



Brighton & Hove

Appendix 5: Overview and Scrutiny Commission Pedestrian Network Improvements: Phase 2

Prepared By: David Parker, Head of Transport
Report of: Mark Prior, Assistant Director Sustainable Transport
Date: 1 October 2009

Brighton & Hove, Transport Planning Sustainable Transport, Hove Town Hall, Norton Road, Hove, BN3 3BQ

Contents

1	Introduction	4
2	Background	5
3	Consultation Responses	8
4	Officers Response	9
5	Summary and Conclusions	10

Appendices

Appendix A:	11 December 2008 CMM Report
Appendix B:	Public Consultation Letters of Invites

I. Introduction

- I.1. This report comprises Appendix 5 of the Overview and Scrutiny Commission Report in relation to the Call in Request made on 23 September 2009 as provided in Appendix I of the Commission Report.
- I.2. This report sets out information made with respect to the concerns raised in this letter. An overview of the consultation processes, plans presented and approvals is presented in the next section and Sections 3 and 4 provide information to respond to comments made in the Call in Request.
- I.3. Specifically Section 3 provides information with respect to the involvement of residents in the consultation process. Reference is made to the process and involvement, those consulted and views returned, and the reporting of the consultation results.
- I.4. Section 4 then responds to the concerns in respect of the comments on loss of parking places, difficulties for residents in Clarendon Mansions of accessibility and residents only access to East Street as well concerns over noise due to groups from the nearby pubs.
- I.5. Section 5 provides a summary and conclusion of the above.

2. Background

2.1 Scheme Proposal

- 2.1.1 The principle of the Pedestrian Network Improvements 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 in.

There are two phases of the Pedestrian Network Scheme. Phase One comprises the area along the A259 Kings Road, adjacent to the Ship Hotel from Middle Street to Black Lion Street and is now completed subject to final treatment works as part of the contractor snagging list.

Phase Two to which the Call In Request refers includes the area to the front of the Thistle, Queens Hotel and East Street.

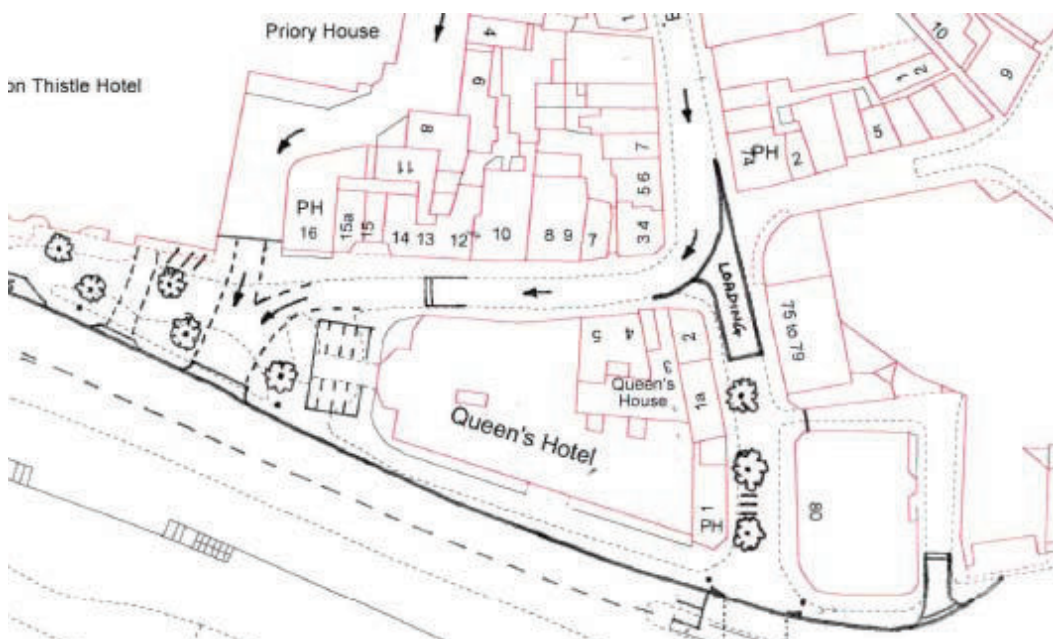
2.2 Permission to Consult

- 2.2.1 On 11 December 2008 permission to consult on proposals were presented to the Cabinet Member Meeting. The report is attached in **Appendix A** to this Appendix 5 document.
- 2.2.2 The principles of the scheme sought for permission to consult is itemised in paragraph 3.2 as;

“ Southbound traffic along East Street will be redirected along Kings Road in order to enhance the southern section of East Street for pedestrians and create a legible route from the Lanes to the seafront.”

An initial draft plan on a potential proposal was included in the Appendices as provided below.

Figure 1: 11 December 2009 Cabinet Member Meeting Report Plan



2.3 Public and Key Stakeholders Consultation

- 2.2.1 Following permission to consult on 11 December 2008, 250 local residents and businesses from the scheme area and 18 stakeholder groups received personal invitations to attend a public exhibition. Wards councillors were also invited.
- 2.2.2 The information sent to residents is provided in **Appendix B** and Figure 2 below illustrates the proposals presented at the public exhibition held between 3 and 17 February 2009 at Brighton Town Hall.
- 2.2.3 The consultation responses received indicated a broad support for the general principles of creating a better pedestrian environment through kerb realignment, improved paving and greenery and a number of suggestions were put forward for the way in which traffic flow could be re-organised.

