

Item 1b) Public Comments

From: Gary Farmer
Sent: 10 October 2019 09:29
To:
Cc:

Subject: Valley Gardens

Dear Mr Sharrock

In case you are unaware it is from myself that the issues regarding VG3 grew and the start of The Valley Gardens Forum began because of a flyer that was delivered to my home (no businesses received this notification) regarding the plans to the loading space outside my business being paved over to make yet another public space (concrete) here in central Brighton.

From the outset it was clear to me that the council were not openly engaging with residents or businesses despite their claims that they were.

The opposition to this scheme has moved on so much that the area (labelled "princes Square") is being overlooked by the overall grand scheme of the design, yet is vital to the organic growth and everyday lives on many businesses and residents here in central Brighton.

When converting the offices at Old Steine in 2014 we were granted permission to develop Under Section 106 of the Town and Country Planning Act 1990 after providing a sustainable transport contribution sum paid to the council of £20,000 for a "footway island" (Council's wording not ours) into this area.

The plans do not meet this requirement, there is no footway "island" and concerns regarding the space and how it is vital for the viability of businesses in the area have been paved over yet again despite "consultation"

The plans cannot proceed unless there is an "island" and our contribution should be returned to the college if we are ignored on this matter and there is no "island" but instead a paving over and extension of the pavement area, this is a legally binding contract drawn up by the council and is being drowned out amongst the other many serious concerns regarding the project that has been pushed through without due consultation, without business and residential support, without open dialogue and a clear understanding of the scheme to the city, without honest data being relied upon and without good faith and trust in our elected council.

I want redevelopment (for the city, my home and my business) but the plan to destroy all the local businesses with the removal of the organic loading / unloading area the neighbourhood works is not acceptable.

We need the historic open access which dates back 200 years for our businesses around the area as we rely on this – we grew with it, it is part of the business model for us all and the council officers have not listened.

As a resident and business owner with 5 properties on the Old Steine (4 of which face the Royal Pavilion) there is no real understanding by the council of how the scheme will impact on the city centre.

Please understand I want redevelopment and I want a sustainable and beneficial scheme to be moved forwards, central Brighton has been ignored for far too long and is in a state of decay.

Businesses and tourism will be affected should VG3 go ahead, VG1&2 are already heavily impacting on the city – I urge you to come and see the current climate here.

In such difficult political and economic times is it right to risk the livelihood and success of the scheme on what is widely seen as a damaging and highly controversial plan which could benefit all if executed correctly with the best interests of all met.

Regards

Gary Farmer
Director



Brighton Language College

Accredited by British Council for the teaching of English / English UK Member

[Brighton Language College Green Policy](#)

PAY NOW WITH FLYWIRE – CLICK [HERE](#)

To whom it may concern:

As suppliers to the coffee industry, we feel that we are not being listened to by BHCC with regard to the Valley Gardens road development in central Brighton.

We need sensible provision for the delivery/service sector to deliver without hindrance. Our drivers suffer a maze of one-way streets and parking restrictions and even with electric vans would still need road space to deliver what you expect to buy on the high street. There's no provision for delivery companies in the current preferred design for the roads around the Old Steine. It's as if we don't exist.

The proposed removal of the Palace Pier roundabout because of 11 accidents per year (most trivial, none fatal) is short sighted when 18 million vehicles use this junction annually. The roundabout is essential, safe and with a simple re-design would be even safer. Traffic lights at this junction would cause misery. We all want the prize of carbon neutrality, but it's questionable as to whether this scheme in its current design will deliver.

Making Madeira Drive one way from the roundabout to Duke's Mound means that someone (who can't walk up to the Pier) leaving the Volks Tavern in a taxi to Brighton Station will be taken eastbound almost to the Marina before turning back via Duke's Mound. Needless to say, deliveries to the Pier, to beachfront or arches businesses will be even more difficult and time consuming for the downtrodden service sector.

Madeira Drive as a through road is not fit for purpose in its current state so how will it realistically link to an entry-only junction at the pier? It's an obstacle course of scaffolding, litter, parking bays in the middle of the road, tourists stepping in front of cars and bikes having regular collisions with pedestrians/dogs. Quite apart from its unique uses like closing for weekend events, or as a set-down area for tourist coaches, there will need to be a left turn at the top of the incline of Dukes Mound which HGVs and vintage cars will struggle with. They need the roundabout to turn around.

BHCC tells us to wait until the "Detailed Design Phase" where all will be revealed. But there's no information about what this means and no reassurance of public inclusion. A cross-party *task and finish group* will oversee Phase 3 - but BHCC hasn't said who will be in this group. And some works have already begun (8.10.19) on the roundabout.

Reducing car use in Brighton is a noble goal and yes we need more innovative car-share schemes or park & ride, cheaper public transport etc but vans, carers, disabled drivers, PSV's, emergency vehicles, HGV's and families who want to come to the seaside in a car shouldn't be penalised. Just making the roads really unpleasant is counter-productive and doesn't solve the problem of too many cars.

There is nowhere quite like Brighton. Please don't destroy it with an over-priced, unnecessary, rushed and ill-thought-out road scheme which future generations will have to pay the price for, both environmentally and economically.

Signed Zena Thompson from Black Rock Coffee Co and Herbert & Ward (Southern)
Diana Palmer from Red Roaster Coffee Co
Richard Yalden from Roasted Coffee Co
Steven Lewis from Drury Tea & Coffee Co (Southern) and Espresso Central Engineers
Liam Pickett from Coffee Doctor

AMEX AREA NEIGHBOURHOOD ACTION FORUM

Johnathan Sharrock (and LEP board)
Coast to Capital

c/o Serena Burt

10th October 2019

Re: Valley Gardens Phase 3/LEP decision 17th October

Dear Mr Sharrock and LEP colleagues,

We are a flourishing neighbourhood group in east Brighton and write to you as a last resort in the hope that you will at least make your decision knowing that residents in east Brighton are extremely worried about this scheme. 'Last resort' feels apt given none of us feel properly consulted by the council on 'phase 3' and none of us knew until recently, that the council had a range of other, better options on the table. No ward councillor has supported our view that this scheme should pause for review. Indeed they've been told not to engage by their respective parties. Our letters to these councillors, council leaders and the local press have been contemptuously swept aside in official responses. Moreover, members who have individually tried to discuss worries over 'phase 3' with Council leader Cllr Nancy Platts and Environment Transport & Sustainability Committee Chair Cllr Anne Pissaradou have found their reactions to be brusque and remote with both insisting on the presence of Senior Officer Nick Hibberd to answer details on their behalf - rather like an accompanying lawyer acting for their 'client'.

The issue we have found ourselves most concerned about is Air Quality (specifically NO₂ and PM 2.5). It is encouraging to learn in the national press last week that leading academics are calling on the government to include an up-to-date clean air bill in the next Queen's Speech ('Doctors demand clean air act...' The Times 28th Sept. See Note 1). The fact that, UK-wide, 64,000 early deaths per year are attributable to outdoor air pollution is all the more shocking as we bear witness to the sheer dishonesty of the 'phase 3' scheme you are poised to approve. By claiming that this scheme encourages a shift away from car use and toward 'safer' forms of travel (walking/cycling/cleaner public transport), council officers together with Labour and Green Party councillors promote a collective 'party line' that 'there is no alternative'. They now publicly claim this version of 'phase 3' is the only option if Brighton is to respond properly to the climate emergency and achieve a zero carbon city by 2030. Their plan to remove rather than improve the pier roundabout was initially justified with demonstrably false claims over high rates of accident-injury (See Note 2 for press example). Council officers, councillors and other advocates for the scheme have told us face to face that if increased congestion and air pollution follows roundabout replacement with a T-Junction then - as one councillor put it 'so be it', another said 'you can't make an omelette without breaking eggs'. They refuse to acknowledge that there

really *is* an alternative; a hybrid of earlier short-listed options that could mitigate air pollution *and* address CO2.

Residents have been repeatedly advised by Council Officers that the current scheme intends to cause such severe congestion that it 'changes behaviour' to push people away from car use. *If it were the case* that the council had conducted traffic modelling and a full Environmental Impact Assessment, our worst fears might have been alleviated on the basis that hard evidence and analysis showed our fears to be unfounded. The council have *not* demonstrated that congestion and poisoned air will soon give way to their opposite (presumably as the nudge effect works its magic) and so we need urgently to ask you why you'd support a phase 3 scheme with no EIA, no modelling?

We've yet to meet a resident who could ever imagine a scheme such as this would be approved by funders and quickly go ahead when its instigators are so clearly indifferent to illness and early deaths as a consequence of years, if not decades, of rising air pollution. With council estates facing Grand Parade and social housing positioned on the eastern end of St James's Streets side roads and with rat-runs emerging as delivery vans reroute to avoid the stop/start on new 5 lane carriageway there are families we know (some are our members) who simply conclude that their lives don't matter.

