

Subject:	Pedestrian Network – Phase Two		
Date of Meeting:	17 September 2009		
Report of:	Director of Environment		
Contact Officer:	Name:	David Parker	Tel: 292474
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Key Decision:	Yes	Forward Plan No: CAB6466	
Wards Affected:	Regency		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

- 1.1 To inform the Cabinet of the results of consultation on the Pedestrian Network Phase Two proposals and request permission to begin implementation of the scheme. The principle of the Pedestrian Network Improvement Scheme is to create a more attractive, accessible and safer environment in which Brighton & Hove's visitors, residents and workers feel confident and safe to move around. These proposals include enhancing pavements and crossing points in key areas along the seafront and will contribute to the economic vitality of the city, the Council's Legibility Strategy, and continue making Brighton & Hove an attractive destination.

2. RECOMMENDATIONS

- 2.1 That Cabinet notes the consultation results which indicate an overall support for the scheme as consulted.
- 2.2 That Cabinet approves commencement of detailed design and implementation of the scheme to include advertising the associated Traffic Regulation Orders and entry treatments under the Road Traffic Act 1984.
- 2.3 That Cabinet further approves the commencement of feasibility, design and consultation of a Phase 3 which will examine the potential of further measures in the East Street area. Members will be informed of the outcome of the consultation and findings will be brought back to a future Cabinet Member Meeting.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

- 3.1 The Cabinet Member for Environment authorised implementation of the first phase of the Pedestrian Network on 27 January 2009. The Cabinet authorised consultation of Phase Two of the scheme on 11 December 2008 and this report sets out the plans following consultation of Phase Two of the project.
- 3.2 Phase Two is designed to improve access to the seafront, notably the city's largest asset and attraction. Secondly, it will enhance the appearance of an area

with undeveloped potential which has become tired and worn and will support local businesses. It is also designed to build on and continue the progress made in Phase One from Middle Street to Black Lion Street along to East Street. The proposals for Phase Two are shown in the Appendices: a plan of the existing layout is shown in Appendix A and a plan showing the proposed schemes is in Appendix B.

- 3.3 The area of Phase Two comprises the southern section of East Street and the Kings Road (north of the Queens Hotel and the area in front and bordered by the Thistle Hotel, Dr Brighton's pub, and the Queens Hotel).
- 3.4 East Street is the major pedestrian route between three of the city's key tourist destinations; the Royal Pavilion, the Lanes and the seafront. Over recent years its appearance has degenerated. Through the use of good design and materials, the attractiveness and accessibility of the area will be improved. The scheme essentially includes upgrading the footway surfacing and improving the layout, together with an improved single stage pedestrian crossing providing a more direct link to the seafront.
- 3.5 The scheme therefore provides benefits for local businesses and hotels in the area by improving the look and feel of the area, and seeks to provide a more direct and natural linkage for visitors to the seafront from the Lanes via East Street with a closure to vehicles (except servicing) at the southern end of East Street. Access for loading will be provided in Brills Lane, leading to the loss of 3 disabled parking bays, and will be from the seafront only. The closure of the southern section of East Street will involve the removal of two Pay & Display parking bays. It is considered that sufficient parking provision will remain in East Street following implementation of Phase Two.
- 3.6 The area bordered by the Thistle Hotel, Dr Brighton's pub, Queen's Hotel and the A259 is dominated by poorly positioned car parking and a bus stop, and is tired and worn. The scheme will improve pedestrian movement in this area through re-positioning of the taxi rank to a better position closer to the A259, with the bus stop relocated and the potential provision of a coach loading bay and installing new footway surfacing using high quality materials.
- 3.7 As part of the work in developing the Phase Two scheme, officers have investigated the feasibility of altering traffic movement and direction in the area to improve access for both pedestrians and vehicles using and servicing surrounding businesses. This has also been included in the consultation.
- 3.8 The traffic direction along East Street will be revised so traffic moving south along East Street will turn right at King's Road and will join the A259 between the Queen's Hotel and the Thistle Hotel. To allow this the traffic flow is reversed in Kings Road (minor road behind Queens Hotel). This will allow the pedestrian crossing to be positioned on the natural pedestrian desire line between this area and the Seafront.
- 3.9 In order to cater for large vehicles turning into Kings Road (minor) from East Street it will be necessary to move the loading facility further west along Kings Road (minor) with the loss of three parking bays. However, the long term economic benefits of the scheme will outweigh the loss in revenue.

- 3.10 The works associated with this second phase will be carried out with funding from Brighton & Hove City Council's Local Transport Plan 2006/07 to 2010/11.

4. CONSULTATION

- 4.1 A public exhibition of the proposed scheme was held between the 3 and 17 February 2009 at Brighton Town Hall. 250 local residents and businesses from the scheme area and 18 stakeholder groups received personal invitations. Additional consultation with key stakeholders and local businesses was carried out throughout the design process and direct consultation with local Members of Regency ward was also undertaken.
- 4.2 The Queens Hotel and the Thistle Hotel indicated their support for the proposals as it would improve the quality of the area directly outside the hotels' frontage. Outside of the consultation process positive comments have been received from local businesses following the completion of Phase One.
- 4.3 Conceptual plans of the proposed scheme were presented to members of the Taxi Forum on 25 February 2009 and more detailed plans were distributed to members via the Hackney Carriage Office with a two week period for responses. No comments were received during this period but further engagement with the taxi trade will be carried out as part of the Traffic Regulation Order process.
- 4.4 A full breakdown of the consultation response is contained in Appendix C.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 Any costs associated with the implementation of Phase Two of this scheme will be covered by the allocation of funding from Walking Networks within the Local Transport Plan. This amounts to £450k in 2009/10.
- 5.2 The parking bays on East Street and Kings Road generate approximately £19,600 per annum of revenue each so removal of parking could result in a loss of revenue for the council.

Finance Officer Consulted: Karen Brookshaw Date: 07/03/09

Legal Implications:

- 5.3 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.
- 5.4 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.

- 5.5 The making of the required traffic regulation order will follow the statutory procedure including advertising, as set out in the Road Traffic Regulation Act 1984.
- 5.6 It is not considered that any adverse human rights implications arise from the Report.

Lawyer Consulted: Hilary Woodward *Date:* 17/04/09

Equalities Implications:

- 5.7 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:

- 5.8 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

- 5.9 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:

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

Corporate / Citywide Implications:

- 5.11 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 The traffic flow alterations were identified by the design team and traffic modelling used to test the feasibility of each. Consultation was carried out with local residents and businesses, and showed a general support for the scheme
- 6.2 Officers of 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. Appendix A – Plan: Existing Layout
2. Appendix B – Plan: Proposed Layout
3. Appendix C - Report from the Public Exhibition & Consultation and Comments from Stakeholders

Documents in Members' Rooms:

1. Large Plans showing Plan

Background Documents

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

