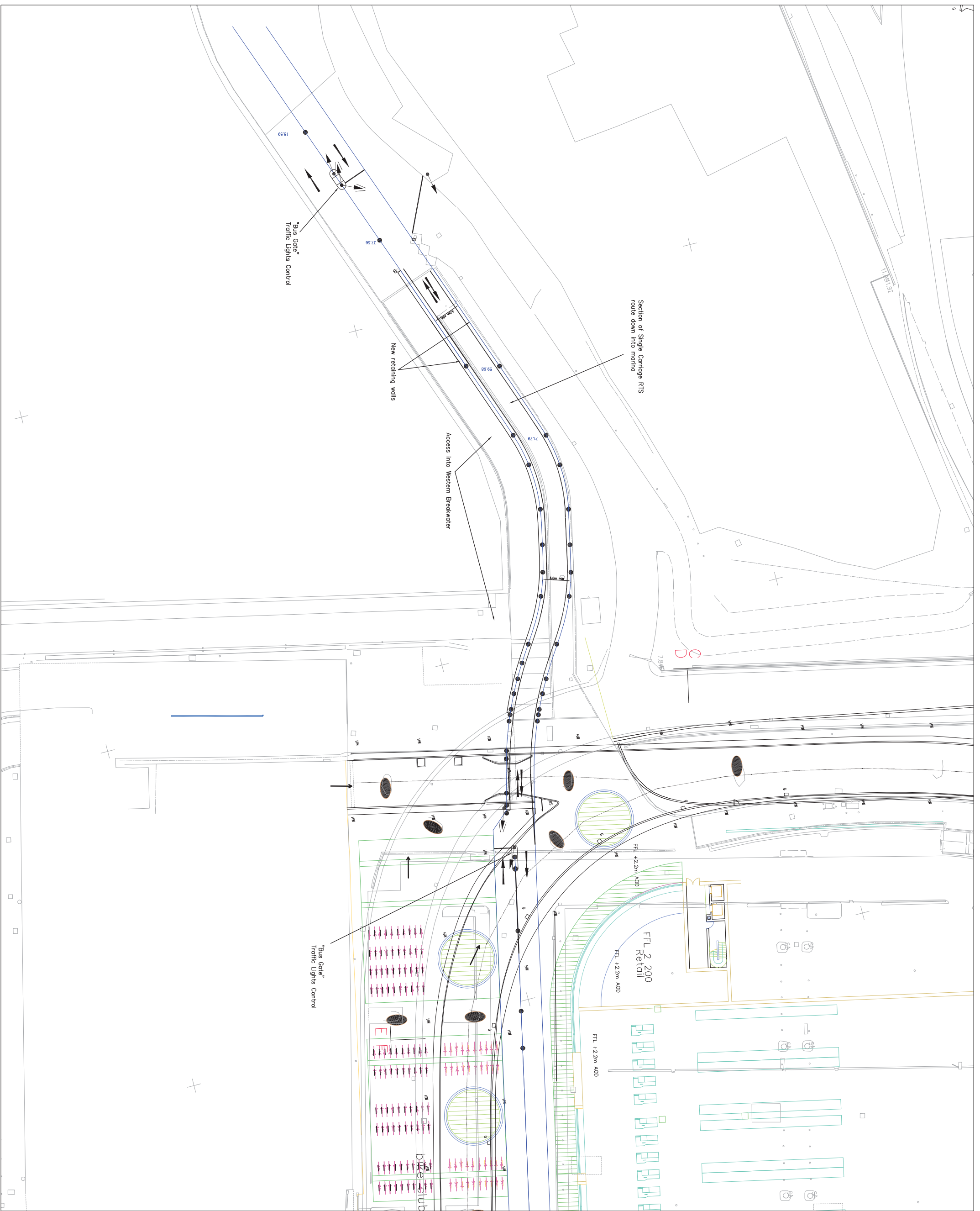
All drawings to be read in conjunction with the Engineers' drawings. Any discrepancies between consultants drawings to be reported to the Architect before any work commences.  
 The Contractor's attention is drawn to the Health & Safety matters identified in the Health & Safety plan as being potentially hazardous. These items should not be considered as a complete and final list. The Work Package Contractor's normal Health and Safety obligations still apply when undertaking constructional operations both on and off site.

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# Brighton Marina Emergency Access Map

- Notes:
1. Bus Gate Traffic Light Control to be key operated for emergency vehicles.
  2. This plan is to be read in conjunction with PSFBMD201A for vertical alignment.



Rev	By	Chkd	Approved	Date	Description
-	-	-	-	-	-

EXPLORE LIVING

Horizon Volles  
 5th Floor  
 3 Southbank, Hammersmith, London W6 8DA  
 Tel: +44 (0) 20 7622 7282 Fax: +44 (0) 20 8233 3801  
 info@horizonvolles.com



Project  
**BRIGHTON MARINA**

Drawing  
**BRIGHTON MARINA  
 EMERGENCY ACCESS  
 AND FUTURE RTS**

Drawn By:	GBV	Date:	07/21/08
Checked By:	OI	Date:	07/21/08
Approved By:	GH	Date:	07/21/08
Drawing No.	PSFBMD200	Revision	A

Our Ref: 112664/CORRES/ 08.04.28 Letter to RNLI

Alan Young  
Royal National Lifeboat Institution  
3 Dower Close  
Ovingdean  
East Sussex  
BN2 7BW

D01635 399 28

25<sup>th</sup> April 2008

Dear Alan

### **Planning Application BH2007/03454 – Land at Brighton Marina**

As you may be aware, the Case Officer dealing with the abovementioned planning application will shortly be going on maternity leave and a new Case Officer will take over. To assist in this hand-over we and the Council thought it would be helpful to set out the current position reflecting recent discussions since submission of the planning application.

In response to consultation feedback received, the scheme has been modified and this will be reflected in a forthcoming substitution. There will be a further formal consultation period associated with this substitution where consultees will be provided with a further opportunity to make representations. Meanwhile, we are keen to set out the current position and resolve matters identified through consultation to date and see formal objections removed.

I am sorry to hear in your most recent correspondence (4<sup>th</sup> March 2008) you feel that you have been left out of the consultation process with regard to the PAN 04 and Brighton Marina, and its future. And I hope that my recent correspondence has informed you and has provided you with the information you require. We will work with the council to ensure you are included in the forthcoming consultation.

I would like to take this opportunity to re-confirm that the six car parking spaces that are currently reserved for the lifeboat crew (situated opposite the McDonald's car park exit on West Quay) are not affected by Explore Living's proposals, and we have ensured their retention within our scheme in their current location.

It will also be of interest to you that we are providing a secondary (traffic free) route for use by all emergency services. The route utilises Madeira Drive and enters the Marina via a [proposed] knocked through section of the western breakwater and onto Harbour Square.

I would be very grateful if you would be able to provide written confirmation that the above (in addition to our previous correspondence) is acceptable to the RNLI and that you have no objections.

If there are any further matters you would like clarified please do not hesitate to contact me.



Yours sincerely

**Ilona Blackburn** BEng (Hons) MIHT  
Senior Traffic Engineer  
Colin Buchanan



01635 399 29



01635 327 52



[ilona.blackburn@cbuchanan.co.uk](mailto:ilona.blackburn@cbuchanan.co.uk)

**cc:** Maria Seale                      Brighton and Hove City Council  
Jim Dennis                          Explore Living  
Louise Marlin                      Priory Partnership  
Pauline Stocker                    NLP

## **Appendix Q**

---

## Brighton Marina - Manual Traffic Survey, Saturday 2nd September 2006

Produced by The Paul Castle Consultancy

Capacity: Total 1526  
 including Disabled 68  
 including M & T 28

### Approach: Multi-storey Car Park All Accesses

TIME	Total Inbound			Total Outbound			Accumulation		
	LIGHT	HEAVY	TOTAL	LIGHT	HEAVY	TOTAL	329	0	OPEN
0700 - 0715	1	0	1	2	0	2	328	0	328
0715 - 0730	5	0	5	2	0	2	331	0	331
0730 - 0745	5	0	5	3	0	3	333	0	333
0745 - 0800	10	0	10	3	0	3	340	0	340
<b>Hourly Total</b>	<b>21</b>	<b>0</b>	<b>21</b>	<b>10</b>	<b>0</b>	<b>10</b>			
0800 - 0815	12	0	12	8	0	8	344	0	344
0815 - 0830	16	0	16	9	0	9	351	0	351
0830 - 0845	24	0	24	11	0	11	364	0	364
0845 - 0900	44	0	44	14	0	14	394	0	394
<b>Hourly Total</b>	<b>96</b>	<b>0</b>	<b>96</b>	<b>42</b>	<b>0</b>	<b>42</b>	<b>385</b>	<b>0</b>	<b>CHECK</b>
0900 - 0915	33	0	33	9	0	9	418	0	418
0915 - 0930	34	0	34	12	0	12	440	0	440
0930 - 0945	40	0	40	15	0	15	465	0	465
0945 - 1000	57	0	57	16	0	16	506	0	506
<b>Hourly Total</b>	<b>164</b>	<b>0</b>	<b>164</b>	<b>52</b>	<b>0</b>	<b>52</b>			
1000 - 1015	51	0	51	26	0	26	531	0	531
1015 - 1030	51	0	51	31	0	31	551	0	551
1030 - 1045	49	0	49	25	0	25	575	0	575
1045 - 1100	72	0	72	18	0	18	629	0	629
<b>Hourly Total</b>	<b>223</b>	<b>0</b>	<b>223</b>	<b>100</b>	<b>0</b>	<b>100</b>	<b>640</b>	<b>0</b>	<b>CHECK</b>
1100 - 1115	69	0	69	30	0	30	668	0	668
1115 - 1130	66	0	66	46	0	46	688	0	688
1130 - 1145	87	0	87	45	0	45	730	0	730
1145 - 1200	62	0	62	40	0	40	752	0	752
<b>Hourly Total</b>	<b>284</b>	<b>0</b>	<b>284</b>	<b>161</b>	<b>0</b>	<b>161</b>			
1200 - 1215	86	0	86	44	0	44	794	0	794
1215 - 1230	69	0	69	61	0	61	802	0	802
1230 - 1245	87	0	87	53	0	53	836	0	836
1245 - 1300	88	0	88	42	0	42	882	0	882
<b>Hourly Total</b>	<b>330</b>	<b>0</b>	<b>330</b>	<b>200</b>	<b>0</b>	<b>200</b>	<b>864</b>	<b>0</b>	<b>CHECK</b>
1300 - 1315	86	0	86	59	0	59	909	0	909
1315 - 1330	100	0	100	53	0	53	956	0	956
1330 - 1345	101	0	101	45	0	45	1012	0	1012
1345 - 1400	88	0	88	70	0	70	1030	0	1030
<b>Hourly Total</b>	<b>375</b>	<b>0</b>	<b>375</b>	<b>227</b>	<b>0</b>	<b>227</b>			
1400 - 1415	129	0	129	85	0	85	1074	0	1074
1415 - 1430	78	0	78	73	0	73	1079	0	1079
1430 - 1445	76	0	76	77	0	77	1078	0	1078
1445 - 1500	74	0	74	80	0	80	1072	0	1072
<b>Hourly Total</b>	<b>357</b>	<b>0</b>	<b>357</b>	<b>315</b>	<b>0</b>	<b>315</b>	<b>1050</b>	<b>0</b>	<b>CHECK</b>
1500 - 1515	64	0	64	86	0	86	1050	0	1050
1515 - 1530	67	0	67	106	0	106	1011	0	1011
1530 - 1545	66	0	66	104	0	104	973	0	973
1545 - 1600	51	0	51	86	0	86	938	0	938
<b>Hourly Total</b>	<b>248</b>	<b>0</b>	<b>248</b>	<b>382</b>	<b>0</b>	<b>382</b>			
1600 - 1615	64	0	64	92	0	92	910	0	910
1615 - 1630	54	0	54	104	0	104	860	0	860
1630 - 1645	58	0	58	117	0	117	801	0	801
1645 - 1700	56	0	56	86	0	86	771	0	771
<b>Hourly Total</b>	<b>232</b>	<b>0</b>	<b>232</b>	<b>399</b>	<b>0</b>	<b>399</b>	<b>767</b>	<b>0</b>	<b>CHECK</b>
1700 - 1715	54	0	54	62	0	62	763	0	763
1715 - 1730	39	0	39	70	0	70	732	0	732
1730 - 1745	59	0	59	56	0	56	735	0	735
1745 - 1800	57	0	57	59	0	59	733	0	733
<b>Hourly Total</b>	<b>209</b>	<b>0</b>	<b>209</b>	<b>247</b>	<b>0</b>	<b>247</b>			
1800 - 1815	34	0	34	75	0	75	692	0	692
1815 - 1830	52	0	52	56	0	56	688	0	688
1830 - 1845	54	0	54	72	0	72	670	0	670
1845 - 1900	67	0	67	45	0	45	692	0	692
<b>Hourly Total</b>	<b>207</b>	<b>0</b>	<b>207</b>	<b>248</b>	<b>0</b>	<b>248</b>	<b>703</b>	<b>0</b>	<b>CLOSE</b>
<b>TOTAL</b>	<b>2746</b>	<b>0</b>	<b>2746</b>	<b>2383</b>	<b>0</b>	<b>2383</b>			