It feels as if genuine concerns about the global climate crisis have been weaponised in a cynical power play by political leaders and council officers to drive through policy without scrutiny or consultation. These same political figures and appointees invariably live in leafy suburbs and care little about the air some of the poorest communities breathe. [The 'CO2 trumps NO2' viewpoint recently surfaced in the local press: See Note 3]

'Bad' schemes are nothing new in Brighton but at this eleventh hour it is our hope that you'll have already been alerted to the profound risks associated with this one and agree with us that 'phase 3' needs urgent review. Few of us at Amex Area Neighbourhood Forum drive cars and all of us are committed to the original people-friendly vision for the 'Valley Gardens' corridor. However, many have kids and it will be cold comfort to all of us if our concerns over air quality are born out over the years to come. Naturally we look forward to future national legislation and a Clean Air Act that holds as criminally liable those in public office who knew full-well their policies played fast and loose with air pollution deaths. As citizens who live and work in East Brighton, we implore you to NOT approve funding of Valley Gardens phase 3 until full consultation and environmental impacts have been properly considered.

Kind Regards,

Serena Burt
Chair, AMEX AREA NEIGHBOURHOOD FORUM
<https://www.facebook.com/groups/1880505305302446/>

CC
COO Anthony Middleton

Chair Tim Wates

Vice Chair Julie Kapsalis

Board:

Colin Kemp

Amanda Jones

Claire Mason

Tony Newman

Mike La Rooy

Daniel Humphries

Frances Rutter

James Arnell

Mark Brunt

Martin Harris

Nancy Platts

Adam Tickell

Richard Hopkins

Louise Goldsmith

Coast 2 Capital

Cali Gasson

Hannah Gosling

Carli Foster

Hazel Nicholmann

Taygan Paxton

Monitoring

Manju Shahul-Hameed

Sean Murphy

Matthew Kaye

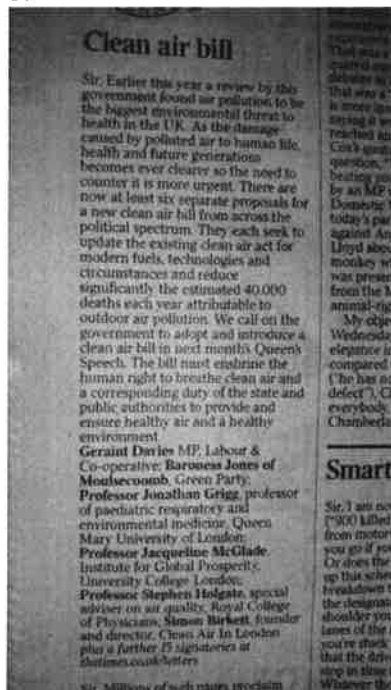
NOTES:

1.



2. <https://www.theargus.co.uk/news/17885871.letter-dangerous-roundabout-needs-addressed-urgently/>

3.



4. <https://www.theargus.co.uk/news/17904533.letter-editor-aquarium-roundabout-must-go-must-cycling/>



Coast 2 Capital Local Enterprise Partnership

Valley Gardens / Old Steine Phase 3 – Five Lane Highway

October 10 2019

The Brighton & Hove Taxi Trade and Brighton Area Buswatch are jointly writing to the LEP about the concerns of the removal of the current northbound lane on the west side of the Old Steine with a new five lane highway created on the east side. A diagram has been provided which gives realistic visualisation of the intended five lane highway.

Brighton & Hove Taxi Trade

On behalf of the Brighton & Hove taxi trade we would like to record with Coast 2 Capital and the LEP that consultation with the trade as stakeholders in the city transport.... that we were not offered any consultation with Phase 3 of the scheme until very late in the process.

At a Trade/Council meeting on November 15 2018 the taxi trade reps were presented with the plans for Valley Gardens Phase 3 and the councils preferred Option 1.

The trade would like to make it very clear that this was the first 'consultation' that council had with the trade lasting approximately one-and-a-half hours. Additionally the meeting on November 15 2018 only occurred after being prompted by the trade. The trade considers it is a major stakeholder as part of the transportation network and yet consultation with the trade appears to have been neglected.

Additionally such meagre consultation was only arranged under pressure from the trade and merely consisted of input of where taxi ranks may be placed. No other consultation was provided prior to this with the decision already made on the major changes which we consider to be negligent of the council.

The Brighton & Hove taxi trade is very concerned about the loss of the quick and easy route northbound out of the city with the intention to remove the west traffic lane parallel to the Royal Pavilion. We consider that whilst the council may have had good intentions to create an 'open space' this would be to the great detriment of the movement of traffic in the city.

Currently traffic in North Street is generally restricted to busses and taxis which can turn left to head northbound at the junction with the Old Steine/Victoria Gardens. However the plan is to stop this and for busses, taxis and other traffic to be taken over to the east side of the area creating a five lane highway. The council has conceded that to facilitate this some of the pedestrian paving will need to be reduced in width.

A new junction will be created at Grand Parade / St. James's Street where busses and taxi will have to queue up at to be able to turn left to head northbound to join the new five lane highway.

This proposal is considered to be nonsensical with its purpose to squeeze together a huge amount traffic into a relatively small space. This will without doubt cause the effect of cutting off the east side of the city with such a concentration of traffic. Additionally the existing pedestrian paving will have to be narrowed to accommodate the intended five lane highway

Lastly were very surprised to be informed by Mr Martin Harris of the Brighton & Hove Bus Company who is an LEP Board member that he does not share the same concerns as the local taxi trade and time will tell as to whether the trades concerns are proved right or wrong especially where the LEP has been quoted in the media as the scheme being “....low value for money”.

Andrew Peters
Secretary
Brighton & Hove Taxi Trade Association

Brighton Area Buswatch

Our group has considerable concerns over Brighton & Hove City Council's Valley Gardens Phase 3 proposals, which we believe risk undermining our very successful bus service.

Brighton Area Buswatch believes the current proposals for Phase 3 will worsen provision for bus users and make buses slower. Old Steine is the Brighton equivalent of Clapham Junction for bus users, yet under current plans bus stops will be scattered in several locations which will make interchange between buses more difficult and confusing. Bus stops at Old Steine are not perfect today, but the proposed scheme is not an improvement. Some of the proposed stop locations, e.g. at Castle Square are too small and the pavements are narrow. They can only accommodate one or two buses which will lead to congestion and tailbacks affecting other traffic. Also, there is insufficient space for terminating buses to stand at Old Steine between journeys or to curtail late running buses when there are traffic delays.

Bus usage has doubled in the city over the past 25 years and we should be looking to promote further substantial increases in patronage as people realise the environmental benefits of almost zero emission buses and use cars less. This can only be achieved with better facilities for buses and for bus passengers. We believe this would be best achieved by a four lane bus road on the west side of Old Steine between Pavilion Street and Castle Square. This would allow northbound buses to continue using the listed bus shelters and to pass each other, with southbound buses on the other side serving two stops with the ability to overtake, to eliminate bus queuing that occurs now at stop H (by Sainsbury's). This would create an attractive bus hub for passengers at this busy central point concentrating facilities in one area.

These ideas were considered in Options 3 & 4 which and dismissed prior to the public consultation last October, so the public was unable to comment on them.

Andrew Boag
Brighton Area Buswatch

Summary

We ask for the scheme to be paused for full and proper consultation to take place with all stakeholders before a final decision for the grant of funding is given

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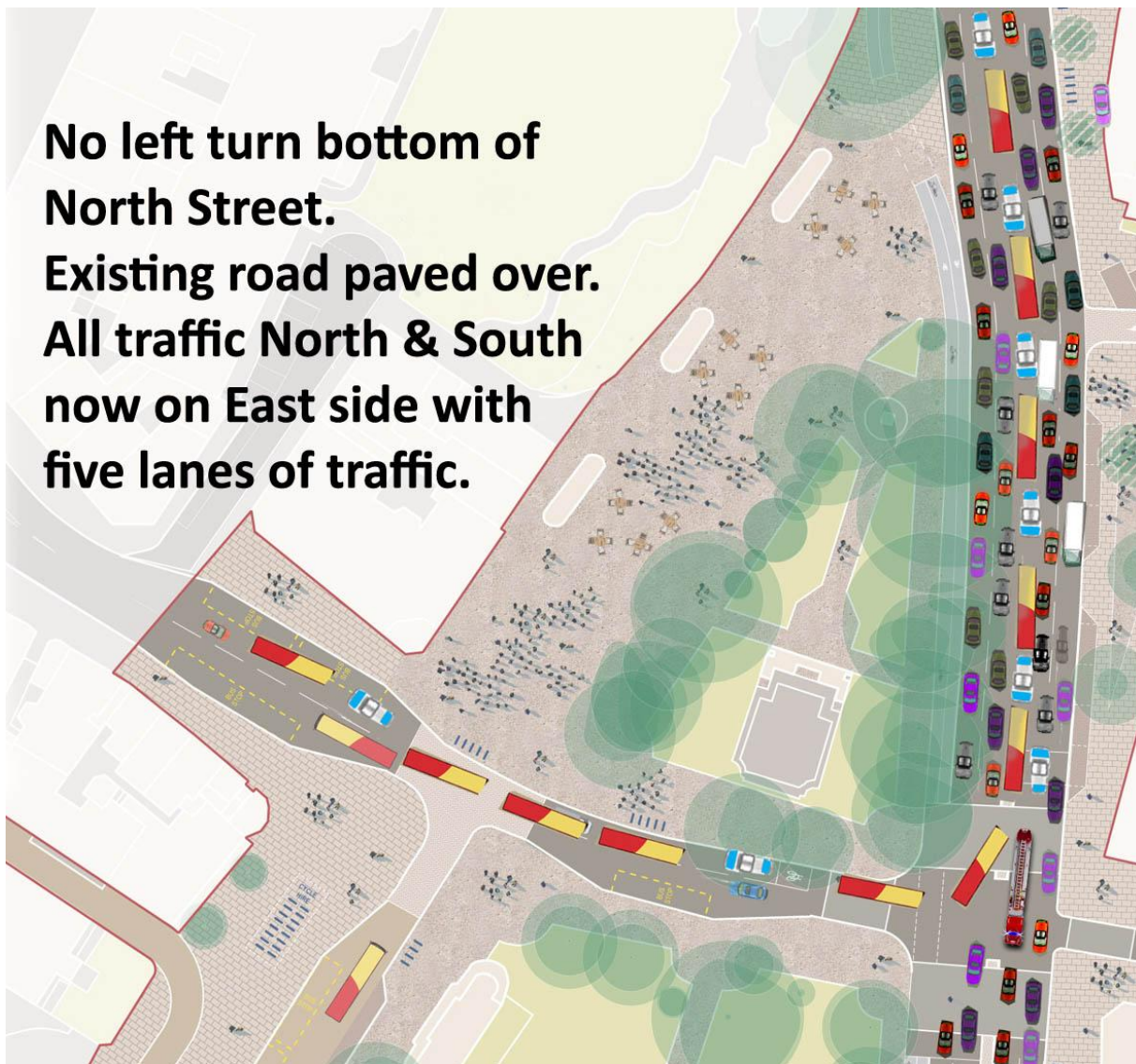
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Coast 2 Capital: Cali Gasson Hannah Gosling Carli Foster Hazel Nicholmann Taygan Paxton

