

ENVIRONMENT CABINET MEMBER MEETING

Agenda Item 97

Brighton & Hove City Council

Subject: Pedestrian Network – Phase 1

Date of Meeting: 27 January 2009

Report of: Director of Environment

Contact Officer: Name: **Abby Hone** Tel: **29-3813**

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Key Decision: Yes Forward Plan No. ENV6463

Wards Affected: All Regency St. Peter's & North Laine;

FOR GENERAL RELEASE

1. SUMMARY AND POLICY CONTEXT:

- 1.1 To inform the Cabinet Member of the results of consultation on the Pedestrian Network Phase 1 proposals and request permission to implement the scheme.

2. RECOMMENDATIONS:

- 2.1 (1) That the Cabinet Member notes the consultation results and instructs Officers to begin implementation of the scheme

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The proposal for a Pedestrian Network was agreed by Policy & Resources Committee as part of a package of capital schemes in the current Local Transport Plan 2006/7-2010/11. The scheme will contribute towards achievement of the LTP objective to increase walking trips by 10% by 2011. The schemes will also contribute to the city council's Economic Strategy 2005/08 objectives and the objectives of the Tourism Strategy 2008/18.
- 3.2 Brighton & Hove is one of the main tourist and shopping destinations in the south-east and attracts 8 million visitors a year, bringing in £480 million to the local economy (2006). Those areas of greatest economic activity tend to be where people populate the street scene and move around on foot, such as the very popular seafront and the attractive shopping areas of The Lanes and North Laine.
- 3.3 All people who visit, reside and work in Brighton & Hove will at some point in their journey be a pedestrian, whatever mode of transport they choose when travelling to or from Brighton & Hove.
- 3.4 A legibility study for Brighton & Hove, Public Space, Public Life (Gehl Architects 2007) has identified the number of pedestrians using city centre routes in Brighton & Hove (see appendix). 2001 census data used in the study highlighted that 17% of residents in Brighton & Hove walk to work and that walking for pleasure is popular in the city. Visitors to Brighton & Hove make good use of

walking opportunities on the seafront. However, the study also highlights an incomplete pedestrian network with poor connections and accessibility. The seafront area between the Aquarium roundabout and West Street records almost 30, 000 pedestrians from 10am-6pm on a summer weekend day.

- 3.5 The principle of the Pedestrian Network is to create a more accessible and safer pedestrian environment in which people feel confident and safe to move in. The proposals aim to enhance key pedestrian routes in the city by making improvements to existing footways and crossing points on the public highway. These routes incorporate areas of the city, which are at the economic and retail heart of Brighton & Hove and the Pedestrian Network therefore seeks to create greater legibility of Brighton & Hove for both visitors and residents.
- 3.6 Providing improvements and coherent routes for people who choose to walk in Brighton & Hove will help achieve a more balanced transport system and assist with LTP targets of reducing congestion, better air quality, greater accessibility and safety. Streets which are populated by people are more lively and vibrant and create an environment in which people feel safe and included.
- 3.7 LTP funding for the project is divided over 2 financial years. £730k is available in 2008/09 and £500k is available in 2009/10.
- 3.8 The following works will be carried out in this first phase of the programme:

Kings Road (northern footway from Middle Street to Brills Lane)

Accessibility and pedestrian movement will be increased along the length of the route through improvements to the footway surfacing, kerb re-alignment, raised loading bay and taxi rank. Entry and exit treatment at crossing points will be enhanced to improve pedestrian access and safety for all users

Black Lion Street

Pedestrian crossing improvements to provide improved accessibility to the seafront and east-west movement across the southern end of Black Lion Street

- 3.9 A plan of the scheme, numbers of pedestrians counted on key routes on a summer weekend between 10am-6pm and an artist's impression are attached in appendices to this report.
- 3.10 As part of the scheme tables, chairs, and A-board licences will be reviewed.
- 3.11 If approval to implement is granted, work will commence in early February 2009 and will last for approximately 12 weeks.