## **Appendix R**

---

## Letters of support from businesses

<b>Business Name</b> (name not legible)	<b>Business Address</b>
A.G Cabs	28 Willow Way, BN6 9TQ
A.J. Taylor Electrical Contractors Ltd	42 Brading Road, Brighton, BN2 3PD
Adelphi Midland Estates Ltd	75 Church Rd, Hove, BN3 2BB
Adur Economic Partnership	Shoreham Technical Centre, Shoreham-by-Sea, BN43 5FG
Ai Digital Ltd/Academy Internet (x2)	Kingslake House, 1 - 5 Union Street, Brighton, BN1 1HA
Allcom Media	83 Baker St, London W1U 6AG
Ambrose Harcourt PR (x2)	Audley House, Hove Street, Hove, BN3 2DE
Ancasta Boat Sales	21 Water Front, Brighton Marina, BN2 5WA
Ann Summers	55 Wickhurst Rise, BN41 2PP
AST Ltd	Ast House, Stone Street, Brighton, BN1 2HB
Beachdown Festival	61 Goldstone Road, BN3 3RG
Bella Napoli	19 The Waterfront, Brighton Marina, BN2 5WA
BHEP	8-11 Pavillion Buildings, Brighton, BN1 1EE
BHRC	Village Way, Falmer BN21 9SG
Bijoux	17 The Waterfront, Brighton Marina, BN2 5WA
Bowlplex Plc	Marina Way Brighton Marina, BN2 5WA
Brambletye	Cold Harbour Lane, Worth Chailey, BN8 4H5
Brasserie Fish	The Waterfront, Brighton Marina, BN2 5WA
Brighton and Hove Albion Football Club	Withdean Stadium, Tongdean Lane BN1 5JD
Brighton Dive Centre	37 The Waterfront Brighton Marina, BN2 5WA
Brighton Health and Raquet Club	37 Newton Road, Lewes, BN7 2SH
Brighton Marina Hand Car Wash	Brighton Marina, BN2 5UT
Brighton Racecourse	Freshfield Road, Brighton, BN2 9XZ
British engineering Trust	Neville Rd, Hove, BN3 7QA
Café 210	Unit 44, The Waterfront, Brighton Marina, BN2 5WA

Café Rouge	Unit 6 The Waterfront Brighton Marina, BN2 5WA
Cardigan	Unit 5, Arundel Mews, Brighton, BN2 1GG
Cavallino	65 Church Road, Hove, BN3 2BD
Cherrywood Investments Ltd	Stanmer House, Brighton BN1 9QA
Christy	45 The Waterfront, Brighton Marina
Cineworld	Park Square, Brighton Marina, BN2 5UT
CMC Ltd	Palmeira Avenue, BN3 3GA
Countrywide Residential Lettings	9 Queens Road, Brighton, BN1 3WA
David E Howell Electrical Contractor	23 Millyard Crescent, Woodingdean, BN2 6LJ
David Lloyd	Marina Village Brighton Marina, BN2 5UF
Delphi Oracle Ltd	75 Church Rd, Hove, BN3 2BB
Design House	Unit 11, The Waterfront, Brighton Marina, BN2 5UG
Direct Residential Lettings	20 Western Road, Hove, BN3 1AE
DMH Stallard	18b Denmark Terrace, BN1 3AN
DP Goddard Interior Exterior Decorators	23 Graham Crescent, Portslade, BN41 2YA
Eastbourne Motoring Centre	Fishers, Stoneham, Lewes, BN8 5RJ
Emperor of China	Unit 8, The Waterfront, Brighton Marina, BN2 5WA
Esporta Plc	Village Way, Falmer East, BN1 9SG
Fame Cafe (UK) Ltd	18 The Waterfront Brighton Marina, BN2 5WA
Faraday Search	Octagon Offices, The Waterfront, BN2 5WB
First Retail	Falmer, BN1 9SG
Fitness Redefined	11 Ditchling Road, Brighton, BN1 4SB
Fox & Sons	195-196 Lewes Road, Brighton, BN2 3LA
Frankie and Bennys	The Waterfront, Brighton Marina, BN2 5WA
Fuji Kimono	Garden Flat, 18 Vernon Terrace, Brighton, BN1 3JG
GCG Helathcare Ltd	88 Noah's Ark Lane, Haywards Heath, RH16 2LT
GK Whites Estate Agents	153 Lewes Road, Brighton, BN2 3LG
Golf Addiction	5 Mermaid Walk Brighton Marina, BN2 5WA
Gourmet Fish and Chip co.	18 Waterfront, Brighton Marina, BN2 5WA
H Bar	Church Road, Road

Hambrook Estates Ltd	75 Church Rd, Hove, BN3 2BB
Handelsbanken	Suite 106, Peglerway, Crawley, RH11 7AF
Harringtons Lettings	109 Western Road, Hove, BN3 1FA
Hotel Seattle	Brighton Marina, BN3 5WA
i-Crossing	1 Palace Place, Brighton, BN1 1EF
Instore	Unit 11, The Waterfront, Brighton Marina, BN2 5UG
John Hoole	214 Dyke Road, Brighton, BN1 5AA
Karma Bar	5 The Waterfront, Brighton Marina BN2 5WA
Kendrick Property Services	197 - 201 Church Road, Hove, BN3 2AB
King & Chasemore Estate Agents and Auc	20 Church Road, Hove, BN3 2FN
Leaders Lettings Agents	119 - 120 Western Road, Brighton, BN1 2AD
Lynda Paine Lettings	62 Church Road, Hove, BN3 2FP
MacConvilles Surveying	95 Ditchling Road, Brighton, BN1 4ST
Magpie Recycling Cooperative Ltd	Saunders Park Depot, Lewes Road, Brighton, BN2 4AY
Marina Dentalcare	43 Marine Square, Brighton Marina, BN2 5WA
Maslen Estate Agents	39 Lewes Road, Brighton, BN2 3HQ
Massey Estate Agents	109-110 Western Road, Brighton, BN1 2AA
McDonalds	Brighton Marina Leisure Centre, BN2 5UT
Michael Joseph Estate Agents	115 Western Road, Brighton BN1 2AB
Monkey Bizness	20 Islingword Road, Brighton
MSL Services	2 Alfriston Close, Brighton, BN2 5QN
MSN UK	36 Clifton Hill, Brighton, BN1 3HQ
Navarino Properties Ltd	Garendon House, Navarino Road, Worthing, BN11 2NG
Neil Sutherland Estate Agents	152 Lewes Road, Brighton, BN2 3LG
New Era Associates	7 Ship Street Gardens, Brighton, BN1 1AJ
New Waves	73 High Street, Uckfield, TN22 1AP
Newhaven Enterprise Centre	Newhaven
Newlands School	Eastbourne Rd, Seaford, BN25 4NP
Nick Peters	nick.peters@businessfirstmagazine.co.uk
no name	Unit 304 Freshfield Industrial Estate, Brighton

North Star	Brighton, London Road, BN1 6HR
Northwood Sales and Lettings	53a Western Road, Brighton BN3 1DJ
NPA Enforcement	7 St. Peters Avenue, Peacehaven, BN10 7NA
Oakley Commercial Property	23 & 24 Marlborough Place, Brighton, BN1 1UB
Palms Properties	25 The Waterfront Brighton Marina, BN2 5WA
Pavers Ltd	Brighton Marina, BN3 3WA
pdq direct	pdq house, dominion way, worthing, BN14 8QH
Peach Energy	115 Western Road, Brighton BN1 2AB
Pembertons Residential Lettings	108 Dyke Road, Brighton, BN1 3TE
Pilot Outlet	Unit 14, The Waterfront, Brighton Marina, BN2 5WA
Pizza Express	Unit 4, The Waterfront Brighton Marina, BN2 5WA
Pizza Hut	Brighton Marina Leisure Centre, BN2 5UT
Platinum Property	30A Western Road, Hove, BN3 1AF
Plumb Center (x2)	Freshfield Industrial Estate, Stevenson Road, Brighton, BN2 0DF
Prezzo Plc	Unit 6 The Waterfront Brighton Marina, BN2 5WA
Priory	18b Denmark Terrace, BN1 3AN
PSP Homes	Muster Green, Haywards Heath, BN1 6XJ
Pummel	12 Bristol Road, Brighton, BN2 1AP
R B Building	F3, 10 Franklin Road, BN2 3AD
Ray Gaydon & Associates	21 Kensington Street, Brighton, BN1 4AJ
Rebecca Geoghegan	AST House, Stone Street, Brighton, BN1 2HB
Redseven	Kensington Street, Brighton, Bn1 4AJ
Reebok	Unit 29 The Waterfront, Brighton Marina, BN2 5WA
Safe & Sound Ltd	12b Rock Place, Brighton, BN2 1PF
Shine On Car Valeting	25 Arnold Street Brighton, BN2 9XS
Slate Properties Ltd	75 Church Rd, Hove, BN3 2BB
Southern FM (x10)	Franklin Road, Brighton, BN41 1AF
Spark and Sons Estate Agents	45 Western Road, Brighton, BN3 1JD
Spring Marketing	17-19 Goring Road, Worthing, BN12 4AP
Star-Racing	7C The Waterfront Brighton Marina, BN2 5UU



Strada	3 The Waterfront , Brighton Marina, bn2 5wa
Subway	Unit 16, The Waterfront Brighton Marina, BN2 5WA
Sussex C.C.C	Eaton Road, Hove, BN3 3AN
Sussex Life	28 Teville Road, Worthing, BN11 1UG
Tanat Jones and Co Estate Agents	49 Norfolk Square, Brighton, BN1 2PA
Tesco	Lodgefield, Claremont Rise, TN22 2AH
The Baggage Factory	Unit 36 The Waterfront Brighton Marina, BN2 5WA
The Brighton Dive Centre	37 The Waterfront Brighton Marina, BN2 5WA
The Original Factory Shop	Unit 28 The Waterfront Brighton Marina, BN2 5WA
The Works Stores Ltd	Unit 6 The Waterfront Brighton Marina, BN2 5WA
Thistle Hotel (9 People)	Kings Rd, Brighton Bn1 2 GS
Thornton Lodge Hotels Ltd	The Abbey Hotel, Norfolk Terrace, Brighton, BN1 3AF
Thornton Properties LTD	75 Chruuch Road, Hove, BN3 2BB
Tingley's Estate Agents	46 Church Road, Hove, BN3 2FN
TOG 24	Unit 8, The Waterfront, Brighton Marina, BN2 5WA
Topalino Duo	67 Church Road, Hove, BN3 2BD
TP Central Ltd	75 Church Rd, Hove, BN3 2BB
Trifast plc	Bellbrook Park, Uckfield, East Sussex, TN22 1QW
Virgin Atlantic	Clifton Hill , BN1 3HQ
Walk of Fame Ltd	4 Sussex Mews, Brighton, BN2 1GZ
Wilkinsons Estate Agents	24 Elm Grove, Brighton, BN2 3DD
Williams & Co (x2)	3B Freshfield Industrial Estate, BN2 0DFBrighton
Winkworth	52 Church Road, Hove, BN3 2FN
Wired Sussex	Studio 8, Level 4 South, New England House, New England Street, Brighton, BN1 4GH
Wyatt & Son	156 Lewes Road, Brighton, BN2 3LF
Your Move Sales and Lettings	38 Queens Road, Brighton, BN1 3XB
Zizzi Ristorante	The Waterfront, Brighton Marina, BN2 5WA

**total = 144**

**Jessica Wilson**

---

**Subject:** RE: Diverted buses = takings up!!

---

**From:** Leeann Groves \\Bijoux Brighton [mailto:[leeann-groves@btconnect.com](mailto:leeann-groves@btconnect.com)]

**Sent:** 12 March 2009 10:28

**To:** Rui Gomes

**Subject:** Diverted buses = takings up!!

Hi Rui,

I just thought you'd be interested to know that I have done some quick analysis on our weekly figures and on the 2 days that the buses stopped outside Bijoux, our takings were up for a Tues/Wed on average 52%!! That is amazing. I would like to pass on this information to the planning committee to show them how the regeneration will help businesses like ours but I am not sure who I contact? Would you know?

Kind regards,  
Leeann Groves  
Bijoux Brighton  
17 The Waterfront  
Brighton Marina  
BN2 5WA

Tel: (01273) 620055  
email: [leeann-groves@btconnect.com](mailto:leeann-groves@btconnect.com)

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## **Appendix S**

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Our Ref:

E:\Development\Project\11266X\_Brighton Marina\CORRES\11.01.07\_letter Roger French.doc

Mr Roger French  
Brighton & Hove Bus & Coach Company  
43 Conway Street  
Hove  
East Sussex  
BN3 3LT

22<sup>nd</sup> January 2007

Dear Roger,

Following on from our meeting on December 20<sup>th</sup>, I enclose the two diagrams which I believe addressed your concerns with regards to the location of the bus interchange.

The walk isochrones (Figure 1) indicate that the interchange is central in relation to the entrance to the Asda site, the entrance to the Brunswick site and the 'heart' of the residential area, a 5 minute walk from the centre of each 'activity hub'.

Figure 2 shows that the proposed location of the bus interchange is actually closer to the new Asda entrance than the existing bus stop.

Furthermore, we have agreed that the bus interchange will accommodate six bays for your buses, as shown in the enclosed drawings (Bus Interchange and Figure 5.3).

In addition to the above, the project is committed to delivering the following bus initiatives:

1. A new and increased client base as a result of the regeneration of the Marina!
2. A Green Travel plan will be implemented so that the new client base is encouraged to use sustainable modes, with travel vouchers. Therefore it is expected that bus patronage will be increased.
3. A financial contribution towards bus priority measures along Edward Street, Eastern Road and Queens Road;
4. Real time information at key locations throughout the Marina, bus lay-bys, Kassel kerbs, high quality clean bus shelters in front of the Seattle Hotel;
5. A financial contribution towards the introduction of bus priority measures at:

- Rottingdean
  - Woodingdean
  - Fire Station junction
6. A pedestrian footbridge from the A259 down to the marina that will encourage people to use the bus stop on the A259 for routes to/from Rottingdean;
  7. There will be sufficient space in front of ASDA to provide a 2 way RTS movement. Therefore if you were to consider operating the RTS/Bus along this route then a bus stop right outside Asda's front door would be a real possibility.

