

Subject:	Francis Street – Proposed revisions to street layout		
Date of Meeting:	27 June 2017		
Report of:	Executive Director Economy, Environment & Culture		
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Ward(s) affected:	St Peter's & North Laine		

FOR GENERAL RELEASE**1. PURPOSE OF REPORT AND POLICY CONTEXT**

- 1.1 The design and nature of Francis Street in Brighton was significantly altered as part of the planning permission for the Open Market, granted in 2011, and now includes the vehicular service access for the market building and residential frontages. Since the street reopened in 2014, the Open Market has become fully functional and residents have moved into the new homes.
- 1.2 Since 2015, a number of concerns have been raised by residents about issues within the street and in March 2017, this committee agreed to consider a report on traffic-related issues in response to a deputation from residents entitled 'Road Safety on Francis Street'.

2. RECOMMENDATIONS:

- 2.1 That the Committee welcomes the work undertaken by officers and the developer to finalise the proposed package of final works within Francis Street that is associated with the Open Market redevelopment, and which will address concerns expressed by residents.
- 2.2 That the Committee agree the proposed package of works summarised in paragraph 3.3 and illustrated in Appendix 2 of this report; and request that officers and the developer continue to work together to finalise the package and detailed designs, prepare and advertise the necessary Traffic Regulation Order to allow further comment, and then implement the works as soon as possible.

3. CONTEXT/ BACKGROUND INFORMATION

- 3.1 In line with standard practices and in order to complete the highway works that were required or agreed through the Planning process to accompany the redevelopment of the Open Market, officers have been working with various parties and representatives over a period of time. On 14 March 2017, this committee received and considered a deputation on behalf of local residents requesting wide-ranging public realm, parking and traffic improvements on Francis Street after the street was reopened following completion of the Open Market redevelopment. The committee agreed to a motion to request a report to

the next meeting and the Chair agreed to the request on the basis that a set of proposals would be drawn up and considered by local residents.

- 3.2 Proposals to address the issues raised within the deputation have therefore been developed and considered by officers and the developer alongside a number of other measures or works that are associated with the changes to the street as part of the Open Market redevelopment project. The latter are primarily:-
- the completion of necessary works to leave the street in a suitable condition to be maintained by the council following the completion of the development and the associated changes to the street; and
 - the completion of recommended works to complete the Road Safety Audit process.
- 3.3 Appendix 1 summarises all the measures that have been considered and officers' recommendations on them. Appendix 2 illustrates the proposed package of final works using the same lettering below and includes (from east to west):-
- A - a raised entry treatment at the entry to Francis Street from Ditchling Road to improve the pedestrian route and reduce excessive driver speeds;
 - B - changes to the amount and provision of tactile paving at the junctions of London Road and Ditchling Road with Francis Street;
 - C - an Access Only restriction so that no driver can pass from one end of the street to the other without having a legitimate purpose to be in the street;
 - D - using planters, maintained by residents, to help 'green' the street and help protect pedestrian areas outside homes;
 - E - a change in parking controls to a restricted zone where there is no loading and no waiting except in signed bays;
 - F - additional bollards on the southern side of Francis Street near Ditchling Road and at its junction with London Road to protect pedestrian movements;
 - G - the slight relocation and replacement of damaged street lighting column;
 - H - removal of redundant road markings at the junction of Francis Street/London Road; and
 - I - a left turn ban (except for cyclists) sign from London Road into Francis Street.

4. ANALYSIS & CONSIDERATION OF ANY ALTERNATIVE OPTIONS

- 4.1 A number of options have been suggested and considered in order to enable officers and the developer to agree to a final package of works that will include those necessary to address the issues summarised in paragraphs 3.1 and 3.2 of this report that have arisen since the street was reopened. This work has also incorporated the suggestions made by residents about conditions that they have experienced within the street, as expressed within the deputation. These options are summarised in Appendix 1 of this report.
- 4.2 If a final set of measures and remedial works cannot be agreed, the formal procedures that are required to comply with existing legal ('Section 106' and 'Section 278') agreements and highway policies (Road Safety Audit) will not be completed and residents' concerns will remain unresolved.