4. CONSULTATION

- 4.1 A public exhibition of the proposed scheme was held from 20th until 22nd November at Jubilee Library. Local residents, businesses and stakeholders received personal invitations and the exhibition was publicised through local media.
- 4.2 The proposed works are located in an area with few residential units. It is therefore positive that the exhibition was visited by 23 people, of which 13 completed feedback forms. The majority were supportive of the scheme (11 of

13) and only one was not in support. Informal feedback from consultees was that the scheme would be particularly welcome as the area was in need of improvement. Introducing trees to the area was a popular feature and several requests to extend the scope of the planting were received.

- 4.3 All relevant internal departments at the city council have been consulted. The city council's design panel have been consulted on all locations, materials and street design. Public Safety were particularly keen to see improvements to the physical environment which will improve safety and public perception of safety as has been achieved in New Road and Black Lion Street.
- 4.4 Officers conducted individual consultation meetings with managers of The Old Ship Hotel, Queens Hotel and The Brighton Thistle Hotel and all were in favour of improvements to the area which will enhance the appearance of the areas around the hotel and provide guests with good access to the seafront and retail areas of The Lanes and North Laine.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Any costs associated with the implementation of this scheme will be covered by funding already identified for Walking Networks in the Local Transport Plan. This amounts to £730k in 2008-9 and £500k in 2009-10.

Finance Officer Consulted: Karen Brookshaw

Date: 04/12/08

Legal Implications:

- 5.2 Section 2 of the Local Government Act 2000 gives local authorities power to promote the economic, social or environmental well being of their communities. This project can be perceived to fall under promotion/improvement of the social and environmental well being of members of the community.
- 5.3 The works are to be carried out within the existing public highway and fall under the general powers of improvement available to the highway authority under the Highways Act 1980. Moreover the works, being works carried out by the highway authority within the confines of existing public highway, do not amount to development for the purposes of the Town and Country Planning Act 1990.

Lawyer Consulted: Hilary Woodward

Date: 04/12/08

Equalities Implications:

- 5.4 The scheme will increase accessibility for residents and visitors, particularly for the mobility impaired. Improving awareness and provision for walking will increase the overall transport choice for residents and visitors, particularly for those without access to private motorised transport.

Sustainability Implications:

- 5.5 Creating a better pedestrian environment along the Pedestrian Network will encourage people to walk instead of using less sustainable means of transport

thus reducing carbon emissions, improving air quality and health, and reducing congestion.

Crime & Disorder Implications:

- 5.6 Increasing the number of pedestrians, and the associated passive surveillance, has been shown to improve public safety and the public's perception of safety.

Risk and Opportunity Management Implications:

- 5.7 During the implementation stage user audits will be carried out to ensure the safety of the designs.

Corporate / Citywide Implications:

- 5.8 The Pedestrian Network improvements will improve the appearance, accessibility and legibility of the commercial areas around The Lanes, contributing towards the council priorities to 'protect the environment whilst growing the economy' and 'reduce inequality by increasing opportunities.'

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Alternative options to improve the route for pedestrians have been considered and rejected throughout the design process. The consultation process was designed to identify any preferable options but consultees were overwhelmingly in favour of the design as it stood, with the exception of the number of trees.
- 6.2 The Design Team will continue to examine the feasibility of increasing the number of trees in the scheme.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 The Pedestrian Network improvements will target key areas in the city which are heavily used by pedestrians but fail to offer adequate pedestrian facilities. This project will benefit local businesses, residents and visitors by creating a more attractive, accessible and legible route along the seafront and enhance the pedestrian connection between The Lanes and the seafront.

SUPPORTING DOCUMENTATION

Appendices:

1. Scheme Plan
2. Pedestrian counts
3. Artists impression

Documents In Members' Rooms

None

Background Documents

1. Local Transport Plan 2006/7-2010/11
2. Legibility Study - Public Life Public Space – Brighton & Hove