I hope that this satisfactorily addresses all your concerns, but if you wish any further clarification then please do not hesitate to contact either myself or Andreas Markides.

Yours sincerely,



**David Frisby**  
**Associate**

☎ 01635 399 28  
☎ 01635 327 52  
✉ david.frisby@cbuchanan.co.uk

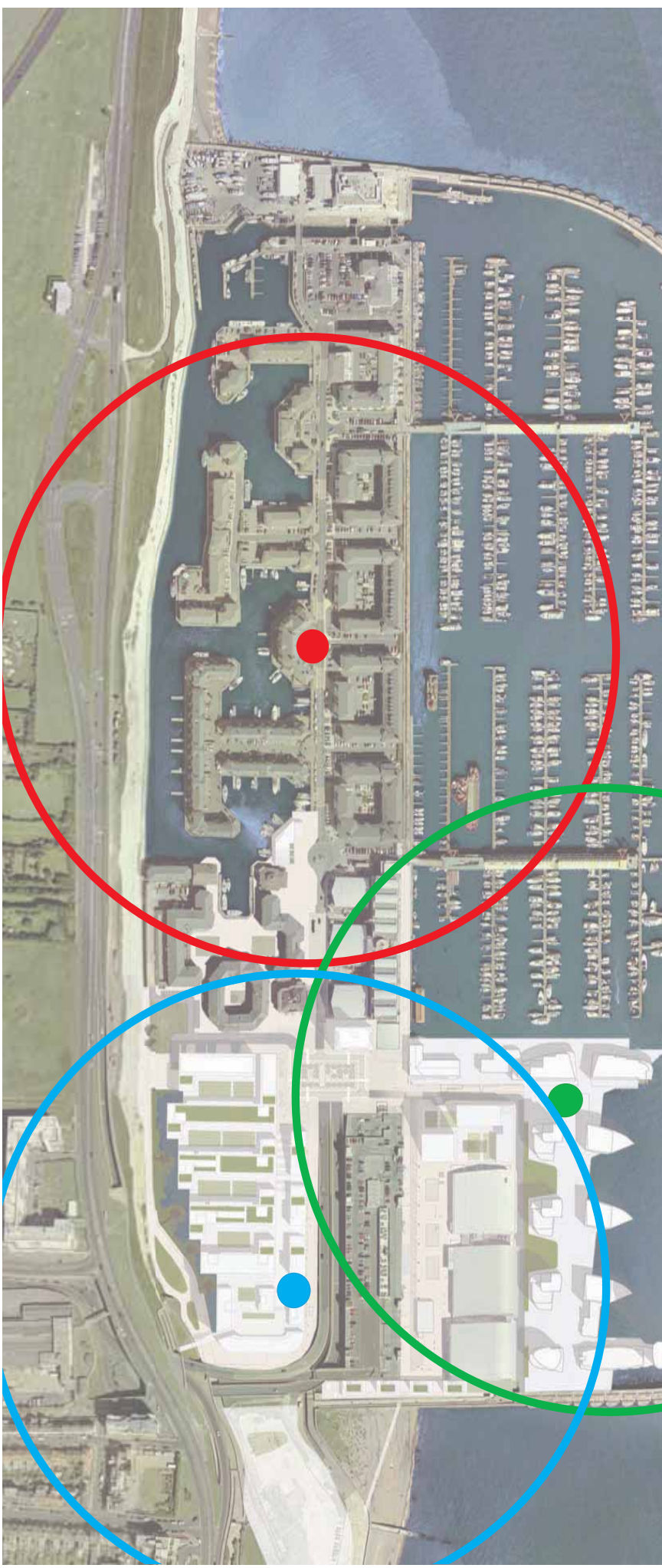
**CC:**

Jo Thompson  
Stuart Croucher  
Paul Crowther  
Jim Dennis  
Laurie Hallows  
Paula Seager  
Pauline Stocker

Brighton & Hove City Council  
Brighton & Hove City Council  
Brighton & Hove City Council  
Explo're Living  
Allies & Morrison  
The Priory Partnership  
Nathanial Lichfield and Partners

**Enc:**

Letter  
Figure 1  
Figure 2  
Figure 5.3  
Bus Interchange

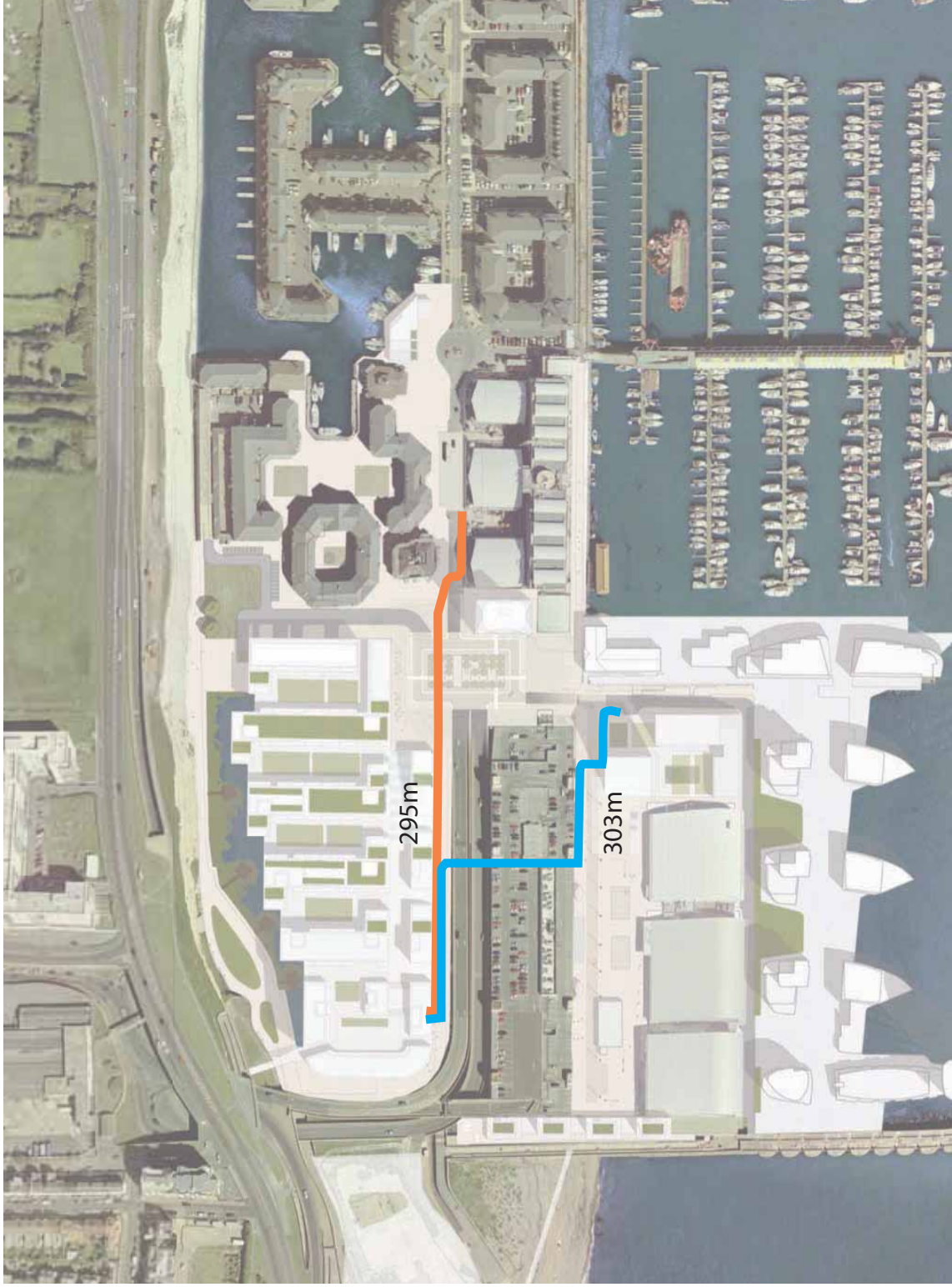


- EXPLO'RE LIVING SCHEME
- BRUNSWICK SCHEME
- EXISTING RESIDENTIAL

Drawing Title	5 MINUTE (250M) ISOCHRONES FROM THREE MAIN ACTIVITY HUBS		Client	EXPLO'RE LIVING		Scale:	NTS		File Extension:	112861/GRAPHICS		
	BRIGHTON MARINA REGENERATION PROJECT			Job Title			Designed by:	IKMB		Drawn by:	MEW	
					Ckd/Appd:	DJF		1st Issued:	NOV 06		Drg No:	FIGURE 1
					Job No:	112862						



- Distance from new ASDA entrance to existing bus stop = 303m
- Distance from new ASDA entrance to proposed transport interchange = 295m



Drawing Title

WALKING DISTANCE COMPARISON FROM NEW ASDA  
ENTRANCE TO EXISTING AND PROPOSED BUS STOPS

Client

EXPLORE LIVING

Job Title

BRIGHTON MARINA REGENERATION PROJECT



Scale: NTS

Designed by: IKMB

Drawn by: MEW

Ckd/Appdt: DJF

1st Issued: NOV 06

Job No: 112662

File Extension: 112661/GRAPHICS

Drg No:

FIGURE 2



Drawing Title  
**PROPOSED TRANSPORT INTERCHANGE**

Client  
**EXPLO'RE LIVING**

Job Title  
**BRIGHTON MARINA  
 REGENERATION PROJECT**

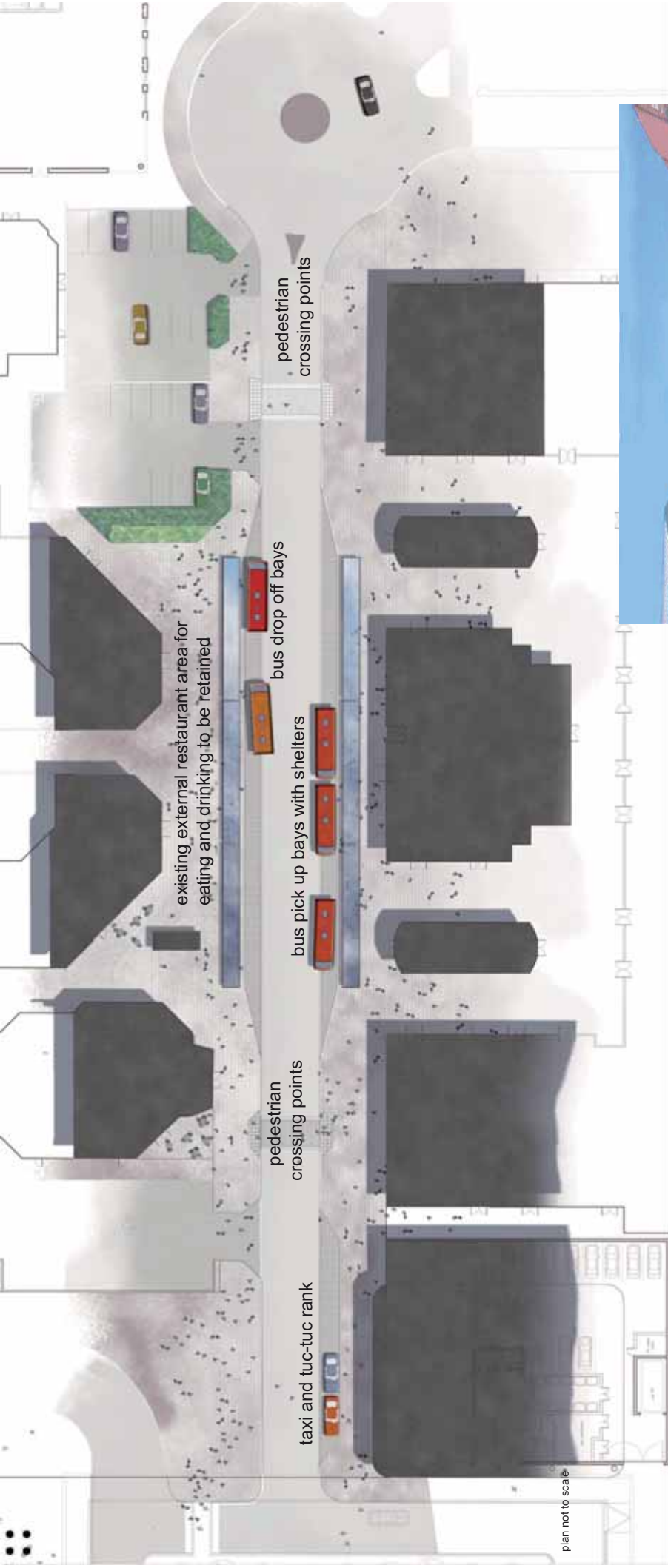


Scale: NTS  
 Designed by: KMB  
 Drawn by: MEW  
 Ckd/Appd: DJF  
 1st Issued: NOV 06  
 Job No: 112661

File Extension:  
 Dwg No:

**FIGURE 5.3**





Existing view along the Strand towards the marina entrance



Proposed view showing bus lay bays with shelters containing up to date technology or waiting time information, with a taxi and tuc-tuc rank and safe pedestrian crossing points.