Monitoring: Manju Shahul-Hameed Sean Murphy Matthew Kaye

**No left turn bottom of
North Street.
Existing road paved over.
All traffic North & South
now on East side with
five lanes of traffic.**





Coast to Capital

Local Enterprise Partnership

October 10 2019

Valley Gardens / Old Steine Phase 3 – Aquarium roundabout removal

On behalf of the Brighton & Hove Taxi Trade I write with reference to our major concerns for the plans to remove the existing Aquarium roundabout to be replaced with a traffic signal system

At a Trade/Council meeting on November 15 2018 the taxi trade reps were presented with the plans for Valley Gardens Phase 3 and the councils preferred Option 1.

The trade would like to make it very clear to Coast 2 Capital and the LEP that this was the first 'consultation' that council had with the trade lasting approximately one-and-a-half hours.. Additionally the meeting on November 15 2018 only occurred after being prompted by the trade. The trade considers it is a major stakeholder as part of the transportation network and yet consultation with the trade appears to have been neglected.

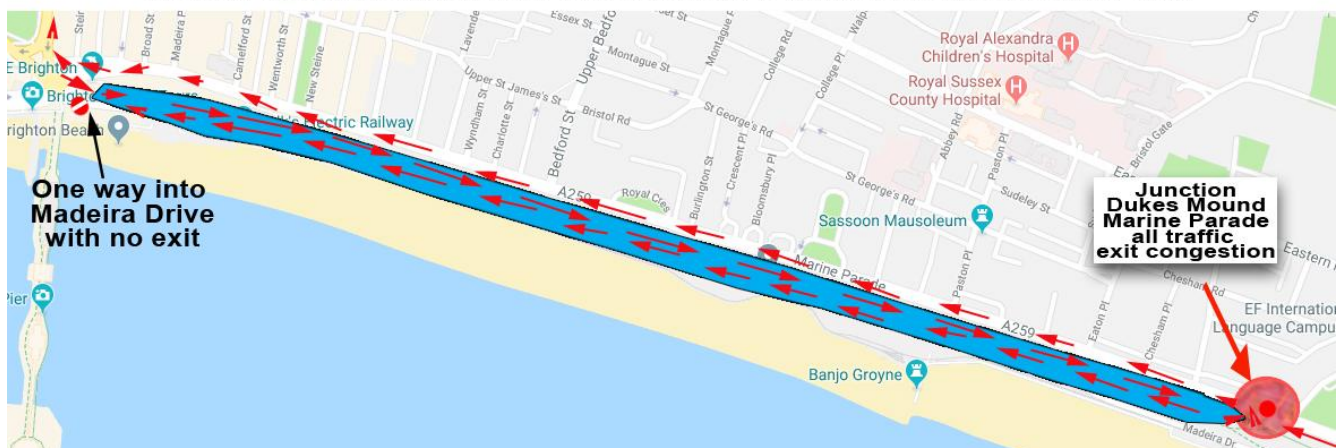
However... over many months the trade has been in communication with Brighton & Hove City Councils with our major concerns about the knock-on effects that this plan.

The trade even demonstrated the difficulties with a live tour in a taxi which featured on the local TV channel Latest TV which can be viewed at: <https://youtu.be/bvStWr8XThs>

This provided unequivocal evidence of the upmost difficulty that removing the roundabout will cause which involves turning Madeira Drive ...which is currently a two-way traffic system... into a one-way only entry system with the only exit for all traffic at Dukes Mound / Marine Parade.

Medeira Drive - Giant Cul de Sac

Removal of existing Aquarium and replacing with a Three Phase traffic light system instead of a Four Phase one means no exit from Medeira Drive with all traffic restricted to exiting at Dukes Mound/Marine Parade



We have found it astonishing that the council has completely ignored the fact of the detrimental effect that this will cause with massive congestion at this junction.

Many times we have made it clear that the cost to a taxi fare picking up in Madeira Drive to head back westbound will be a minimum of £8 to the standard fare which is unacceptable.

No West/Right turn from Little East Street / Kings Road

The trade has gone to great lengths to put the clear and plain fact to the council that at this junction right / westbound turns are prohibited and the only way for any traffic wishing to head westbound has to firstly turn left eastbound to the roundabout to loop back around to be able to head westbound.

To date the council has not offered any plans to this major issue.



With the roundabout removed any traffic intending to head westbound will have no choice but to drive into the city centre or through the narrow one way St. James's Street adding to congestion.

“Low value for money”

Cost to Capital has already expressed that Valley Gardens / Old Steine Phase 3 is “Low value for money” and it should add to this that taxi fare will be much higher because of it and we ask for this scheme to be paused for full and proper consultation with all stakeholder to take place before any final decision for the grant of funding is given

Please note that this submission is a greatly condensed version of similar submissions previously made to the council

Andrew Peters
Secretary
Brighton & Hove Taxi Trade Forum Association

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Coast 2 Capital Local Enterprise Partnership

Valley Gardens / Old Steine Phase 3 – Five Lane Highway

October 10 2019

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Brighton & Hove Taxi Trade

On behalf of the Brighton & Hove taxi trade we would like to record with Coast 2 Capital and the LEP that consultation with the trade as stakeholders in the city transport.... that we were not offered any consultation with Phase 3 of the scheme until very late in the process.

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The trade would like to make it very clear that this was the first 'consultation' that council had with the trade lasting approximately one-and-a-half hours. Additionally the meeting on November 15 2018 only occurred after being prompted by the trade. The trade considers it is a major stakeholder as part of the transportation network and yet consultation with the trade appears to have been neglected.

Additionally such meagre consultation was only arranged under pressure from the trade and merely consisted of input of where taxi ranks may be placed. No other consultation was provided prior to this with the decision already made on the major changes which we consider to be negligent of the council.

The Brighton & Hove taxi trade is very concerned about the loss of the quick and easy route northbound out of the city with the intention to remove the west traffic lane parallel to the Royal Pavilion. We consider that whilst the council may have had good intentions to create an 'open space' this would be to the great detriment of the movement of traffic in the city.

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Andrew Peters
Secretary
Brighton & Hove Taxi Trade Association

Brighton Area Buswatch

Our group has considerable concerns over Brighton & Hove City Council's Valley Gardens Phase 3 proposals, which we believe risk undermining our very successful bus service.

Brighton Area Buswatch believes the current proposals for Phase 3 will worsen provision for bus users and make buses slower. Old Steine is the Brighton equivalent of Clapham Junction for bus users, yet under current plans bus stops will be scattered in several locations which will make interchange between buses more difficult and confusing. Bus stops at Old Steine are not perfect today, but the proposed scheme is not an improvement. Some of the proposed stop locations, e.g. at Castle Square are too small and the pavements are narrow. They can only accommodate one or two buses which will lead to congestion and tailbacks affecting other traffic. Also, there is insufficient space for terminating buses to stand at Old Steine between journeys or to curtail late running buses when there are traffic delays.

Bus usage has doubled in the city over the past 25 years and we should be looking to promote further substantial increases in patronage as people realise the environmental benefits of almost zero emission buses and use cars less. This can only be achieved with better facilities for buses and for bus passengers. We believe this would be best achieved by a four lane bus road on the west side of Old Steine between Pavilion Street and Castle Square. This would allow northbound buses to continue using the listed bus shelters and to pass each other, with southbound buses on the other side serving two stops with the ability to overtake, to eliminate bus queuing that occurs now at stop H (by Sainsbury's). This would create an attractive bus hub for passengers at this busy central point concentrating facilities in one area.

These ideas were considered in Options 3 & 4 which and dismissed prior to the public consultation last October, so the public was unable to comment on them.

Andrew Boag
Brighton Area Buswatch

Compass Travel

As a local bus operator in Brighton we are very concerned about the proposals in Phase 3 of the Valley Gardens project. By concentrating all the traffic on the east side of Old Steine there is going to be a huge increase in congestion particularly around the junction with St James Street. Brighton has an excellent history of bus priority and a high volume of bus usage and this scheme is risking destroying many years of positive work. The result is likely to be buses getting caught up in gridlock with serious delays to services. There will also be issues with bus stops being scattered around the Old Steine area when the opportunity could be taken to create a new bus stop hub.