5. COMMUNITY ENGAGEMENT & CONSULTATION

- 5.1 The original planning application was subject to standard consultation procedures prior to being considered and approved through the Planning process. In line with

normal practices, the legal agreements were drafted, agreed and signed on behalf of the council by officers under delegated authority and were not subject to public consultation or comment.

- 5.2 This committee report has been requested in response to a deputation from local residents. The proposed package of final works that has now been developed by officers and the developer and its representatives in recent months was initially discussed with Councillor Greenbaum (ward councillor) in May, who has subsequently shared the information with residents. Overall, responses have indicated that residents are supportive of the proposed package, whilst raising some localised implications of the 'Access only' and restricted parking changes.

6. CONCLUSION

- 6.1 In order to complete the works agreed and required within the relevant legal agreement and address the concerns described in the residents' deputation, it is necessary to agree and progress the delivery of the agreed, proposed package of final measures set out within this report.

7. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 7.1 It is anticipated that any costs associated with the recommended, proposed package of final works illustrated in Appendix 2 of this report will be funded by the developer. The 'Section 278' Agreement provides that the Highway Authority is entitled to recover costs associated with works related to it. The council will not become liable for any costs should any difficulties be encountered during construction of those works. The construction methodology and materials will be agreed with council officers and will not create any additional ongoing maintenance liability for the council. No funding for improvements works within the street are specifically identified within the council's budget.

Finance Officer Consulted: Gemma Jackson

Date: 31/05/17

Legal Implications:

- 7.2 Where a new development requires work to be carried out on the existing (publicly maintained) highway by an external organisation, it is necessary for the developer to enter in to an agreement with the council under Section 278 (1) of the Highways Act 1980 (amended by New Roads and Street Works Act 1991). The original changes made to Francis Street as a result of the Open Market redevelopment were agreed with the council and the proposed works set out within Appendix 2 of this report will be carried out in line with the 'Section 278' Agreement.
- 7.3 To deliver a number of the proposed changes to the street within the package of final works, it will also be necessary to prepare and advertise a Traffic Regulation Order [TRO], which would be progressed in accordance with usual procedures.

Lawyer Consulted: Stephanie Stammers

Date: 30/05/17

Equalities Implications:

- 7.4 An Equalities Impact Assessment has not been carried out. The design of the proposed measures has been agreed with council officers and will be delivered by an external body. The proposed measures themselves will further improve the street environment, including the mobility of all users, in addition to benefits from the expected reduction in traffic in the street. However, they will prevent disabled drivers/blue badge holders from parking in the street, but it is considered that there are locations nearby where those drivers could park e.g in designated bays in London Road and Baker Street, and elsewhere in the local area where restrictions do not apply.

Sustainability Implications:

- 7.5 The proposed measures should improve the overall street environment and assist both residents and other people who use the street for walking or cycling. The contra-flow cycle lane will remain, and the proposed 'Access only' control will also reduce the number of vehicles being driven through the street and therefore assist in reducing vehicle emissions and noise.

Any Other Significant Implications:

- 7.6 The proposed introduction of further changes to the layout of Francis Street does not raise any significant implications for crime and disorder, risk and opportunity management, or public health.

SUPPORTING DOCUMENTATION

Appendices:

1. Summary of measures considered and proposed in Francis Street.
2. Proposed package of final works to be implemented in Francis Street.

Documents in Members' Rooms

1. None.

Background Documents

1. Planning application and legal ('Section 106') agreement for Open Market redevelopment - BH2010/03744
2. Legal ('Section 278') agreement for highway works in Francis Street.
3. Minutes of 14/3/17 ETS Committee (Item 72(c)) including residents' deputation, Chair's response, and Committee's decision.