# bus interchange

Brighton & Hove Bus and Coach Company  
43 Conway Street  
Hove  
East Sussex BN3 3LT

David Frisby  
Associate  
Colin Buchanan  
Strawberry Hill House  
Strawberry Hill  
NEWBURY RG14 1JU

tel 01273 886200  
fax 01273 822073  
email [info@buses.co.uk](mailto:info@buses.co.uk)  
web [www.buses.co.uk](http://www.buses.co.uk)

contact

9 February 2007

Dear David

## **BRIGHTON MARINA**

Thank you for your letter dated 22 January and the updated plans showing the bus interchange location and various distances as well as the initiatives being proposed.

As you may know the original interchange was on the site you are now proposing and we did have some reluctance to move to the current site when the hotel was built some years ago. The current arrangements include a circuitous turning movement so we are pleased to not only see your proposal puts the interchange back at the heart of the Marina but also will involve less mileage for buses having to turn around. We therefore support the proposed location and facilities.

I am sure public transport will play a key role in the future developments at the Marina and we are looking forward to ensuring our bus services are attractive for everyone to use, particularly with our continued investment in more frequent services with new environmentally friendly buses. Indeed from this April, we are increasing the daytime frequency of Service 7 from every 7 minutes to every 6 minutes as well as continuing the all-night journeys every half an hour.

Yours sincerely



Roger French  
Managing Director

Our Ref: 112664-corres-140108

Roger French  
Brighton & Hove Bus & Coach Company  
43 Conway Street  
Hove  
East Sussex  
BN3 3LT

14 January 2008

Dear Mr French

### **Details as requested re. development at Brighton Marina**

As requested in your email to Louise Marlin of January 3rd 2008, please find below details of the transport measures proposed within the Transport Assessment as part of the Brighton Marina regeneration project.

#### **Bus interchange & facilities**

The design of the interchange is such that it is able to accommodate 5 buses at any one time. A plan of the proposed interchange is enclosed.

It is proposed that within the development, bus shelters will be provided with specific timetable information. The provision of real time information at key locations throughout the Marina or timetables sent by text message to mobile phones will also play a part in attracting people to public transport. The exact method of information provision will depend on BHCC plans for the area and will be agreed in discussion with them.

#### **Wilson Avenue capacity assessment**

The attached tables indicate the junction capacity modelling results for Wilson Avenue. An amended layout for this junction has been proposed and is shown in the attached drawing 112661/OS/003.

#### **Bus priority measures**

The following schemes currently being explored that would be of benefit to the Marina include:

- **Eastern Road** – The removal of on street parking to allow some 37 buses per hour to use this road in each direction;
- **Edward Street** – The introduction of a westbound (into the city) bus lane would significantly improve journey times;
- **Queens Road/Terminus Road** – traffic management measure to ensure buses are free flowing.

## Overall sustainable transport initiatives

the development will promote a number of sustainable travel initiatives. The main elements of these are outlined below:

- Provision of pedestrian and cycle links from the site to surrounding areas including the retention and improvement of existing footpaths which currently traverse the site. Additional to this, the main access junction and Merchant's Quay will be dual use, shared surfaces, increasing priority for pedestrians and cyclists, thus enhancing ease of movement throughout the Marina for all users.
- A bicycle hire station located in the Marina and, possibly, the city centre, could encourage new and existing residents of Brighton to cycle for short journeys. A scheme would be put in place where bicycles are hired via mobile phone technology from carefully located rental stations.
- Improvements to scheduled bus services to permit up to 18 buses per hour to operate via the Marina. Facilitated by bus priority measures in Eastern Road, Edward Street and Queens Road/Terminus Road.
- Provision of a high quality, well lit, spacious and covered interchange facility to accommodate a minimum of 6 buses, the RTS, 3 taxis and 3 Tuc-Tucs; including real time information systems or timetables sent by text message to mobile phones.
- Car clubs, and promotion of local taxi services (and Tuc-Tucs) all have an important part to play in an integrated public transport system. All these, in varying forms, are a particularly useful form of transport for those that are unable to access everyday facilities without the use of a car.


I hope that this information will enable you to submit your comments to the Council.


Yours sincerely,


Jessica Wilson

Consultant

Colin Buchanan

 01635 356 70

 01635 327 52

 [jessica.wilson@cbuchanan.co.uk](mailto:jessica.wilson@cbuchanan.co.uk)

cc. Louise Marlin

The Priory Partnership Ltd. (by email)

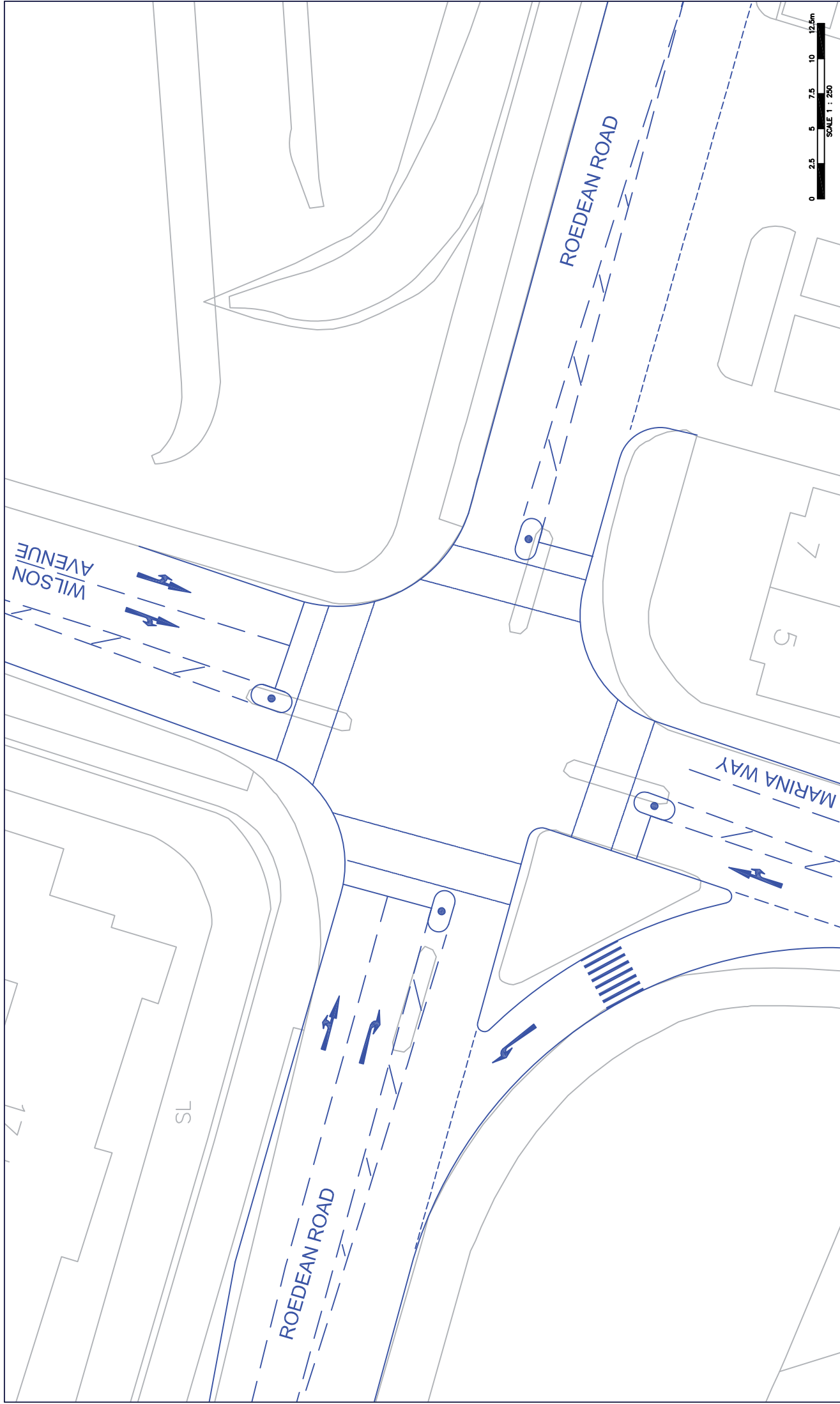
### Junction 8 – Wilson Avenue

Arm	2012 (base)						2012 (with EL dev)						2012 (EL dev + BDG dev)					
	AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Wilson Avenue (left turn)	0.781	11	0.843	13	0.689	10	0.834	12	0.886	15	0.752	11	0.856	12	0.944	18	0.794	12
Wilson Avenue (right turn)	0.375	5	0.243	3	0.190	3	0.389	5	0.236	3	0.200	3	0.389	5	0.243	3	0.200	3
Roedean Road (east)	0.808	12	0.815	10	0.706	7	0.834	12	0.897	11	0.745	7	0.861	13	0.944	13	0.789	8
Marina Way	0.765	6	0.812	10	0.698	6	0.855	8	0.909	12	0.716	8	0.871	10	0.909	13	0.781	9
Roedean Road (west, right turn)	0.446	5	0.844	11	0.700	8	0.497	6	0.888	13	0.748	9	0.550	6	0.913	15	0.806	11
Roedean Road (west, left turn)	0.799	11	0.660	8	0.493	6	0.828	12	0.613	7	0.493	6	0.858	12	0.592	7	0.476	6

Brighton Marina Regeneration Project  
Junction Analysis Results



Arm	2022 (base)						2022 (with EL dev)						2022 (EL dev + BDG dev)					
	AM		PM		SAT		AM		PM		SAT		AM		PM		SAT	
	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q	RFC	Q
Wilson Avenue (left turn)	0.899	14	0.970	21	0.793	13	0.957	18	1.009	26	0.839	14	0.979	20	1.070	31	0.895	16
Wilson Avenue (right turn)	0.431	5	0.279	4	0.219	3	0.447	6	0.271	4	0.225	3	0.447	6	0.279	4	0.231	3
Roedean Road (east)	0.931	17	0.940	14	0.812	9	0.961	19	1.034	20	0.857	9	0.993	23	1.034	20	0.908	11
Marina Way	0.883	8	0.935	14	0.804	8	0.943	12	1.039	20	0.850	10	0.949	13	1.033	20	0.885	11
Roedean Road (west, right turn)	0.512	6	0.971	18	0.806	11	0.566	7	1.008	23	0.854	12	0.622	7	1.066	27	0.908	14
Roedean Road (west, left turn)	0.919	15	0.760	10	0.568	7	0.951	17	0.706	9	0.568	7	0.987	20	0.706	9	0.544	7



Drawing Title	Junction 7 Amended Wilson Avenue Layout		Client	EXPLORE LIVING		Scale: 1:250@A3	112661	
	Job Title			BRIGHTON MARINA REGENERATION PROJECT			Job No: 112661	
Newcombe House 45 Notting Hill Gate London W11 3PB			BUECHANAN		Designed by: IKMB		Des. Dm.	
T 020 7309 7000 F 020 7309 0906 www.cbuchanan.co.uk					Drawn by: IKMB		Rev.	
					Ckd/Appd: DJF		Date.	
					First Issued:		Drg No:	
					Amendment:		112661/OS/003	
					Rev.		Rev	





Brighton & Hove Bus and Coach Company  
43 Conway Street  
HOVE  
BN3 3LT

tel 01273 886200  
fax 01273 822073  
email [info@buses.co.uk](mailto:info@buses.co.uk)  
web [www.buses.co.uk](http://www.buses.co.uk)

contact

Jessica Wilson  
Consultant  
Colin Buchanan  
West Street House  
West Street  
NEWBURY RG14 1BD

21 January 2008  
RWF CVB  
Your ref: 112664-corres-140108

Dear Ms Wilson

## **Development at Brighton Marina**

Thank you for your letter and letting us have a copy of the proposed layout for the bus interchange at Brighton Marina.

We would prefer the layout to be changed so that on the north side there is one long layby to replicate that shown on the south side of the road. We would like to see 4 bus stops formally positioned with 2 in each layby to the north of the road and 2 in the layby to the south of the road. Each bus stop should have a double bus length sized shelter with lighting and seating and be to an attractive architectural standard and each bus stop should have a real time information display alongside it.

I hope it will be possible to incorporate these suggestions into your plans so that the transport interchange will be effective.

Yours sincerely



Roger French  
Managing Director

**From:** Ilona Blackburn [mailto:ilona.blackburn@newburycbp.co.uk]  
**Sent:** 05 February 2008 14:44  
**To:** Roger French  
**Cc:** David Frisby  
**Subject:** Brighton Marina - Transport Interchange

Roger,

Further to, and in response to, your discussions with David Frisby please find attached an amended layout of the Transport Interchange for your comments.

Also, below is a list of the junctions we have included mitigation designs for in the TA. These were chosen due to their proximity to the development site (ie. they are the closest to the site).