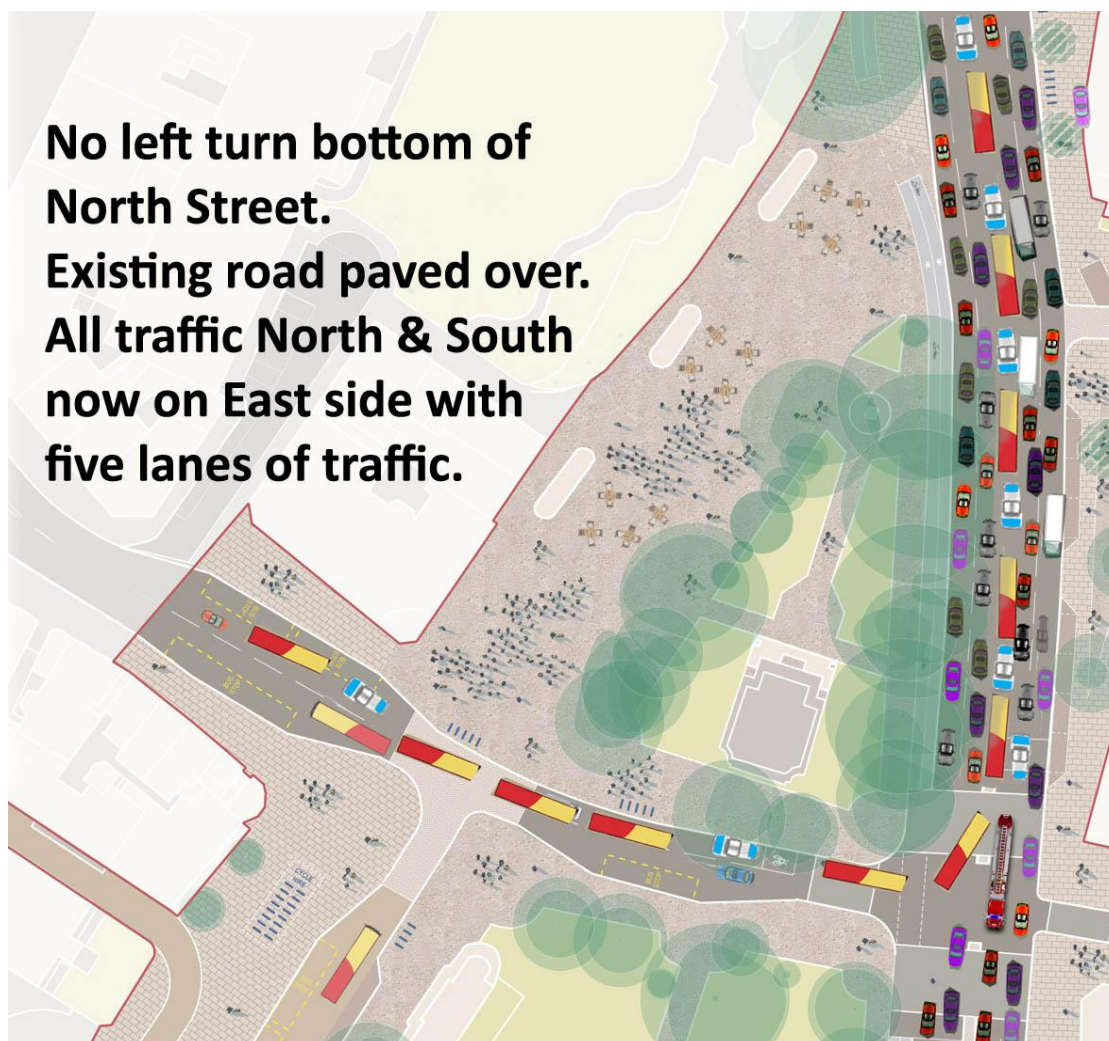
For other Brighton bus operators any delay can normally be rectified by adding additional buses into the schedule (at a cost) but our services basically operate an hourly clock-face timetable which will become unworkable if there are serious delays.

I very much support and agree with the views of Brighton Bus Watch regarding their alternative proposals. I would urge all parties to pause this project to allow further serious investigation as to the effects of this scheme on local bus reliability and a full consultation on alternative options."

Chris Chatfield
Managing Director
Compass Travel (Sussex) Limited

Summary

We ask for the scheme to be paused for full and proper consultation to take place with all stakeholders before a final decision for the grant of funding is given

**Copies to:**

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Coast 2 Capital: Cali Gasson Hannah Gosling Carli Foster Hazel Nicholmann Taygan Paxton

Monitoring: Manju Shahul-Hameed Sean Murphy Matthew Kaye

Subject: FW: Valley Gardens Phase 3 - My Draft

Dear Johnathan,

I understand that your Board are due to meet next week to decide whether to release the funding for Phase 3 of the Valley Gardens project.

As the CEO of the Brighton Pier Group and Chair of the Tourism Alliance I feel compelled to share my concerns about the project. Whilst any scheme that improves the environment is welcome, this does not meet the anticipated objective and I believe it will impact adversely the Tourism business upon which the City relies heavily.

An ambition to get people out of their cars is admirable but this must be preceded with a viable alternative transport strategy. Visiting families from out of town need to come by car or train and as you are aware, I'm sure, a large percentage are put off trains by the sheer cost. This is a scheme that seeks to reduce traffic but actually increases congestion and therefore environmental damage. It is a very simple equation that more congestion leads to less willingness to travel and hence less income for the critical visitor economy. Currently there is much debate and work within the council and Tourism Groups to present a Destination Management Plan for the city. This scheme flies in the face of the ambitions contained within that plan, to increase visitors and improve the environment.

The removal of the Aquarium roundabout is ill thought through and indeed the ancillary costs of doing so (remodelling Dukes Mound Junction) are not even considered within the scheme. The impact of these additional but necessary costs along with the loss of Tourism revenue would probably see the scheme move from low value to negative value. However these factors have been ignored by the council.

The council made a decision on the scheme, consulted, ignored the responses in opposition to the scheme and all along have paid scant attention to the opinions of those most likely to be affected, local businesses and the wider tourism industry. Any downturn in number of visitors to our city will lead to job losses in the sector and in the local services who support our industry. It is as simple as that.

I, and Tourism Alliance businesses along with many local residents and non-tourist businesses, believe that this scheme is nothing less than detrimental to the city's economy, its workforce and its reputation as an environmentally friendly city and should not be funded in its present form.

Sincerely,

Anne

Anne Ackord
Chief Executive Officer
The Brighton Pier Group Plc

Chair of Brighton & Hove Tourism Alliance

Sent: 11 October 2019 16:14

To: Jonathan Sharrock

Subject: Phase 3 of Valley Gardens needs to be funded please!

Hello Jonathan,

I represent Bricycles, a community cycling group in Brighton and Hove. I am also the local campaigns contact for Cycling UK, the national cycling charity. I am writing to express my strong support for Brighton and Hove City Council's Valley Gardens scheme and to ask the LEP to award funding to BHCC for Phase 3 at the meeting on 17 October.

For many years, people in Brighton (and further afield) have been effectively blocked from getting to the coast on foot or on cycles by the unfortunate legacy of car-focused planning.

We welcome the redesign of the obstructive and unnecessary Aquarium Roundabout and look forward to the improved cycle route to the seafront for the many people who are already cycling and those many more who will be encouraged to cycle (or walk/use their mobility vehicles etc.) by the better conditions.

The Valley Gardens scheme will be a big improvement, but it is essential that Phase 3 goes ahead. Phase 3 is the missing link in a route to the seafront. Contrary to criticism, council officers have done a good job making information available to the public, holding exhibitions and workshops, listening to suggestions etc. We support the design that is now close to finalisation. We do not support late calls by opponents asking for the roundabout to be retained and other big alterations to be made to the cycle route which we regard as problematic.

Please award the funding for Phase 3 of the Valley Gardens scheme to Brighton and Hove City Council.

Thank you,

Becky Reynolds,
Bricycles, the Brighton and Hove Cycling Campaign

From: Les Gunbie [<mailto:lesandjane@googlemail.com>]

Sent: 13 October 2019 22:23

To: Jonathan Sharrock

Subject: Funding for Valley Gardens Phase 3

Dear Jonathan,

I understand that there is a funding decision imminent about Valley Gardens Phase 3.

As a pedestrian, cyclist, bus user - and car driver - I would like to express my support for any plans which prioritize pedestrian and cycle links down to the seafront, and do not work against bus travel. As a city we have declared a climate emergency, and I believe strongly that infrastructure decisions need to reflect this.

I think there have been many voices raised in opposition to the plans - but perhaps less support declared in their favour. As such, I would like to register my support and trust you will take into account the wishes of those who have not thus far been quite so vociferous.

Yours sincerely,

Les

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Les Gunbie

From: David Sewell

Date: 11 October 2019 at 18:50:39 BST

To: Johnathan Sharrock

Subject: Phase 3 Valley Gardens Scheme

Dear Mr Jonathan Sharrack

As Chair, North Laine Traders Association it is important that I write to you about BHCC proposed Phase 3 Valley Gardens Scheme.

