



**Brighton & Hove
City Council**

**ENVIRONMENT, TRANSPORT &
SUSTAINABILITY COMMITTEE
ADDENDUM**

4.00PM, TUESDAY, 11 OCTOBER 2016

**COUNCIL CHAMBER, HOVE TOWN HALL, NORTON ROAD,
HOVE, BN3 4AH**

ADDENDUM

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WRITTEN QUESTIONS

(ii) Traffic in Woodingdean: John Paul Amos

"Can the administration please bring a report to a future meeting of this committee outlining positive and practical measures that can be implemented to better manage the increasing traffic flows coming through Woodingdean as a result of the 3Ts hospital redevelopment and the Lewes road scheme? The congestion that this extra traffic is causing is making life intolerable for residents of the village."

11 October 2016

Brighton & Hove City Council

DEPUTATIONS FROM MEMBERS OF THE PUBLIC

A period of not more than fifteen minutes shall be allowed at each ordinary meeting of the Council for the hearing of depositions from members of the public. Each deposition may be heard for a maximum of five minutes.

Deputations received:

(ii) Old Town Transport Scheme (Permanent East Street Weekend Closure to traffic)

I am here to speak in favour of the proposal to permanently close East Street to traffic between the hours of 11am and 7pm Saturday and Sunday - speaking on behalf of a number of East street businesses and others in the locality which are fully supportive of making the trial weekend closure of East Street permanent.

This proposal has been in development for a long period of time as part of a bigger pedestrianisation plan and after consultation and numerous committee meetings resulted in the temporary closure of East Street on Saturdays and Sundays which has been a huge success.

In addition to the road closure at weekend the street has been redeveloped and all parking has been removed and extending loading bays have taken their place. The area has become more open, cleaner and we have experienced reduced criminal/dysfunctional activity due to increased visibility and overall change in the atmosphere. Business owners have taken more pride in their premises and the overall experience of East Street has vastly improved.

The Old Town Transport Scheme proposed a number of years ago was a proposal to reduce traffic in the 'Old Town' area and increase pedestrian access. East street is only a small part of this bigger picture but I believe the temporary weekend closure has had a profound impact on this, reducing the traffic in the area immensely and certainly the speed of traffic seven days of the week even when the road I open.

The weekend closure has given a more fluid and safer pedestrian route from the station, the North Laine through the south lanes through onto the seafront, a friendly and clear route for all members of the public offering a calm safe and stress free city centre experiences that makes people return to the City.

All of the local businesses that I have spoken to directly impacted by the weekend closure have responded positively, saying that it is good for Brighton, turning East Street into a destination street for tourists and residents. That the openness and vast improvements made to the pavements have made it a safer place. That the weekend closure echoes the mood of streets like Sydney Street which has shown long-term benefits of weekend closure.

Some business have gained weekend trade from outdoor dining licences, this has offered sustainability for them and allowed for increase employment during peak

times. A much needed boost to locals, traders and tourists alike thereby adding to the appeal of the city as a whole. The overall experience has allowed businesses to engage more as a community and claim responsibility for their surrounding area.

Permanent weekend closure of East Street will improve the environment around pool valley and perhaps inspire the council and the tenants of the pool valley area to make it a more attractive arrival to the city... offering coach visitors a more engaging city view

As somebody who has been actively involved in East Street developments for nearly 10 years, including attending a Local Action Team meetings for the area I have witnessed a real change on East Street over the last year and I believe that the greater Old Town area needs to be considered for further development and shared space consideration.

Supported by:

Olivia Reid (Lead Spokesperson)

Karl Jones

Nick Vardy

Fiona Mills

Minesh Agnihotri

Diego Cacciolatti

Matt Dimmack

Freddie Mitchell

(iii) Deputation to support the offer of funding for a children's playground in Stanmer Park.

Members may remember the Deputation brought before the March Committee Meeting giving the reasons and progress on providing a Children's Play Area at Stanmer. This Deputation will detail the progress achieved since then, and the roadmap forward to ensuring the project is completed by next Spring/Summer. £30,000 was given to fund it to the charity, Fields In Trust, where with Grant Aid it brings the investment up to £36,000. These need to be committed by 31st March 2017.

Two site meetings have been held to identify a suitable site. The last meeting on September 8th looked at eight possible sights, and was attended by a members of SDNP, the planning authority, Fields In Trust, a B&HCC resident who works for a childrens' disability charity, the two lead officers from Parks Projects and the funders. The B&HCC Conservation officer had previously written to Parks Projects to advise that their department would leave the decision to be agreed between Parks and the SDNP.