1. Blackrock (Marina Way/Marina Village).
2. Whitehawk Road, and;
3. Wilson Avenue.

Regards

**Ilona Blackburn** BEng (Hons)

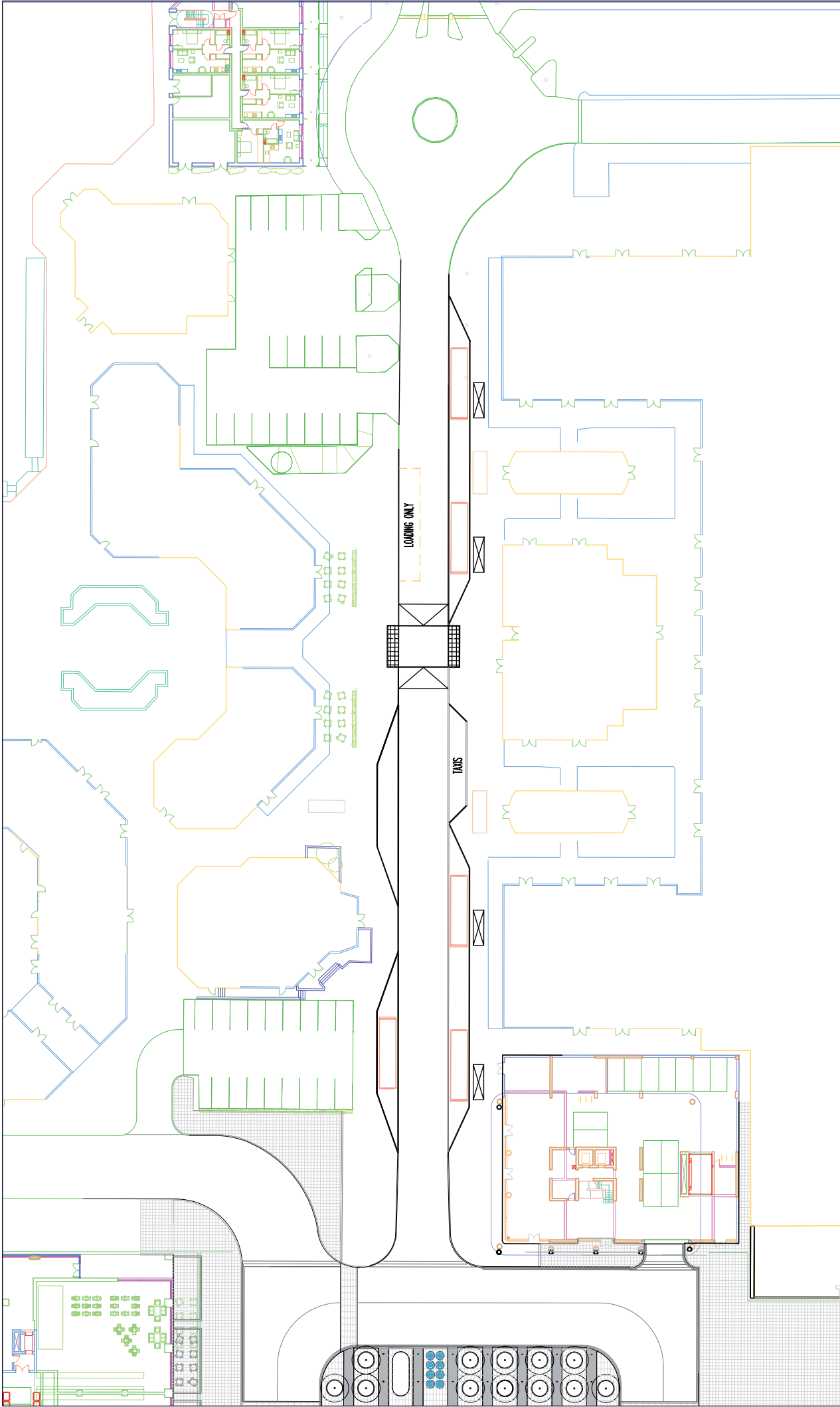
Senior Traffic Engineer

Colin Buchanan

Tel: 01635 399 29

Fax: 01635 327 52

<<100\_Transport Interchange\_01.02.08.pdf>>



Drawing Title	TRANSPORT INTERCHANGE		Client	EXPLORE LIVING		Scale:	NTS	Des: Dm:	-
	BRIGHTON MARINA REGENERATION PROJECT			Job Title			Designed by:		
T:\Development\Project\11266X_Brighton Marina\00_SUBMISSION_FEB 08\WORKING\CAD\30.01.08_interchange.dwg		Job No:		112664		Drawn by:	IKMB	Rev:	
		Job No:		112664		Chkd/Appdt:	DJF	Date:	
		Job No:		112664		1st Issued:	JAN 08	Rev:	
		Job No:		112664		Job No:	112664	Dwg No:	116664/OS/100



**From:** Roger French [mailto:Roger.French@buses.co.uk]  
**Sent:** 12 February 2008 09:13  
**To:** Ilona Blackburn  
**Subject:** RE: Brighton Marina - Transport Interchange

Ilona

Thanks for the diagram. David said he would confirm that there would be sufficient room for buses to pull into the front stop where there are two in each layby on the south side of the road, even if a bus is parked on the second stop. Can you let us know this is the case. We are doubtful it will be possible and if so, we suggest combining the two stops in each of the two laybys on the south side of the road so that the two bus services share the same stop and real time sign and a longer shelter. This will save costs as only one real time sign and (longer) shelter will be needed for each of the two laybys.

Also can you clarify that the Wilson Avenue junction mentioned in your message as no 3 is the one with Roedean Road. Also where exactly do you mean as the Blackrock junction?

Best wishes

Roger

**From:** Ilona Blackburn [mailto:ilona.blackburn@newburycbp.co.uk]

**Sent:** 12 February 2008 09:53

**To:** Roger French

**Cc:** David Frisby

**Subject:** RE: Brighton Marina - Transport Interchange

Roger

I can confirm that the lay-bys have been designed in accordance to standards - allowing a 10m gap for buses to pull in/out of the lay-by.

The Wilson Avenue junction referred to is that of Roedean Road/Wilson Avenue (near to the fire station) that is already signalised. Our proposed amendments reduce queuing, and run on a shorter cycle time so as to ensure easier traffic flow.

The Blackrock junction referred to is the Give way junction within the cliff itself. I attach and aerial photo for reference.

I hope this helps to clarify things.

Regards

**Ilona Blackburn** BEng (Hons)  
Senior Traffic Engineer  
Colin Buchanan

Tel: 01635 399 29

Fax: 01635 327 52

**From:** Roger French [mailto:Roger.French@buses.co.uk]

**Sent:** 12 February 2008 13:56

**To:** Ilona Blackburn

**Cc:** David Frisby

**Subject:** RE: Brighton Marina - Transport Interchange

Ilona

Many thanks for the clarifications. We're happy with the junctions as priorities for action. As we discussed with David we would like to see bus priority measures at the Roedean Road/Wilson Avenue junction with, if it is possible, a bus only approach eastbound along Roedean Road approaching the junction.

Thanks for confirming the bus lay by dimensions. We still wonder whether it will work better for the two bus stops in each lay-by to be combined into one physical shelter/sign at the head of each of the two lay-bys for both buses/services departing.

Best wishes

Roger

Our Ref: 112664/CORRES/ 08.04.29 RFI

Roger French  
Brighton & Hove Bus and Coach Company  
43 Conway Street  
Hove  
East Sussex  
BN3 3LT

29<sup>th</sup> April 2008

Dear Roger

### **Planning Application BH2007/03454 – Land at Brighton Marina**

As you may be aware, the Case Officer dealing with the abovementioned planning application will shortly be going on maternity leave and a new Case Officer will take over. To assist in this hand-over we and the Council thought it would be helpful to set out the current position reflecting recent discussions since submission of the planning application.

In response to consultation feedback received, the scheme has been modified and this will be reflected in a forthcoming substitution. There will be a further formal consultation period associated with this substitution where consultees will be provided with a further opportunity to make representations. Meanwhile, we are keen to set out the current position and resolve matters identified through consultation to date and see formal objections removed.

I would therefore like to take this opportunity to confirm the following with you;

- Through design and discussion we have developed a comprehensive design for the transport interchange that accommodates 6 buses (2 individual lay-bys on the north side and 2 dual lay-bys on the south side) – a diagram is attached;
- The four stops on the south side will have a bus shelter at each stop location;
- All bus shelters will include lighting and seating to an attractive architectural standard and will have real time information displays alongside it;
- You have already confirmed, by email on 12 February 2008, that the junction improvements we have provided mitigation designs for are acceptable to you;

I would be very grateful if you would be able to provide written confirmation that the contents of the this letter meet with your satisfaction and that you have no outstanding concerns with the revised proposals.

If there are any further matters you would like clarified please do not hesitate to contact me.

Yours sincerely

**Ilona Blackburn** BEng (Hons) MIHT  
Senior Traffic Engineer  
Colin Buchanan



01635 399 29



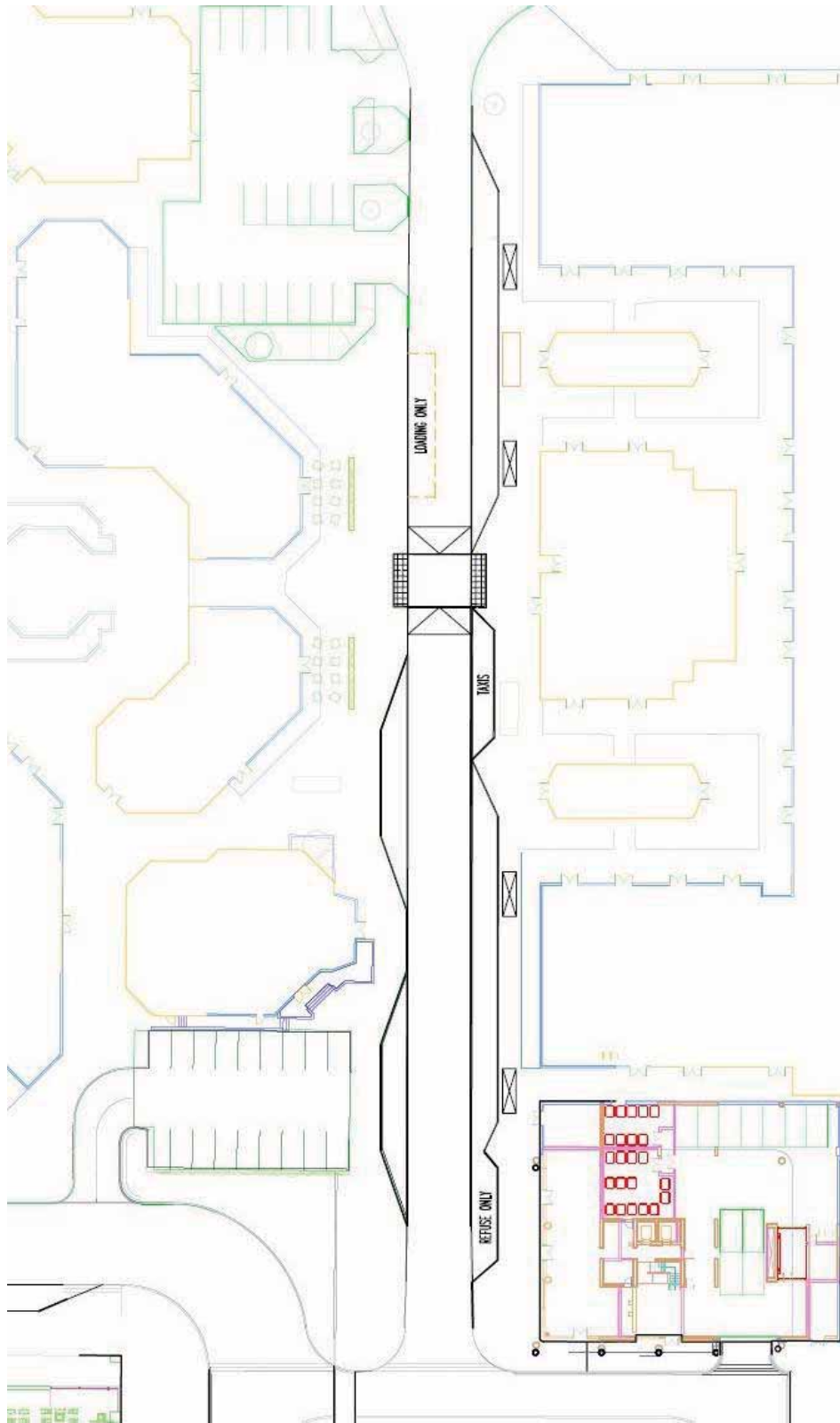
01635 327 52



[ilona.blackburn@cbuchanan.co.uk](mailto:ilona.blackburn@cbuchanan.co.uk)

**cc:** Maria Seale Brighton and Hove City Council  
Jim Dennis Explore Living  
Louise Marlin Priory Partnership  
Pauline Stocker NLP





**Transport Interchange**

## **Appendix T**

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# Technical Note

<b>Job Title</b>	Brighton Marina		
<b>Job Number</b>	112661	<b>Date</b>	23/11/2007
<b>Copy</b>	File	<b>File reference</b>	E:\Development\Project\ Brighton Marina\Tech Notes\Bus Timings 22.11.07
<b>Prepared by</b>	Jessica Wilson	<b>Approved by</b>	David Frisby
<b>Subject</b>	Bus Timings		

## 1 Introduction

- 1.1 Colin Buchanan (CB) have been retained by Explore Living to provide traffic and transportation advice for the Brighton Marina Regeneration Project.
- 1.2 This note outlines the number and frequency of buses entering the Marina and using the proposed transport interchange.
- 1.3 It should be noted that since submission of the Transport Assessment on 14<sup>th</sup> September 2007 the 25c service no longer runs via the Marina.