I have been involved and following this project since the first Council meeting on this subject.

It is clear that the so called Council Consultation from the word go on this whole project has been appalling and continues to be the same. There is no meaningful Consultation with business, traders and residents just the Council saying what is going to happen. This has continued this year with the Valley Gardens Forum only being listened to by BHCC but not taking any notice of (I thought one of your conditions on releasing money was that BHCC should be properly consulting with the VG Forum to find the best way forward and best scheme).

North Laine Traders rely on deliveries and customers being able (especially for large heavy items) to access this area by car and lorries via the road system. BHCC phase 3 will make the whole ill thought out road system much worse and hence have a detrimental effect on the 'High Street'

Trading is already very difficult in Brighton and you can now see why one of the reasons John Lewis pulled out of the Clock Tower location - customers would just not have been able to arrive there.

BHCC Phase 3 takes away the Palace Pier roundabout one of the busiest road areas of Brighton that works at present and has a very low accident ratio to vehicle movements. To change to a T Junction with lights without proper thought and modelling on all the surrounding roads, a one way Madeira Drive and Dukes Mound intersection does not make sense.

I have already seen Emergency Vehicles being held up in Valley Gardens where there is no extra space for vehicles to get out of the way - the grid lock that BHCC is contributing towards will cost lives not save them.

Please look again at just handing BHCC the money without fulfilling your remit properly and making BHCC look at the alternatives the VG Forum have developed and continuing to develop an alternative scheme being brought to BHCC attention in the next week(s).

Regards

David Sewell

Chair, North Laine Traders Association

From: Keith Barnes
Sent: 13 October 2019 16:01
To: Jonathan Sharrock

Subject: Valley Gardens Phase 3

Dear Jonathan,

I am writing in support of the completion of the Valley Gardens Scheme.

Currently, as well as running Cycle With Confidence I also work for the Council as a Cycle Trainer, my job is not only to train children to know how to ride, but also to instil confidence in adults to negotiate our busy road system, safely and confidently.

Currently the route to the seafront from is extremely disjointed and difficult to negotiate, and very off-putting for nervous cyclists, who desperately want to use the seafront bike lane.

Please, please ensure that the views and needs of cyclists and pedestrians are treated with the utmost respect when it comes to considering the virtues of Phase 3.

Kind regards,

Keith Barnes

From: Anthony Rogers
Sent: 13 October 2019 11:57

Subject: Support for Valley Gardens, Phase 3

Dear Anne and others,

I am a resident of Patcham ward and also work as a teacher of Geography at BHASVIC and would like to write in support of the Valley Gardens Phase 3 project.

I had assumed that the project would just go ahead as planned but recently heard that there were some objections, these objections I would like to counter with my own support.

In our Geography A level we are tasked by the specification with studying our local area in a topic called Regenerating Places. Part of our studies include the application of the Egan Wheel model of sustainable development for communities. We use this for projects such as Valley Gardens to demonstrate the benefit of accessible transport improvements to the community in terms of environment, equity, health and economy of the local population. Our students read examples of similar infrastructural projects, such as in Seville, Spain, where this type of improvement has brought great benefits to the City.

My hope, and that of my family, is to see the benefits of Phase 3 in action and I urge you to continue with the planned improvements.

Yours sincerely

Anthony Rogers

From: Katy Rodda
Sent: 12 October 2019 21:42
To: Jonathan Sharrock

Subject: Valley Gardens Phase 3: BHCC's current plan is the best option

Dear Jonathan

I write as a community representative, a campaigner for active travel and as a postgraduate transport planning student specialising in children and streets, in support of Brighton and Hove City Council's proposals for Valley Gardens Phase 3 development, and to urge the Local Enterprise Partnership to approve the funding for the scheme.

I write at some length to expand on the following summary:

- The people who will benefit most from this scheme are the people with the least public voice in society
- People in the UK are so used to very poor walkable urban environments and significant infrastructure deficit that they have little idea of how convenient and civilised the pedestrian experience should be. Medics here and elsewhere are desperate for people to be more active, and creating safe, enticing space for this is critical.
- The council's current proposals address issues of disequity/inequality and accessibility in a way that alternative proposals do not; alternative proposals firmly reinforce disequity.

For sixty years, transport planning in the UK has aimed solely to improve the movement of motor traffic, enabling more motors to move further and faster. This is in line with the Department for Transport's Green Book, in which the Value of Time Saved is held as the pre-eminent monetised value in a Benefit-Cost Ratio. It is now clear that creating space for motor vehicles has simply led to cities and towns full of them – it has induced demand massively. Enabling motor traffic to 'flow' at maximum speeds through junctions and around corners has made streets dangerous for people, especially vulnerable people such as children, young people, and those with physical impairments; and inhospitable for people on foot and cycle.

Throughout this time, accessibility has been ignored, resulting in 'transport inequality' where far more money and space is given to a more polluting, damaging and dangerously-behaved group at the direct expense of others (consider public money 'investment' in roads compared to public 'subsidy' for local authorities to care for the public realm and for public transport; you'll note insidious differences in terminology,

too). Five people die every day on UK roads due to planning that has 'designed in' danger for people on everyday journeys and inappropriate motor use. This week saw another report that obesity in young people has risen again: they have literally been driven off the streets.

Most people enjoy a walk through a National Trust garden, but don't understand that they should ask for a similar quality of experience outside those specific attractions. Making cities truly 'walkable' means aiming high. Walkable environments shouldn't be the leisure preserve of middle classes with time, money, and independent motor access. We know from the popularity of specific streets and zones in this city that people respond in huge numbers to a high quality, reduced traffic, coherent urban realm, and this is what we need to see in this key zone of Brighton.

The area nearest the pier should be an immersive space, not a transient one: people should enjoy lingering and relaxing, feeling safe, soaking up the views of the sea and the city. The fact that a TSE-designated trunk route runs through it (the A259) and meets another trunk route at that very point (the A23) is an anathema for the requirements of the urban realm here. The roundabout is high-impact and creates huge severance and access issues: the space it takes up means that people have to walk much further, in extremely limited space, directly adjacent to flowing motor traffic round the corners on each side, to reach the seafront. A T-Junction, while still having some impact, at least reduces severance by allowing straight-line access across the incongruous trunk route for people on foot, cycle and using accessibility aids.

Rebalancing the current status quo, (ie reclaiming space for people to walk and cycle to make active travel the easiest, most direct, and convenient choice for families) is never going to win votes from motor users who realise that a plan will not benefit them; unfortunately, they are blind to the inequalities of decision-making since 1960. Those most dependent on a safe urban realm are in a position to form better habits as they grow up: but young people lack an influential voice and parents of young families generally just live each week at a time; so their opinions about a matter that will affect them for the longest are largely unstated, if they are realised at all.

It is worth labouring the point that too many transport plans and decisions across this country have been made by 'the average man with only a briefcase'. I urge you to consider the real users of this space: elderly people, parents with tired, hot children struggling at the end of a day out, people bringing relatives in wheelchairs because Brighton has so much to see, and large groups of visitors who have come in coaches and for whom this is a gateway into the city; none of these valuable groups have any say in what happens here. From a cycling perspective, local families from residential areas to north and east are desperate for seafront access; this is currently unfeasible

for them as there is no route that does not involve busy roads. Other bike users are young people with friends and tourists on Brighton hire bikes, requiring safe, coherent, direct routes.

Brighton and Hove City Council's current plans for Valley Gardens Phase 3 begin to address the space imbalance within one of Brighton's most important urban realms, flanked by the city's main tourist attractions, the pier and the pavilion. No-one wants a design that retains as much motor traffic as possible; every other parent I speak to (these are not extremist campaigners, just ordinary people with their own children and young people at heart) would love to see a completely car-free city centre. It is widely understood in transport planning that the only way to reduce traffic is to reduce space for traffic. Research shows short-term negative impact followed by long-term traffic reduction. The council is also developing its city-wide Local Cycling and Walking Infrastructure Plan as a continuation of their strategy to provide an active travel environment, and to offset necessary limits imposed on motor traffic movement by providing high quality alternative travel mode options.

Removing the pier roundabout and replacing it with a T-junction follows the principle of space reallocation, for which there is precedent elsewhere. In Times Square, the iconic visitor destination in New York, analysis showed that 90% of people in the space were on foot, while 80% of the space was given to motor vehicles. The square was closed to traffic. In London, Bank junction and Trafalgar Square have severely reduced traffic presence – and collision rates and air quality have improved while there is more space for people to walk and cycle. The proposed T-Junction is nowhere near that drastic, even though the council could reasonably consider more extreme options.

The proposal by another group to retain the roundabout, move the cycle lane to the current coach park in Pool Valley, and move the coaches out into the Old Steine, is a series of compromises that simply reinforce the existing disequities of access, safety and urban realm, and as such is in no way fit for purpose.

Finally, Brighton and Hove City Council has declared a climate emergency. We know that emissions from transport are still rising year on year, so reducing traffic is imperative; we need clear action to reduce motor traffic in the city. (Electric cars do not address accessibility, congestion, severance, or even some air quality issues.)

In the context of these details, it is right that this plan does not just meekly preserve existing space allocation but instead champions accessibility and sustainability. We can see from the works in Valley Gardens Phases 1 & 2 that the council has been

bold in creating better footways and cycleways, and this is the appropriate plan for Phase 3.