The favoured site, from both Parks Projects and the SDNP's perspectives was adjacent to the enlarged car parks that are either side of the Lower Lodges, at the main entrance to the Park. This would have the least impact upon the landscape. It would be easily accessible to both able and less able-bodied children, and visually be compatible with the proposed siting of a kiosk to provide toilets, cycle hire and takeaway snacks and drinks. I have accompanied this Deputation with two sheets of paper showing a map of the area proposed with relevant photographs.

Following the site meeting, South Downs National Park have written to Parks Projects stating that the site is suitable to proceed with. Vicki Colwell, Senior Development Management Officer at SDNP has advised Parks Projects that "it is likely to be permitted development, providing that the equipment does not exceed 4 metres in height or 200 cu. metres in capacity".

Fields In Trust have written to say "I can advise you that following a cursory review of title, Fields in Trust has not identified any obvious legal issues to suggest that the area of land near Lower Lodges which has been identified for the proposed play area would be ineligible for protection with a Deed of Dedication. A full review of title would be conducted upon receipt of a formal application to confirm eligibility for dedication."

Parks Projects have obtained annual maintenance costs from a prospective supplier, and the funders are willing to discuss sponsoring these costs.

To enable this worthwhile project to be achieved, this Committee has to agree that the proposed play area is agreed to be dedicated for recreational purposes in perpetuity. This does not mean that the mix of recreational equipment cannot be changed, or even removed in future. However using the small area for the play area could not be used for non-recreational purposes, extremely unlikely in Stanmer Park! It is therefore requested that this Committee instructs Parks Project to bring a Report back to its December Committee Meeting to formally ask permission to proceed on the proposed site and enable B&HCC's Legal Team to complete the Deed of Dedication for the play area with Fields In Trust. This will enable the area to be prepared in the New Year, and equipment to be procured after tender process, and installed in time for the Summer season.

It is important now to implement this action as Parks Projects will be stretched to give time if the HLF bid is successful when the decision is given in early January. This small project will give hope to the visiting public that there is beneficial change coming to Stanmer Park now.

I wish to thank Paul Campbell and Rob Dumbrill of Parks Projects for their help in this proposal.

Supported by:

Jamie Hooper

Vivien Lockhart Hooper

John Scroggins

Paul West

Lynda West

Becky Jenner

Michael Shrimpton

Subject:	East Street Pedestrianisation – Experimental Traffic Regulation Order		
Date of Meeting:	11th October 2016		
Report of:	Executive Director, Economy, Environment & Culture		
Contact Officer:	Name:	Emma Sheridan	Tel: 29-3862
	Email:	Emma.sheridan@brighton-hove.gov.uk	
Ward(s) affected:	Regency		

FOR GENERAL RELEASE

Note: The special circumstances for non-compliance with Council Procedure Rule 3, Access to Information Procedure Rule 5 and Section 100B(4) of the Local Government Act 1972 (as amended), (items not considered unless the agenda is open to inspection at least five days in advance of the meeting) were that Officers were not able to access the relevant electronic data files due to an IT issue. This has since been resolved and the relevant data is now included in the report.

1. PURPOSE OF REPORT AND POLICY CONTEXT

To consider objections received in relation to the East Street Experimental Traffic Regulation Order which allows for the closing of a portion of East Street to traffic between 11am and 7pm on Saturdays and Sundays and the removal of driving prohibitions in Little East Street to allow motor vehicles to exit the area during these times.

2. RECOMMENDATIONS:

- 2.1 That, having taken account of all duly made objections and representations to the Experimental Traffic Order, the Committee approves action being taken to make this order permanent.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In 2012 the Council approved the closure of the southern end of East Street and installed a new crossing providing a direct link to the seafront. Following approval by the ETS Committee on 14th January 2014 and the advertising of an Experimental Traffic Order, the remaining length of East Street was pedestrianised on Saturdays and Sundays from 11am to 7pm, and driving prohibitions in Little East Street were removed under a trial scheme which began on 30 May 2015. This, in combination with the early closure of the southern section introduced in 2012 provided a full closure during weekends along the entire length of East Street.
- 3.2 East Street is recognised as an important pedestrian link within the Old Town area connecting the seafront to the city centre. As with most footways in the Old

Town area they are very narrow and not designed to cater for the current pedestrian demand. The original aim of the scheme was to improve conditions for pedestrians and increase footfall into the area thereby encouraging economic activity and support to local business.

- 3.3 Pedestrian surveys undertaken shown in Table 1 indicates that there has been an increase in pedestrians using East Street compared to baseline data taken in 2009. Surveys taken in 2012 after the southern end was closed indicate a 25% rise in the number of pedestrians using East Street since 2009. Surveys taken in the same month in 2016 following the weekend full closure show a further rise of 32% compared to 2009 when East Street was open to general traffic.