## 2 Existing

- 2.1 Brighton and Hove Bus and Coach Company introduced their winter timetable from September 23<sup>rd</sup> 2007. Currently in the AM, Midday, PM and Sunday peaks, 6 bus routes stop at the Marina:
  - Route 7: Hove-Brighton Station-Brighton Marina
  - Route 14b (Sundays): Brighton Station-Brighton Marina-Peacehaven
  - Route 21: Brighton Marina-Open Market-Brighton Station
  - Route 27a (Sundays): Hangleton-Brighton Station-Brighton Marina-Coombe Vale
  - Route 47: East Saltdean-Brighton Marina-Brighton Station
  - Route 52/57: Brighton Station-Brighton Marina-Woodingdean
- 2.2 There is therefore potential for 6 buses wanting to use the Marina Interchange at any one time.
- 2.3 However, a review of the current bus times indicates the following. The tables shows the number of buses likely to be waiting at the interchange in a 5 minute time period, for the AM, Midday, PM and Sunday peaks:

**Table 1: AM Peak**

<b>Time Period</b>	<b>No. of Buses</b>	<b>Routes</b>
<b>08.00-08.05</b>	<b>3</b>	<b>7, 21, 47</b>
08.06-08.10	2	7, 21
08.11-08.15	1	7
08.16-08.20	1	7
08.21-08.25	1	7
08.26-08.30	2	7, 52
08.31-08.35	2	7
08.36-08.40	1	7
08.41-08.45	2	7, 52
08.46-08.50	1	7
08.51-08.55	2	7, 47
08.56-09.00	2	7, 47

2.4 The above table indicates that in the AM peak a maximum of 3 buses could be wanting to use the interchange at any one time.

**Table 2: Midday Peak (Mon-Sat)**

<b>Time Period</b>	<b>No. of Buses</b>	<b>Routes</b>
<b>12.00-12.05</b>	<b>3</b>	<b>7, 21, 47</b>
12.06-12.10	2	7, 21
12.11-12.15	1	7
12.16-12.20	1	7
12.21-12.25	2	7, 21
<b>12.26-12.30</b>	<b>3</b>	<b>7, 21, 52</b>
12.31-12.35	1	7
<b>12.36-12.40</b>	<b>3</b>	<b>7, 52</b>
12.41-12.45	2	7, 21
12.46-12.50	2	7, 21
12.51-12.55	2	7, 47
12.56-13.00	2	7, 47

2.5 Table 2 indicates that 3 buses could want to use the interchange at any one time, based on current bus timetables.

**Table 3: PM Peak**

Time Period	No. of Buses	Routes
17.00-17.05	2	7, 47
17.06-17.10	2	7
17.11-17.15	2	7, 21
17.16-17.20	2	7, 21
17.21-17.25	1	7
17.26-17.30	2	7
<b>17.31-17.35</b>	<b>3</b>	<b>7, 52</b>
17.36-17.40	2	7
17.41-17.45	1	7
<b>17.46-17.50</b>	<b>3</b>	<b>7, 21, 52</b>
17.51-17.55	2	7
17.56-17.00	2	7, 47

2.6 Table 3 indicates that in the PM a maximum of 3 buses could want to use the interchange at any one time.

**Table 4: Sunday (midday) Peak**

Time Period	No. of Buses	Routes
12.00-12.05	1	27a
12.06-12.10	2	7, 14b
12.11-12.15	3	7, 14b, 27a
12.16-12.20	1	7
12.21-12.25	2	7, 21
12.26-12.30	2	7, 21
12.31-12.35	2	7, 27a
12.36-12.40	3	7, 14b, 57
<b>12.41-12.45</b>	<b>4</b>	<b>7, 14b, 27a, 57</b>
12.46-12.50	1	7
12.51-12.55	1	7
12.56-13.00	1	7

- 2.7 On a Sunday, in the Midday peak, up to 4 buses could want to use the transport interchange within the Marina.

### **3 Conclusions**

- 3.1 Based on the existing bus services operated by Brighton and Hove Bus and Coach Company, and the current timetables, a maximum of **3** buses are scheduled to be waiting at the transport interchange at any one time during the Monday-Saturday AM, Midday and PM peaks. A maximum of **4** buses are scheduled to use the interchange at any one time on a Sunday (midday peak).

## **Appendix U**

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# Safety Audit Report

## Stage 1 – Preliminary Design

### Brighton Marina Regeneration Project

**Client:**

Explo're Living

Colin Buchanan  
Highway Safety Group  
Newcombe House  
45 Notting Hill Gate  
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**Report Status**

Draft

<b>Job no</b>	112663	<b>Issue no</b>	01	<b>Date</b>	4 July 2007
<b>Prepared by</b>	RET	<b>Verified by</b>	KMY	<b>Approved by</b>	MRD
<b>Filename and Path</b>	J:\Highway Safety Group\Safety Audits\112663_brighton marina_newbury\Brighton Marina Regeneration Project Stage 1 Safety Audit KMY.doc				



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<b>A1</b>	<b>Introduction</b>
<b>A2</b>	<b>Items raised at this Stage 1 Audit</b>
	A2.1 General
	A2.2 Local Alignment
	A2.3 Junctions
	A2.4 Non-Motorised User Provision
	A2.5 Road Signs, Carriageway Markings and Lighting

<b>A3</b>	<b>Audit Team Statement</b>
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# Appendices

<b>Appendix 1</b>	<b>Documents supplied with Audit Brief</b>
<b>Appendix 2</b>	<b>Location plans and site photographs</b>
<b>Appendix 3</b>	<b>Feedback Form</b>

## A1 Introduction

A1.1 This report results from a Stage 1 Road Safety Audit carried out on the initial design of the proposed 'Squareabout' and shared space area in Brighton Marina at the request of Explo're Living. The Audit was carried out during June 2007.

A1.2 The Audit Team membership was as follows:

*Mark Draper BEng, CEng, MICE, FIHT*      *Colin Buchanan, London*  
*Kate Yeo MSc*      *Colin Buchanan, London*  
*Rebecca Thomas BSc. (Hons)*      *Colin Buchanan, London*

None of the members of the Audit Team were involved in the preliminary design of the scheme.

A1.3 The audit took place at the London office of Colin Buchanan on 20 June 2007. The audit comprised an examination of the documents provided by Colin Buchanan, Newbury, and listed in the Annex hereto. These documents consisted solely of drawings showing the proposed 'Squareabout' and shared space design.

A1.4 A specific site visit for the Safety Audit was not undertaken and observations were based on a desktop assessment of the plans provided, supplemented with photographs supplied by Colin Buchanan, Newbury from previous site visits.

A1.5 The terms of reference of the audit are as described in HD 19/03. The Audit Team has examined and reported only on the road safety implications of the scheme as presented and has not examined or verified the compliance of the designs to any other criteria.

A1.6 Where possible, all comments and recommendations are referenced to the design drawings and the locations have been indicated on the plan supplied with the audit brief. Where the Audit Team feel that an identified problem is of particular concern, the item is identified \*\*\*\*\*PROBLEM\*\*\*\*\*.

A1.7 This Safety Audit examines the safety implications of the proposals presented in the submitted drawings and noted on site. It presents observations and recommendations only where there are identified deficiencies in the safety of the scheme. This Audit report does not verify compliance of the schemes with any other standard or criteria.

A1.8	The completed preliminary design comprises
	<ul style="list-style-type: none"><li data-bbox="421 230 480 1742">• The conversion of an existing five arm roundabout to a four arm 'Squareabout' to incorporate the concept of a shared use design whereby pedestrians and motorised vehicles are not physically separated;</li><li data-bbox="501 434 529 1794">• Provision of a petrol filling station access off the dual carriageway immediately to the west of the 'Squareabout';</li><li data-bbox="550 253 609 1794">• The removal of the existing north arm access road to ASDA and the provision of a new road which links the supermarket to the 'Squareabout';</li><li data-bbox="630 797 655 1794">• The removal of the car park exit to the south-west of the proposed Squareabout.</li></ul>
A1.9	No details of either existing or proposed pedestrian flows, speed data, or accident statistics were submitted to the Audit Team.
A1.10	There were no Departures from Standards reported to the Audit Team.

## A2 Items raised at this Stage 1 Audit

Audit Item No.	Audit Team Observation	Audit Team Recommendation
<b>A2.1</b>	<b>GENERAL</b>	
A2.1.1	<p><b>Problem</b> <i>Potential for vehicles to short-cut through the Squareabout could compromise pedestrian safety</i></p> <p><b>Location</b> <i>Between dual carriageway entrance to Squareabout, and the exit to the Strand</i></p> <p>The Audit Team noted the proposed provision of a direct east-west route through the Squareabout to facilitate the passage of boat carriers.</p> <p>The Audit Team were concerned that without adequate enforcement or provision of physical measures to restrict access, other vehicles may attempt to use the route as a shortcut through the area. This could present a danger to pedestrians as the paving plan does not appear to indicate to pedestrians that vehicles may use the route, and thus pedestrians would not expect to see motorised traffic in this location.</p>	<p>The Audit Team recommend that adequate access controls or enforcement are provided in order to prevent vehicles using the route as a cut-through and that pedestrians are made aware of the possibility of vehicles passing through the pedestrian area.</p>

Audit Item No.	Audit Team Observation	Audit Team Recommendation
<b>A2.2</b>	<b>LOCAL ALIGNMENT</b>	
A2.2.1	<p><b>****PROBLEM****</b> <i>Significant potential for side impact collisions involving large vehicles negotiating the Squareabout</i></p> <p><b>Location</b> <i>In the vicinity of the corners of the Squareabout</i></p> <p>The Audit Team noted from plans provided that a proposed 'indicative circulatory carriageway' of approximately 6m width is proposed throughout the Squareabout. In addition, the Audit Team have been advised that it is planned to permit two vehicles to circulate the Squareabout alongside.</p> <p>A review of the swept paths of large vehicles negotiating the roundabout has revealed that large vehicles require the whole of the indicative circulatory carriageway (and a significant part of the paved area) in which to manoeuvre, and the Audit Team are concerned that this will significantly increase the potential for side impact collisions with vehicles travelling alongside.</p>	<p>The Audit Team recommend that a single circulatory lane only is provided within in the Squareabout.</p> <p>See also Items A2.3.1 and A2.4.1</p>

Audit Item No.	Audit Team Observation	Audit Team Recommendation
<b>A2.3</b>	<b>JUNCTIONS</b>	
A2.3.1	<p><b>****PROBLEM****</b> <i>Vehicles entering the Squareabout side by side could increase the potential for collisions</i></p> <p><b>Location</b> <i>West side of the Squareabout, at the junction with the dual carriageway</i></p> <p>The Audit Team noted that the proposed layout would enable two vehicles to enter the Squareabout at the same time, and noted also that large vehicles entering the Squareabout from the west would require the entire width available in order to negotiate the left turn safely.</p> <p>The Audit Team are therefore concerned that the potential for a failure to yield priority and the occurrence of side impact collisions would be increased.</p> <p>See also Item A2.2.1</p>	<p>The Audit Team recommend that consideration be given to reducing the number of entry lanes at the junction to one, at the Detailed Design Stage.</p>
A2.3.2	<p><b>****PROBLEM****</b> <i>Increased potential for collisions involving large vehicles entering the petrol station access</i></p> <p><b>Location</b> <i>In the vicinity of the petrol station access junction</i></p> <p>The Audit Team noted from plans that a proposed petrol station access is to be provided at a distance of approximately 10m from the junction with the Squareabout, on the westbound dual carriageway. In addition, a review of the vehicle tracking for the junction shows that large vehicles wishing to access the petrol station must position themselves in the outside lane of the dual carriageway immediately on exiting the Squareabout.</p> <p>In addition to the close proximity of the junctions, the Audit Team were concerned that motorists positioning themselves in the inside lane on exit from the Squareabout would be at risk from collisions with turning heavy vehicles.</p>	<p>The Audit Team recommends that the location and geometry of the petrol station access and Squareabout exit is reviewed to reduce the potential for conflict.</p>

Audit Item No.	Audit Team Observation	Audit Team Recommendation
<b>A2.4</b>	<b>NON-MOTORISED USER PROVISION</b>	
A2.4.1	<p><b>****PROBLEM****</b> <i>High traffic volumes may reduce pedestrian safety</i></p> <p><b>Location</b> <i>Throughout the shared surface area</i></p> <p>The Audit Team noted that the sole access to ASDA is through the shared space area and that predicted traffic volume for 2012 is approximately 13,000 vehicle movements per day.</p> <p>The Manual for Streets (paragraph 7.2.14) states that shared spaces are likely to work well where traffic volume is below 100 vehicles per hour. Over 500 vehicles per hour would be using the proposed Squareabout if it is assumed that traffic will be using the road over a 24 hour period. If traffic volume is calculated over an 18 hour period (6am-midnight) then hourly flows are over 700 vehicles per hour. In addition, the Audit Team note the proposal to permit two circulatory traffic lanes within the Squareabout.</p> <p>The Audit Team are concerned that high volumes and multiple lanes of traffic will make pedestrian priority difficult to achieve, could hinder the passage of pedestrians around the area, and increase the potential for pedestrian conflict and collisions.</p>	<p>The Audit Team recommend that consideration is given to providing an alternative access to ASDA, which does not require traffic to negotiate the Squareabout, at the Detailed Design stage.</p> <p>See also Item A2.2.1</p>

Stage 1 Safety Audit: Brighton Marina Regeneration Project

Audit Item No.	Audit Team Observation	Audit Team Recommendation
A2.4.2	<p><b>Problem</b> <i>Increased potential for HGV/ pedestrian/ cyclist conflicts</i></p> <p><b>Location</b> <i>Shared surface area within the Squareabout</i></p> <p>The Audit Team noted that vehicles making deliveries to ASDA, and tankers requiring access to the petrol station will be required to negotiate the Squareabout. HGVs have a longer braking distance and reduced visibility due to the length of the vehicle and their swept paths are considerably greater than for an average sized car.</p> <p>The Audit Team noted that the swept paths of large vehicles overrun the paved area adjacent to the area designed to look more like carriageway quite considerably (notably in the southern and western sectors of the Squareabout, and in the north-eastern sector by the ASDA exit).</p> <p>The Audit Team were concerned that pedestrians in close proximity to HGVs in these areas may not expect vehicles to use such a large area when turning, which could increase the potential for pedestrian/HGV conflicts.</p>	<p>The Audit Team recommends that clearer delineation of the shared surfacing is used at the Detailed Design stage in order to clarify the areas where the paths of turning vehicles would be expected to overrun.</p>
A2.4.3	<p><b>Problem</b> <i>Visually impaired pedestrians may experience difficulties distinguishing pedestrian areas increasing the potential for conflict</i></p> <p><b>Location</b> <i>Throughout the shared space area</i></p> <p>The Audit Team noted the high volumes of traffic and the absence of distinguishable pedestrian areas and was concerned that visually impaired pedestrians may experience difficulties in identifying 'safe' pedestrian areas.</p>	<p>The Audit Team recommend that carriageway and overrun areas are clearly distinguishable to the visually impaired, at the Detailed Design stage.</p>



Audit Item No.	Audit Team Observation	Audit Team Recommendation
<b>A2.5</b>	<b>ROAD SIGNS, CARRIAGEWAY MARKINGS AND LIGHTING</b>	
A2.5.1	<p><b>Comment</b></p> <p>The Audit Team do not wish to make any specific comment under this heading, although other items in this report could be considered under this heading as well.</p>	

## A3 Audit Team Statement

I certify that this audit has been carried out in accordance with HD 19/03.