Kind regards

Katy

Katharine Rodda

Community Works representative for active travel on BHCC Transport Partnership
(job-share)

Local resident/user of the Valley Gardens area

From: Nick Hill

Date: 11 October 2019 at 15:10:07 BST

Subject: Valley Gardens 3

Dear Tony

I hope you are well.

It has been brought to our attention at Brighton & Hove Buses and Metrobus, by the authors, that a letter to you regarding Valley Gardens 3 represents views including 'bus operators'. As the operator with the most customers and the highest level of operations affected by the Valley Gardens 3 proposals, we thought it important to clarify that the bus operators referred to do not include ourselves. Given the importance to our customers and our operations, we have given great deal of consideration to the proposals during the consultation stages and responded to the council accordingly.

Our position is summarised in the note below, sent to the council in recent weeks:

Our position remains that we support the ambition for a more attractive space at the centre of our city and that this will ultimately be to the long term advantage of travel providers and users in attracting more people to visit and spend time in our city, as well as contributing to improving the urban environment for our city's residents, and provides a once in a generation opportunity to significantly improve the public transport experience. Our continued support of these ambitions remains contingent upon the detailed design stage of the scheme ensuring that delays to bus services are minimised and adequate capacity for buses is provided to serve the needs of the travelling public and the waiting facilities are to high design standards in keeping with a central focal point and of practical value for the high volumes of users involved. This is also in the context of an expectation that strategies to push forward sustainable transport choices becoming an increasing reality on the ground, in order to combat air quality issues for our citizens and to contribute to a carbon neutral future for the city so that it is playing its part in the battle against climate change.

Kind regards

Nick Hill

Commercial Director

Brighton & Hove Bus and Coach Company



Coast 2 Capital Local Enterprise Partnership

Valley Gardens / Old Steine Phase 3 – Five Lane Highway

October 10 2019

The Brighton & Hove Taxi Trade and Brighton Area Buswatch are jointly writing to the LEP about the concerns of the removal of the current northbound lane on the west side of the Old Steine with a new five lane highway created on the east side. A diagram has been provided which gives realistic visualisation of the intended five lane highway.

Brighton & Hove Taxi Trade

On behalf of the Brighton & Hove taxi trade we would like to record with Coast 2 Capital and the LEP that consultation with the trade as stakeholders in the city transport.... that we were not offered any consultation with Phase 3 of the scheme until very late in the process.

At a Trade/Council meeting on November 15 2018 the taxi trade reps were presented with the plans for Valley Gardens Phase 3 and the councils preferred Option 1.

The trade would like to make it very clear that this was the first 'consultation' that council had with the trade lasting approximately one-and-a-half hours. Additionally the meeting on November 15 2018 only occurred after being prompted by the trade. The trade considers it is a major stakeholder as part of the transportation network and yet consultation with the trade appears to have been neglected.

Additionally such meagre consultation was only arranged under pressure from the trade and merely consisted of input of where taxi ranks may be placed. No other consultation was provided prior to this with the decision already made on the major changes which we consider to be negligent of the council.

The Brighton & Hove taxi trade is very concerned about the loss of the quick and easy route northbound out of the city with the intention to remove the west traffic lane parallel to the Royal Pavilion. We consider that whilst the council may have had good intentions to create an 'open space' this would be to the great detriment of the movement of traffic in the city.

Currently traffic in North Street is generally restricted to busses and taxis which can turn left to head northbound at the junction with the Old Steine/Victoria Gardens. However the plan is to stop this and for busses, taxis and other traffic to be taken over to the east side of the area creating a five lane highway. The council has conceded that to facilitate this some of the pedestrian paving will need to be reduced in width.

A new junction will be created at Grand Parade / St. James's Street where busses and taxi will have to queue up at to be able to turn left to head northbound to join the new five lane highway.

This proposal is considered to be nonsensical with its purpose to squeeze together a huge amount traffic into a relatively small space. The will without doubt cause the effect of cutting off the east side of the city with such a concentration of traffic. Additionally the existing pedestrian paving will have to be narrowed to accommodate the intended five lane highway

Lastly were very surprised to be informed by Mr Martin Harris of the Brighton & Hove Bus Company who is an LEP Board member that he does not share the same concerns as the local taxi trade and time will tell as to whether the trades concerns are proved right or wrong especially where the LEP has been quoted in the media as the scheme being “....low value for money”.

Andrew Peters
Secretary
Brighton & Hove Taxi Trade Association

Brighton Area Buswatch

Our group has considerable concerns over Brighton & Hove City Council's Valley Gardens Phase 3 proposals, which we believe risk undermining our very successful bus service.

Brighton Area Buswatch believes the current proposals for Phase 3 will worsen provision for bus users and make buses slower. Old Steine is the Brighton equivalent of Clapham Junction for bus users, yet under current plans bus stops will be scattered in several locations which will make interchange between buses more difficult and confusing. Bus stops at Old Steine are not perfect today, but the proposed scheme is not an improvement. Some of the proposed stop locations, e.g. at Castle Square are too small and the pavements are narrow. They can only accommodate one or two buses which will lead to congestion and tailbacks affecting other traffic. Also, there is insufficient space for terminating buses to stand at Old Steine between journeys or to curtail late running buses when there are traffic delays.

Bus usage has doubled in the city over the past 25 years and we should be looking to promote further substantial increases in patronage as people realise the environmental benefits of almost zero emission buses and use cars less. This can only be achieved with better facilities for buses and for bus passengers. We believe this would be best achieved by a four lane bus road on the west side of Old Steine between Pavilion Street and Castle Square. This would allow northbound buses to continue using the listed bus shelters and to pass each other, with southbound buses on the other side serving two stops with the ability to overtake, to eliminate bus queuing that occurs now at stop H (by Sainsbury's). This would create an attractive bus hub for passengers at this busy central point concentrating facilities in one area.

These ideas were considered in Options 3 & 4 which and dismissed prior to the public consultation last October, so the public was unable to comment on them.

Andrew Boag
Brighton Area Buswatch

Summary

We ask for the scheme to be paused for full and proper consultation to take place with all stakeholders before a final decision for the grant of funding is given

Copies to:

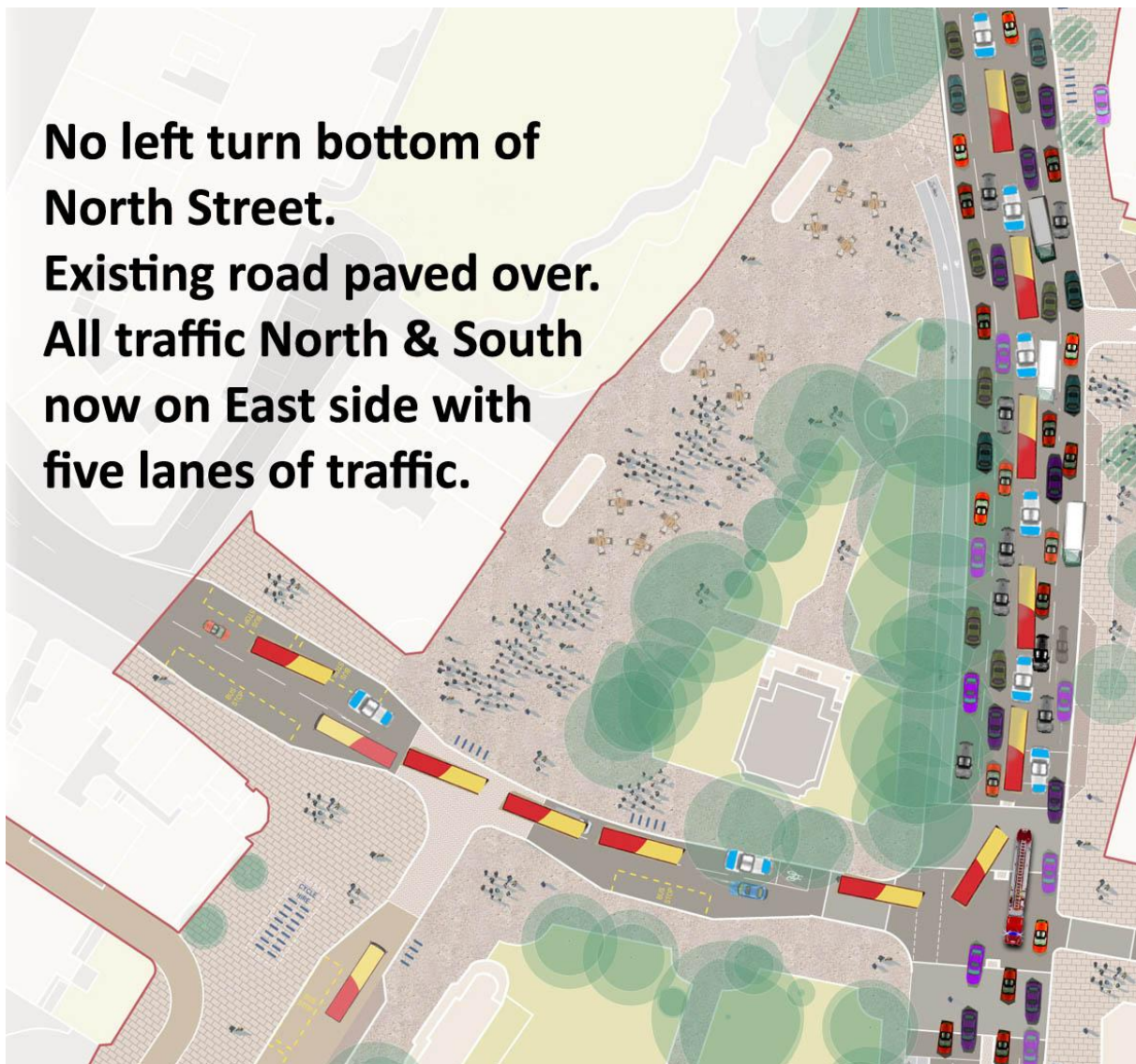
CEO: Jonathan Sharrock **COO:** Anthony Middleton **Chair:** Tim Wates **Vice Chair:** Julie Kapsalis