Table 1: Summary of Results

Year	Weather	Footfall	% Change from 2009
2009 (13 June)	Sunny	14189	N/A
2012 (30 June)	Dry, windy	17744	25.1
2016 (12 June)	Cloudy and dry	18761	32.2

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 The only alternative option would be to allow the Experimental Order to lapse and the street to return to its previous position of being open to traffic during the day on Saturdays and Sundays. This would take place on 22nd November 2016 and would be contrary to the wishes of the local businesses in the area who are supportive of this measure and the thousands of pedestrians who make use of it on a weekly basis.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The changes to East Street and Little East Street contained within the experimental order formed part of the *The Old Town* project which has undergone extensive public consultation over the last 3 years. The details of this can be found in previous ETS Committee reports and papers which are listed under Background documents.
- 5.2 The Experimental Traffic Regulation Order (TRO) was advertised on with the 22nd May 2015 with a closing date for comments and objections of 22 November 2015. Detailed plans and the Order were available to view at Bartholomew House, Hove Town Hall, Brighton Jubilee Library, and Hove Central Library. The documents were also available to view and to respond to directly on the Council website as well as notices being displayed on the street.
- 5.3 Two objections were received. One objector did so on the grounds that it prevented people from parking outside restaurants and residences.
- 5.4 Alternative provision for parking during the weekend closure in this area is available within a 2 minute walk.

- 5.5 One objector did so on the grounds that whilst they supported the weekend pedestrianisation of the street, this should not be done at the expense of a motorcycle parking bay and that there was no suitable alternative motorcycle parking in the area.
- 5.6 The removal of a parking bay as part of the scheme was undertaken at the request of local businesses to increase loading facilities. Previously loading provision was limited meaning that vehicles trying to serve businesses often parked illegally and dangerously. Whilst it is regrettable to lose this space it is considered that the benefits to local businesses in this instance outweigh the inconvenience for motorcycle and other motor vehicle users given that alternative parking is available in the surrounding area. A list of motorcycle parking locations is available on the Council website.

6. CONCLUSION

- 6.1 The trial scheme of weekend pedestrianisation of East Street has been successful with positive feedback received from local businesses and the street well is used during the pedestrianized hours. As such officers recommend that this trial scheme be made permanent.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 The cost associated to the report recommendation of advertising the Order is estimated to be less than £1,000. This will be funded from existing revenue budget within the City Transport service.
- 7.2 Any impact on parking income associated to the report recommendation will have financial implications on the existing Parking revenue budget within the City Transport service. It is estimated that the impact on parking income will be minimal and will therefore not require any amendments to current budgeted assumptions.

Finance Officer Consulted: Steven Bedford

Date: 06/10/16

Legal Implications:

- 7.2 The Council regulates traffic by means of orders made under the Road Traffic Regulation Act 1984. Procedural regulations require public notice of orders to be given and any person may object to the making of an order. Any unresolved objections to an order must be considered by the Transport Committee before it can be made.

The Council's powers and duties under the Highways Act 1980 and the Road Traffic Regulation Act 1984 must be exercised to secure the expeditious, convenient and safe movement of all types of traffic, including pedestrians. The action recommended in this report will assist in demonstrating that the Council is complying with its statutory duty.

Equalities Implications:

- 7.3 None identified

Sustainability Implications:

- 7.4 The weekend pedestrainisation of East Street is part of the Council's sustainable transport strategy and will help to encourage the use of sustainable transport and reduce the negative effects of vehicles within the old Town area.

Crime & Disorder Implications:

- 7.4 Local business owners have reported that since the introduction of the trail scheme and its associated works that "... the area has become more open, cleaner and we have experienced reduced criminal/ dysfunctional activity due to increased visibility and overall change in the atmosphere."

Risk and Opportunity Management Implications:

- 7.5 None identified

Public Health Implications:

- 7.6 When the scheme was originally proposed there were a number of concerns raised about road safety on Little East Street as a result of the pedestrianisation restriction on Little East Street being lifted to allow motor vehicles to exit the area. In the period since the scheme was put in place there have been no reported road casualties or collisions during the times of operation.

Corporate / Citywide Implications:

- 7.7 None identified

Any Other Significant Implications:

- 7.8 None to note

SUPPORTING DOCUMENTATION

Appendices

1. None

Background Documents

1. ETS Committee 14 January 2016 – Agenda Item 69; Printed decisions and Printed minutes.
2. **TRO-12-2015** Brighton & Hove (East Street and Little East Street) Experimental Order 2015 – available at <https://www.brighton-hove.gov.uk/content/parking-and-travel/parking/traffic-regulation-order-tro-proposals>