### Audit Team Leader

Name: Mark Draper *BEng, CEng, MICE, FIHT*  
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Tel: 020 7309 7045  
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Signed:

Date:

### Audit Team Member

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Name: Rebecca Thomas *BSc (Hons)*  
Position: Consultant Engineer  
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### Others involved

e.g. observer, police, network management representative, specialist advisor.  
None

# **Appendix 1**

## **Documents supplied with Audit Brief**

## Drawings supplied for Audit

Plan No	Title
Track 1	Cliff Site (ASDA) Service Access
Figure 1.1	Location of Brighton Marina and Development Sites within the Marina
	Filling Station Service Access
112663/OS/004	Extents of Public Highway Boundary (assumed)
112663/OS/003	Extents of Public Highway Boundary

## **Appendix 2**

### **Location Plan**

## **Appendix 3**

### **Feedback Form**

# Safety Audit Report

## Stage 1 – Preliminary Design

### Brighton Marina Regeneration Project

**Client:**

Explore Living

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**Report Status**

Draft

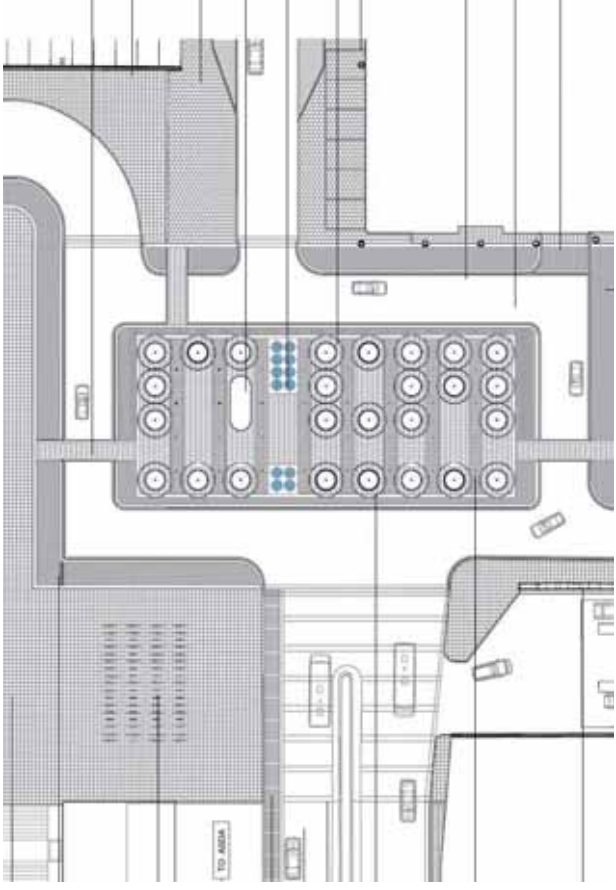
<b>Job no</b>	112663	<b>Issue no</b>	01	<b>Date</b>	22 August 2007
<b>Prepared by</b>	RET	<b>Verified by</b>	KMY	<b>Approved by</b>	MRD
<b>Filename and Path</b>	J:\Highway Safety Group\Safety Audits\112663_brighton marina_newbury\Brighton Marina Regeneration Project Stage 1 Safety Audit_FDC.doc				

## Road Safety Audit Feedback Form

Scheme Brighton Marina Regeneration project

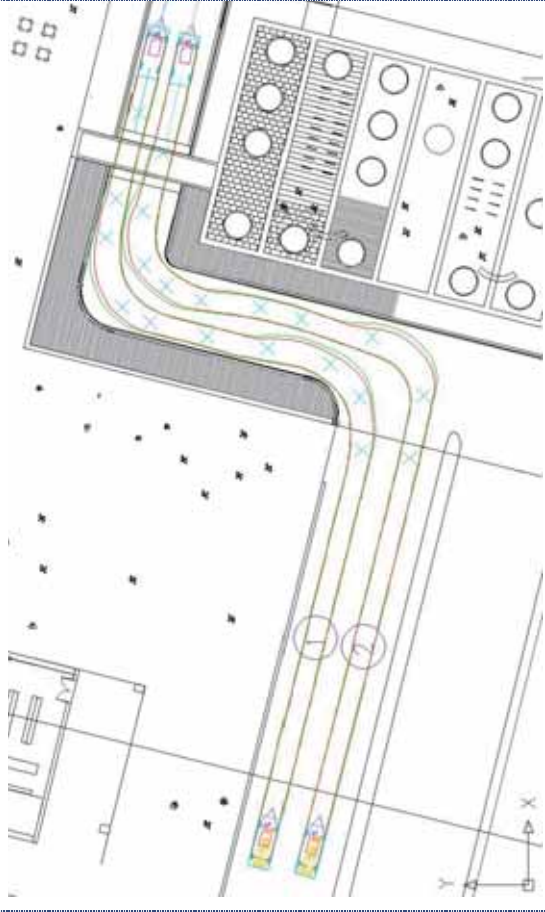
Audit Stage 1

Date Audit Completed 10.03.07

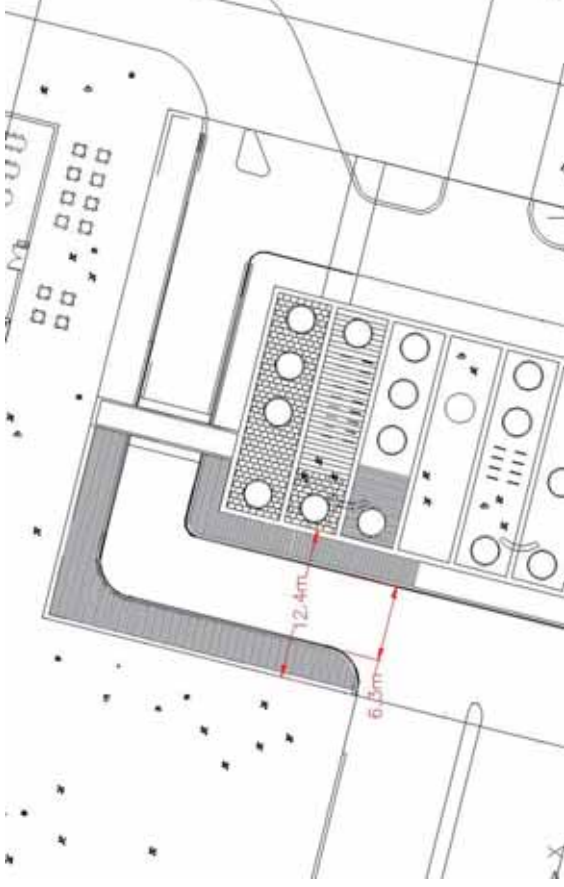
Audit Item No.	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative Measures (describe)	Alternative measures accepted by Audit Team (yes/no)
A2.1.1	No	Yes	<p>In addition to different surface treatments between vehicular and pedestrian space, the design will incorporate a visible distinction/barrier in the form of water fountains (set flush with the pavement). These fountains will run continually.</p> 	



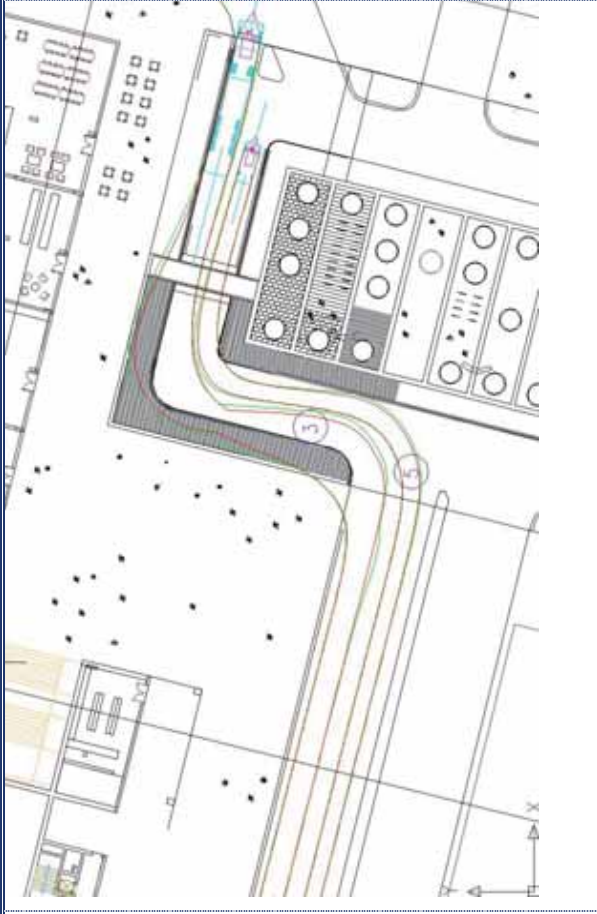
Stage 1 Safety Audit: Brighton Marina Regeneration Project

Audit Item No.	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative Measures (describe)	Alternative measures accepted by Audit Team (yes/no)
A2.2.1	Yes	No	<p>An agreement has been made with the harbourmaster that when yachts are delivered, the fountains will be switched off temporarily and pedestrians halted as the yacht crosses the square, after which the fountains will be turned back on.</p> <p>The square about is designed to accommodate (if required) 2 lanes of traffic emerging from the ramp. The actual carriageway width is provided at 6.3 metres in width.</p>	
			 <p>The above diagram shows an extract from the Autotrack analysis it must be remembered that the geometry of the squareabout ensures <u>extremely</u> low speeds, reducing the potential for impacts</p>	

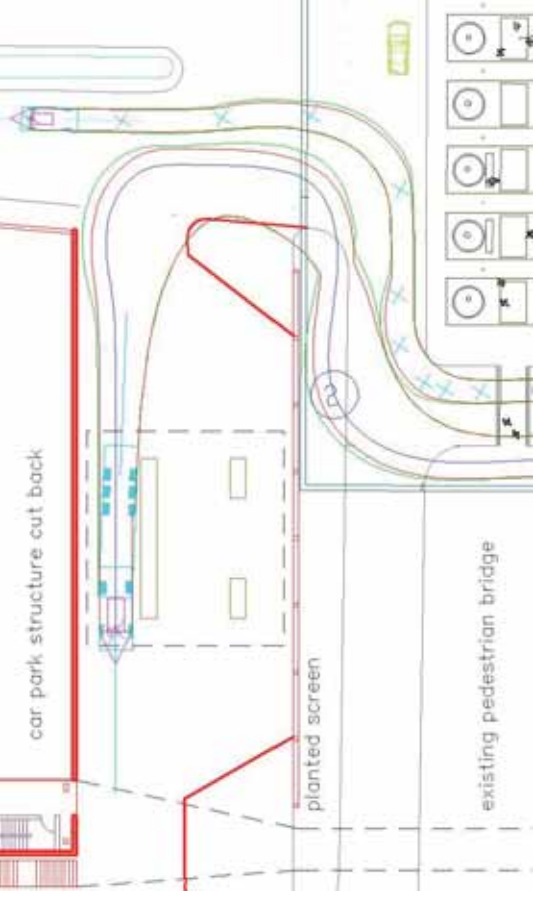
Stage 1 Safety Audit: Brighton Marina Regeneration Project

Audit Item No.	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative Measures (describe)	Alternative measures accepted by Audit Team (yes/no)
A2.3.1	No	No	<p>The circulatory carriageway of the squareabout consists of a 6.3m-wide standard carriageway + 6 m overrunnable area presenting a potential width of 12.4m.</p>  <p>This dimension allows two vehicles to find their space if/when required. In addition, the geometry of the squareabout ensures extremely low speeds, considerably reducing the potentials for impacts. However it is clear that the over run will need to be extended at the bottom of the ramp to the north. This will be addressed in more detail in the further design stages, prior to submission for a Stage 2 safety audit.</p>	