Board: Colin Kemp Amanda Jones Claire Mason Tony Newman Mike La Rooy Daniel Humphries Frances Rutter
James Arnell Mark Brunt Martin Harris Nancy Platts Adam Tickell Richard Hopkins Louise Goldsmith

Coast 2 Capital: Cali Gasson Hannah Gosling Carli Foster Hazel Nicholmann Taygan Paxton

Monitoring: Manju Shahul-Hameed Sean Murphy Matthew Kaye

**No left turn bottom of
North Street.
Existing road paved over.
All traffic North & South
now on East side with
five lanes of traffic.**





Valley Gardens Forum <valleygardensforum@gmail.com>

Valley Gardens Forum CIC's revised plans for phase 3

Valley Gardens Forum
<info@valleygardensforum.org.uk>

Thu, Oct 10, 2019 at 3:56 PM

Dear Tony

Ahead of this afternoon's deadline before publication of the C2C Board papers, please find attached the latest draft & annotation of the Valley Gardens Forum's revised plans for phase 3.

Drawn from the best elements of the original BHCC design options, our plan has received input from residents, business leaders, health professionals, traders groups, bus users and operators, the taxi trade and the city's events' organisers - unlike the official version being presented for funding next week.

Please note that we don't consider this a definitive plan - but even in current draft, our proposal would achieve a better outcome on almost every measure. It removes most of the transport disbenefits and therefore provides a much improved Benefit Cost Ratio and alignment with Transport for the South East's stated [strategy](#).

We trust you and your Board will find this intervention useful and suggest that if, after deliberation you resolve to fund the scheme, that you make such an award provisional on Brighton & Hove City Council resubmitting their business case with the improved value for money rating - that a plan close to ours would achieve.

We look forward to hearing from you in due course.

Best

Daniel

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Valley Gardens Forum

t.

w. valleygardensforum.org.uk

a. 11 Old Steine - Brighton - BN1 1EJ

2 attachments



Valley Gardens Forum - phase 3 Rev D 101019.jpg
4614K



Valley Gardens Forum - phase 3 Rev D 101019 - Annotated.jpg
5117K

Key

Footway - resin bound gravel

Footway- modular paving

Bi-directional, segregated cycle track

Proposed parking bays - block paving

Side road entry treatment / central median - block paving

Tarmac carriageway

Tarmac with buff finish

Crossing

Soft landscaping

Proposed tree

Existing tree

New Kiosk

N.T.S

Scale bar

10m 20m 30m

Valley Gardens Forum

New Phase 3 Proposal

10 October 2019



Key

Footway - resin bound gravel

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Bi-directional, segregated cycle track

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10m

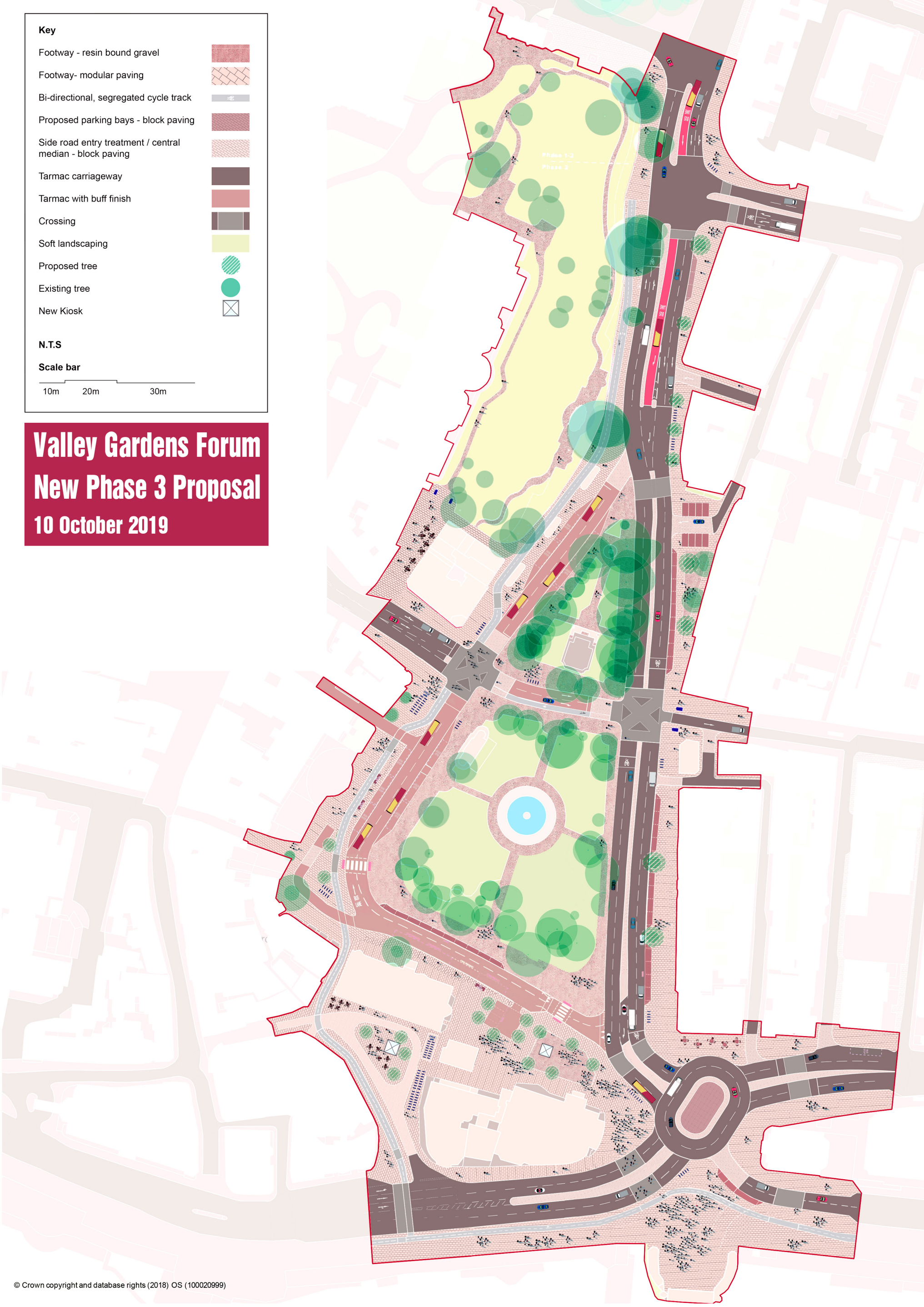
20m

30m

Valley Gardens Forum

New Phase 3 Proposal

10 October 2019



Coast to Capital

Board Meeting

Wednesday 10 July 2019

Barcelona/Geneva Rooms, Destinations Place, Level 5, South Terminal, Gatwick Airport

Meeting Minutes

Board Members: Tim Wates (TW) – Chair; Julie Kapsalis (JK) Vice Chair; Jamie Arnell (JA); Karen Dukes (KD); Louise Goldsmith (LG); Martin Harris (MH); David Joy (DJ); Colin Kemp (CK); Mike La Rooy (MLR); Frances Rutter (FR); Manju Shahul-Hameed (MS – representing Tony Newman); Jonathan Sharrock (JS).

Attendees: Cath Goodall (CG) - Cities & Local Growth Unit, BEIS; Sean Murphy (SM), Accountable Body, Croydon Council (representing Lisa Taylor); and Geoffrey Thornton (GT) – BEIS.

Coast to Capital attendees: Malcolm Brabon (MB); Carli Foster (CF) – Head of Finance; Anthony Middleton (ALRM); Hazel Nicholmann (HN) and Katie Nurcombe (KN).

Part A items will be published. Part B items will also be published unless specified otherwise.

1. Introduction (Part A) – This item will be published

a) Welcome and apologies

TW welcomed Board members to the meeting. TW also introduced Tim Norwood (Corporate Affairs & Sustainability Director, Gatwick Airport Ltd) who gave an overview of the Airport's strategy and future direction. TW expressed his gratitude to the Gatwick Airport team for both hosting the meeting as well as facilitating the informative airfield tour which had preceded the Board meeting.

Apologies were noted from Daryl Gayler; Louise Goldsmith; Rosaleen Liard; Tony Newman; Nancy Platts, Adam Tickell and Cavendish Elithorn. Lisa Taylor had also given her apologies and the Accountable Body was represented by Sean Murphy.

TW welcomed the various new Board members who each gave a short introduction:

- Jamie Arnell, Senior Partner at Charterhouse Capital Partners LLP;
- Claire Mason, Founder and CEO of leadership consultancy 'Man Bites Dog';

- Frances Rutter, Chief Executive and Principal of North East Surrey College (Further Education Director);
- Cllr Mark Brunt, Leader of Reigate and Banstead (District Council Director for the area surrounding Gatwick).