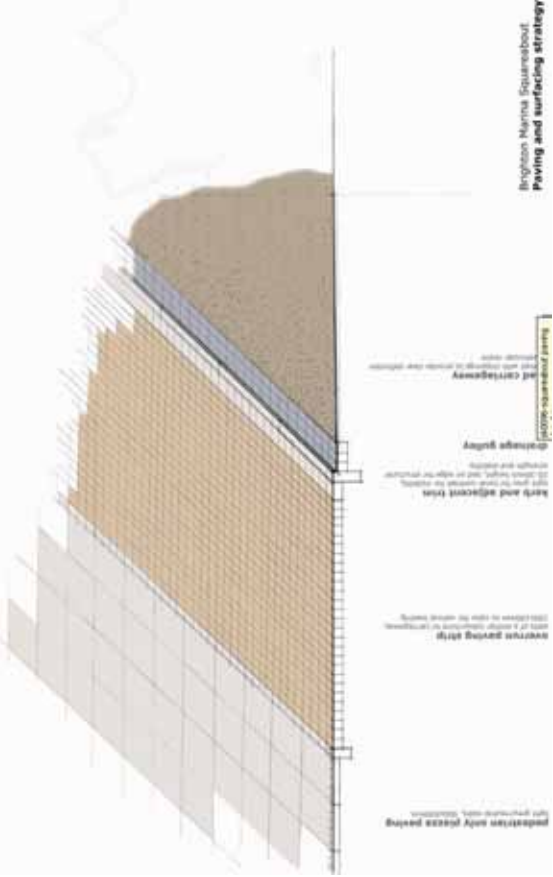
Stage 1 Safety Audit: Brighton Marina Regeneration Project

Audit Item No.	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative Measures (describe)	Alternative measures accepted by Audit Team (yes/no)
A2.3.2	No	No	 <p>The diagram is a technical site plan of a squareabout. It shows a central square junction with four roads meeting at the corners. A specific path through the squareabout is highlighted with yellow and red lines. A dimension line indicates a width of 6.3m for the standard carriageway. Another dimension line indicates a 6m overrunnable area. The total width of the path is noted as 12.3m. The plan also shows surrounding buildings, parking areas, and other infrastructure.</p>	
			<p>The circulatory carriageway of the squareabout consists of a 6.3m-wide standard carriageway + 6 m overrunnable area presenting a potential width of 12.3m.</p>	

Stage 1 Safety Audit: Brighton Marina Regeneration Project

Audit Item No.	Problem accepted (yes/no)	Recommended measure accepted (yes/no)	Alternative Measures (describe)	Alternative measures accepted by Audit Team (yes/no)
A2.4.1	No	No	 <p>The above swept path demonstrates that the vehicular movement can be achieved.</p> <p>The MFS recommends low traffic volumes for shared surfaces. Harbour Square is not a shared surface (the carriageway is on a different level than the pedestrian areas, and is defined by a different paving).</p>	

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			 <p>Harbour Square is a space, where pedestrians do not have priority, but safely negotiate their movement with slow vehicles traffic. This will be developed in more detail in the further design stages, prior to submission for a Stage 2 safety audit.</p> <p>It has been agreed with BHCC that a sum of money will be reserved by Explore Living for the future provision of signals on the square about should the design as developed <u>not</u> allow for safe pedestrian movement.</p>	
A2.4.2	Yes	Yes	<p>The design includes overrun areas that will be delineated by different detailing of the materials (as above), which will alert pedestrians of the potential proximity of vehicles. This will be illustrated in more detail in the detailed design stages.</p> <p>A surface treatment will be applied to the entry and exit ramps to reduce approach speeds (in particular on the entrance ramp) to the square about.</p>	

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A2.4.3	Yes	Yes	<p>Treatments include asphalt chipping surfacing to the carriageway and traffic calming bands at the base of the ramp.</p> <p>Carriageway and over-run areas will be delineated by adequate paving. Similar to that shown below.</p>  <p>This will be developed in more detail in the further design stages, prior to submission for a Stage 2 safety audit</p>	

Signed: \_\_\_\_\_

Design Team Leader

Date \_\_\_\_\_

**PLEASE COMPLETE AND RETURN TO SAFETY AUDIT TEAM**

Safety Audit Signed off: \_\_\_\_\_

Audit Team Leader

Date \_\_\_\_\_

# Judging the Evidence

Brighton Marina Regeneration Project

Stage 2 Road Safety Audit

Report for Colin Buchanan and Partners

June 2008



## Document Control

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# Summary

# 1 Introduction

## 1.1 Background

- 1.1.1 This report presents the results of a Stage 2 Road Safety Audit (RSA) on the safety aspects of the proposed changes to the layout of the five way roundabout junction of Marine Way/ASDA access/Marina's Quay/Merchant's Quay/West Quay at the Brighton Marina. It is proposed that the junction will be changed into a Square with the space shared by vehicles and pedestrians.
- 1.1.2 This Stage 2 Audit was undertaken in June 2008 and was based upon the detailed design drawings. Stage 2 Safety Audits are carried out on completion of detailed design and ideally before the preparation of contract documents. The main requirements are to assess the details of the junction layouts, road markings, signs, traffic signals, lighting and impact protection.
- 1.1.3 This Safety Audit has generally followed 'Guidelines for the Safety Audit of Highways', published by the Institution of Highways and Transportation and the guidelines published by the Department for Transport HD 19/03 that outlines procedures that provide a common standard for examining and monitoring highway schemes. The term 'generally' is used here to acknowledge that neither of these guideline documents was prepared specifically to address the issues to be addressed at this specific site.
- 1.1.4 The objective of a Safety Audit is not to justify a particular project or to examine different options. Instead, the primary aims are to evaluate the proposals in terms of the effect they may have on the safety of road users; to identify any shortcomings and, where possible, recommend amendments or areas for further investigation. In this respect we have fully complied with the Road Safety Audit requirements of both guideline documents.

## 1.2 Auditors

- 1.2.1 The audit was carried out by Marion Dwamena BEng, CEng, MICE, MIHT and Paul Matthews BSc, CEng, MICE, MIHT in June 2008 with Marion Dwamena as the lead auditor.
- 1.2.2 Both Auditors are based in MVA Consultancy's London Office at Second Floor, 17 Hanover Square London W1S 1HU United Kingdom. The Auditors have not been involved in the design of the proposed junction layout.

## 1.3 Site visit

- 1.3.1 A site visit was undertaken on 17 June 2008 between 10.30 am and 12 noon in fine and sunny weather conditions.

## 1.4 The Proposals

- 1.4.1 The regeneration of Brighton Marina includes the construction of new retail and housing units and improvements to some existing amenities.

## Summary

- 1.4.2 The regeneration of Brighton Marina depends to a large extent on the ability to create a distinctive and lively public realm, one that will radically transform the existing character of the development and attract and maintain investment and public confidence. Harbour Square (existing Marina entrance) presents a particularly important challenge, serving as the gateway and entry point to the site and needing to cope with significant volumes of cars, taxis, buses, bicycles and pedestrians (and potentially the future proposals for the Rapid Transport System (RTS)).
- 1.4.3 The new approach to traffic and pedestrian design is referred to as shared space. A major characteristic of a shared space is the absence of traditional road markings, signs, traffic signals and the distinction between "road/carriageway" and "pavement/footway".

### 1.5 Design Information

- 1.5.1 The Audit comprised an examination of the following information:
- Drawing Number 112664/OS/001 Rev A – Harbour Square General Arrangement;
  - Drawing Number 112664/OS/003 – Engineering Layout;
  - Drawing Number 112664/OS/004 – Longitudinal and Cross Sections;
  - Drawing Number 112664/OS/006 – Harbour Square Tracking Manoeuvres;
  - Drawing Number 200-004-PL Rev H – Landscape Plan – Harbour Square;
  - Drawing Number 112664/OS/SA-05 – Harbour Square Signalised Alternative;
  - Drawing Numbers Track 1 to Track 19 – Service Vehicle Swept Paths;
  - Drawing Number XB005\_HYSW\_XXC\_14 Rev P4 – MSCP – Levels 3-4 (Proposed) Circulation: Sheet 2 of 2;
  - Accident Summary 01/01/2003 – 31/12/2005
  - Weekday traffic flows from ASDA; and
  - Saturday traffic flows from ASDA and Brunswick MSCP.
- 1.5.2 The accident summary cover the areas of Madeira Drive and Duke's Mound, Marine Drive A259, Marine Parade (excluding Aquarium Roundabout, Duke Mound/Marine Parade, Preston Circus, Roedean Rd/Whitehawk Rd (Whitehawk Roundabout), Rottingdean Crossroads (Rottingdean High Street/A259); Downs Hotel – Falmer Rd/Warren Rd, Aquarium Roundabout (Palace Pier), and West St/Cranbourne St/Duke St. No accident data was supplied for the actual site and therefore the auditors are unable to comment on existing problem areas with regards to accidents.

### 1.6 Report Format

- 1.6.1 In accordance with the recommendations of HD19/03, this report concentrates **exclusively** on safety issues, possible problems and recommends possible design amendments or areas requiring further investigation.
- 1.6.2 The Report deals with findings derived from the available information and the site visit and possible methods of addressing potential problems. The problems listed consist entirely of

## Summary

unsafe features identified during the Audit. Where recommendations are made, they are intended only as a guide to the designer. It is expected that the designer will consider all measures to address any highlighted issues and not solely be restricted to the recommendations of the auditors.

1.6.3 The report has been subdivided into the following sections:

- **Chapters 2** sets out our observations with regards to motorised users, non-motorised users, for the detailed design drawing, signing and lighting, and existing safety issues noted during the site inspections;
- **Chapter 3** draw attention to existing safety issues; and
- **Chapter 4** contains the auditors' statement.

1.6.4 **No mention is made in this report where departures from standards, relaxations or any other features do not produce safety concerns.**

## Summary

## 2 Identified Problems

### 2.1 Motorised and Non-motorised Problems

#### Problem

#### Location: General

- 2.1.1 Surfacing materials proposed are concrete block paving and granite setts. These materials have varying degrees of skid resistance and various types of finishes.

#### Recommendation

- 2.1.2 Ensure that skid resistance of all materials are appropriate. Also ensure that the finishes are such that they will not pose as trip hazards for pedestrians, or unseat two wheeled vehicle riders.

#### Problem

#### Location: Marina Way

- 2.1.3 Twenty mph signs are proposed to be placed in advance of the zebra crossing. However, they have been placed within the area of the zigzag markings. This area is to be kept free of any item that may distract a driver.

#### Recommendation

- 2.1.4 Relocate the signs and restriction in advance of the zigzag markings.

#### Problem

#### Location: Marina Way

- 2.1.5 The Belisha beacon for the eastbound carriageway (central reserve side) has been placed after the crossing rather than in advance of it and in line with the nearside beacon. This would not correctly inform drivers of the location of the crossing, in particular those in the offside lane.

#### Recommendation

- 2.1.6 Relocate the beacon to the west side of the crossing.

## Summary

### Problem

#### Location: Marina Way

2.1.7 A shared surface for pedestrians and emergency vehicles is proposed adjacent to the eastbound arm of Marina Way. Vehicles travelling on this shared area will not be seen by cars travelling eastbound on the ramp and vice-versa due to the presence of the parapet wall on the ramp. The access will be hidden.



2.1.8 The exit for the shared area is too close to the exit for the ramp. This would make collisions likely between vehicles using both exits at the same time.

2.1.9 AutoTrack drawings show that vehicles would be allowed to travel westbound in this shared area. The frequency of use of this facility is not known but it could result in collisions between vehicles approaching the square from the ramp and vehicles using the shared area; vehicles on the ramp will not expect vehicles to turn immediately after the exit to the ramp.

### Recommendation

2.1.10 Alternative arrangements should be investigated to remove the need for vehicles to use this shared area.

### Problem

#### Location: Marina's Quay

2.1.11 Drawing Number 200-004-PL Rev H – Landscape Plan – Harbour Square shows ramps on each side of the proposed raised pedestrian crossing. The ramp gradient is not shown. However, measurements from the drawing indicate a gradient of 1 in 16. A minimum gradient of 1 in 20 is required.

2.1.12 Associated drainage for the ramps is not shown.

### Recommendation

2.1.13 Adjust the ramp gradient as appropriate and provide drainage to prevent ponding.



## Summary

### Problem

#### Location: Merchant's Quay

- 2.1.14 Drawing Number 200-004-PL Rev H – Landscape Plan – Harbour Square shows a proposed raised pedestrian crossing. The tactile paving in the south footway is arranged as for a controlled crossing. Drawing Number 112664/OS/001 Rev A – Harbour Square General Arrangement has the tactile paving arrangement shown correctly.

### Recommendation

- 2.1.15 The designer should ensure that the tactile paving arrangement is appropriate for the type of crossing.

### Problem

#### Location: West Quay

- 2.1.16 The intersection of West Quay and Harbour Square is shown to have a ramp. The ramp gradient is not indicated.

### Recommendation

- 2.1.17 The designer should ensure that an appropriate gradient is used at the junction.

### Problem

#### Location: West Quay

- 2.1.18 The West Quay approach to Harbour Square is leads straight into the square without any deflection. This layout could lead motorists to disregard the presence of other road users when entering the square.

### Recommendation

- 2.1.19 It is recommended that deflection is applied to this approach or some traffic calming measure is installed to mitigate the problem.

## 3 Existing Safety Issues

### 3.1 Existing Safety Issues

- 3.1.1 These existing safety issues need to be addressed by the highway authority at the earliest opportunity.

#### Issue

#### Location: Rumble section in Merchant's Quay

- 3.1.2 A section of granite setts is present on the approximately 20m from the junction with the roundabout. The width of the section makes it look like a crossing area especially as it is in the pedestrian desire line. Pedestrians were seen crossing at this location although there are no dropped kerbs.



#### Recommendation

- 3.1.3 Reduce the width of the rumble section so that it will not look like a pedestrian crossing.

## Summary

## 4 Auditors' Statement

### 4.1 Statement

- 4.1.1 We certify that this audit has been carried out generally in accordance 'Guidelines for the Safety Audit of Highways' published by the Institution of Highways and Transportation and the UK Department for Transport guidelines HD 19/03.

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