Claire and Mark were attending as observers until due diligence had been completed. The other new Board appointees, Richard Hopkins, Amanda Jones and Cllr Dan Humphreys (District Council Director for the southern Districts and Boroughs), had sent their apologies due to prior commitments.

In addition, Geoffrey Thornton from BEIS gave a short introduction as a guest.

b) Public Comments

There were no public comments

c) Minutes from last Meeting

Minutes of the April 2019 meeting were approved and the Matters Arising document was noted.

d) Declarations, Disclosures & Conflicts of Interest

TW read out the Conflicts of Interest statement. JK and LG declared potential conflicts in relation to Chichester College Group and the A3200 (Local Growth Fund project) respectively. In addition it was noted that several attendees would need to leave the meeting room whilst Board roles were discussed as part of Agenda Item 2. TW indicated that any other conflicts arising would be handled appropriately during the meeting.

e) Chairman's Committee Minutes (Part B)

The March 2019 Minutes were noted.

2. Chief Executive Report

JS summarised key LEP developments as outlined in the Report.

TW was impressed with the pro-active approach to our engagement with the Southern LEPs to provide a single voice for the political changes affecting the wider region.

JS updated Members on the June Board recruitment campaign for the Vice Chair and Board Director positions, which had brought about a number of new appointments.

JS explained that Daryl Gayler's recovery was progressing well but would take time. Daryl was keen to resume his Board role once able and the Board was fully supportive of this. As the operation of the Board is governed by the Coast to Capital Articles of Association Daryl would leave the Board. The Board agreed to re-appoint Daryl when the next vacancy arrived, expected in February 2020, subject to him being well enough to complete the rest of his term of 18 months.

JS would meet with Daryl and his family to take this forward.

The Board requested that the Articles be reviewed to allow for a temporary suspension of duties which could have been applied in these circumstances.

Karen Dukes, Martin Harris, Claire Mason and Jonathan Sharrock left the room as to allow a discussion on the various Board roles which had arisen which was facilitated by the Chair. Residual members approved the roles listed below, subject to certain conditions where indicated:

- Karen Dukes and Martin Harris as additional Chairman's Committee members;
- Claire Mason as new Small and Medium Enterprise Champion (to be complemented by a further Board member if available);
- Jonathan Sharrock as Board member for the Newhaven Enterprise Zone (NEZ), time limited and restricted to oversight of our NEZ exit strategy during the transition period to SELEP only;
- Claire Mason as Board member for the Greater Brighton Economic Board, provided this does not lead to overstretch on her part.

The four conflicted members returned to the room, and agreed the appointments and conditions listed. Given the volume of Board changes a review of membership of other key committees would also be required to ensure proper composition and diversity.

JS explained that the LEP Assurance Framework had been updated in line with the new National Assurance Framework and that no compliance issues had been found following a compliance spot check by Government. The LEP Framework had necessitated a factual update to the Coast to Capital Articles of Association. These had been prepared in consultation with lawyers DMH Stallard and included in the papers. The Articles were approved by members by Special Resolution.

JS gave an update on the Enterprise Adviser Network which was now fully embedded within the Strategy and Policy team, with the Skills 360 Board taking on an advisory function for the programme. Resource challenges were noted which had had an uneven impact on the service. The service was not meeting the targets set by the Careers and Enterprise Company and the team would be focusing on addressing this. A new quarterly dashboard would be developed for the Skills 360 Board in August. In addition, a performance against benchmarks update would be provided at the next meeting.

3. Strategy

JS introduced this topic. Coast to Capital was in Wave 3 and strategies for two of the Wave 1 LEPs (West Midlands and Greater Manchester) had now been published.

The Board noted that the April meeting had provided the Senior Responsible Owner (JS) with the mandate and resources to progress work on the Coast to Capital LIS. The Programme Group was now well established and was producing the further research necessary to allow us to successfully negotiate our LIS and to deliver against the eight Priorities set out in the Strategic Economic Plan (SEP). JS explained that discussions had now broadened, and have included visits to other

LEPs as well as those involved in the LIS negotiation process from central Government.

The Board agreed the revised LIS timeline, overall approach as well as the process for consultation.

TW explained that the Board would have the opportunity to promote our work on the LIS and to engage with the new 'Expert Panel'. Collective Board member input would be welcomed to shape the LIS. Pivotal to this would be to identify specific private sector innovation advantages within our LEP, directly related to the four Grand Challenges. The overarching aim would be for our LIS to be unique and self-standing. This should potentially set it apart for greater funding incentives which is vital for our regional growth and productivity.

The Chair facilitated an informative discussion to identify the advantages, details of which were noted. Key findings would be taken forward, including the need to find the prized 'golden thread' and key themes which would resonate for our region.

JS further reported that the consultation would be announced in time for the autumn AGM. Members welcomed the opportunity for a fulsome debate on LIS development at the October Board meeting, possible extending the Meeting as required.

4. Governance

CF summarised the financial position for the Year End Accounts 2018/19, including LEP income, as defined in the papers. The Board endorsed the draft financial statements for the Financial Year (FY) 2018/19.

5. Delivery

a) Growing Places Update (Part B – this item will be published)

KD gave an update on the GPF Fund, and noted that the separation of duties surrounding her roles and responsibilities whilst acting in an executive role had expired on 24 June. Since the last Board meeting she had called regular GPF Committee meetings which would be bi-monthly for the rest of 2019. The loans in the portfolio were reviewed at the May meeting, which had resulted in a number of actions for the GPF Team to take forward, including taking a firmer line with the loans currently in default. Members endorsed this approach.

b) Local Growth Fund Consent Paper (Part B – this item will be published)

LG left the Meeting.

The Board was pleased to approve the recommendations following the Investment Committee that took place on 21 June 2019 and also noted the decisions taken at the Investment Committee on both 7 and 21 June 2019.

c) ERDF and EAFRD

JS gave an overview on the ERDF and EAFRD. The accompanying papers were designed to improve understanding of our involvement in EU structural investment funds, which in themselves were quite complex. Members also welcomed the accompanying Spotlight Report which gave an overview on the value of ERDF and EAFRD to the Coast to Capital area. This included how projects are supporting many of the priorities set out in the SEP.

CK left the Meeting.

d) Growth Hub Update

MB updated Board members on the progress of the Escalator Programme, following the October 2018 pilot. The programme was designed to support the strongest, scaling businesses in the Coast to Capital area. It had been very successful and had received attention at local regional and national level. MB also outlined areas for future development including the potential to develop escalator cohorts for pre-scale ups, women entrepreneurs and start-up businesses.

6. Close (Part A)

There was no further business. Future Board Meetings would take place on Thursday 17 October at the University of Sussex, Falmer.

Unconfirmed minutes – subject to approval/amendment as necessary at the next Board meeting.

Coast to Capital

Meeting: Coast to Capital Board Meeting
Date: Thursday 17 October 2019
Report Title: Matters Arising Schedule
Report by: Hazel Nicholmann
Item No: 1 c)
Part: A

Meeting Reference	Action	Lead	Status
1) 10 July 2019 meeting: Minutes of April meeting Item 2 – CE Report	TW and JS discussion with Daryl Gayler on his future Board status ahead of the September AGM.	JS	Meeting held on 5 September. Daryl resigned from the Coast to Capital Board in order to focus on his recovery. Meeting to be arranged in the New Year to discuss re-joining the Board. He will be kept updated on Coast to Capital business on an ongoing basis.
2) 10 July 2019 meeting: Minutes of April meeting Item 2 – CE Report	<p>10 July Articles update to be fully signed off by Board members by correspondence through Written Resolution.</p> <p>Further review of the Coast to Capital Articles to include new temporary suspension of duty clause, subject to approval from the company lawyers.</p>	JS	<p>Completed and lodged with Companies House. Written Resolution dated 19 August 2019</p> <p>To review and process by 31 December 2019.</p>
3) 10 July 2019 meeting: Minutes of April meeting Item 2 – CE Report	<p>Implementation of new quarterly dashboard for August Skills 360 Board.</p> <p>Performance against benchmark update on the Enterprise Adviser Network for the October Board meeting.</p>	JS	<p>Dashboards are now being produced. An updated October version.</p> <p>See October Board – Agenda item 5 c)</p>

Meeting Reference	Action	Lead	Status
4) 10 July 2019 meeting: Minutes of April meeting Item 2 – CE Report	Appointment of Board members into new Board roles as defined in page 3 of the Minutes, with JS's NEZ role on a time-limited basis. Final due diligence and suite of appointment letters issued to Board members, including those with updated term lengths/roles	JS	Completed. Completed.
5) 10 July 2019 meeting: Minutes of April meeting Item 3 – Strategy	Progression and further development of the LIS, including Board member involvement and consultation. For October Board Agenda.	JS	In progress. Agenda item 3. In addition, Extraordinary Board Meeting on 10 December for LIS discussion.
6) 3 April 2019 meeting: Minutes of April meeting Item 2 – CE Report	Tenure of FE and HE Director positions.	JS	Frances Rutter appointment by FE sector ratified at the LEP AGM on 11 September. HE Director position confirmed as Adam Tickell, also ratified at the AGM.
7) 3 April 2019 meeting: Minutes of April meeting Item 2 – CE Report	Review of Board member involvement in sub-Committees.	JS	Internal meeting held in September 2019. Revised TOR will be presented to the December 2019 Investment Committee for approval.