Figure 2: February 2009 Public Exhibition Plans



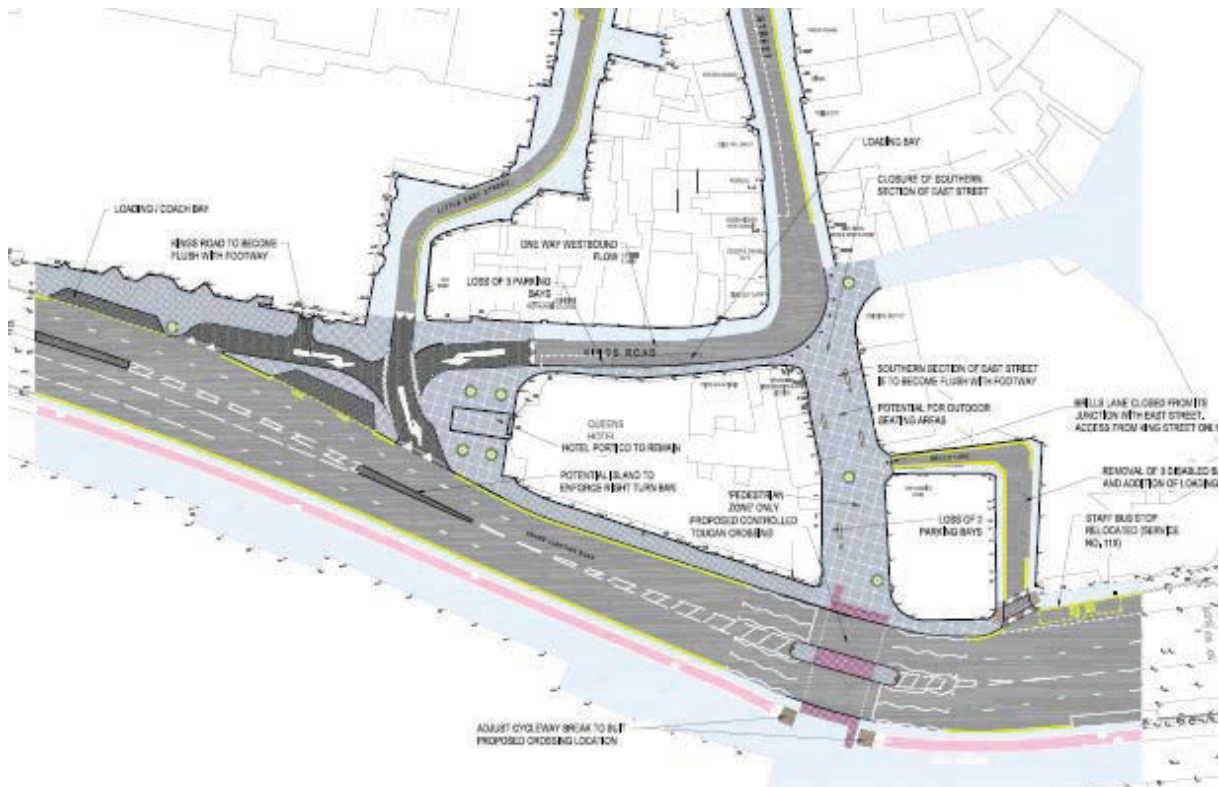
- 2.2.4 These proposals illustrated the vision of the scheme and were produced to enable local views to inform the next stage of the design. The principle maintains those as presented on 11 December 2008. The proposals also indicate local servicing and accessing to residents on Brills Lane, but being a proposal plan does not include formal access arrangements for users as would be prescribed by a Traffic Regulation Order.
- 2.2.5 As provided in the Cabinet Report dated 17 September a total of 16 responses were received. In terms of those responding, these are explained in further detail in Section 3.

2.4 Permission to Construct

- 2.4.1 Following the public consultation, results indicated that the closure of East Street south of King's Road to traffic and re-route traffic along King's Road on the northern side of Queens

Hotel and onto Grand Junction Road was favoured and deemed practical to be provided in engineering and financial terms to provide a preliminary layout of the scheme proposals. The plans as provided in the Cabinet report dated 17 September 2009 and provided in Appendix 4 of the Overview and Scrutiny report are illustrated in Figure 3 below:

Figure 3: 17 September 2009 Cabinet Meeting Report Plan



3. Consultation Responses

3.1 Responses and residents engagement

3.1.1 Appendix C of item 74 of the Cabinet Meeting Report on 17 September 2009 provides a summary of the responses of the consultation which took place in February 2009. This is as follows and takes into consideration responses received from residents.

- The response rate of the comments sheet was very low. A total of 16 forms were completed & returned.
- 43.5% of people considered that overall they were in favour of the scheme – 25% were not and 31.5% were unsure.
- 94% of the forms included comments, and 50% of these expressed concern that there was no provision for cyclists.
- 19% expressed concerns about vehicular access to the Town Hall and the provision of parking.
- 25% considered that there was not enough detail in evidence to make an informed decision.
- 15% requested that green landscaping be included in the plan.
- 6% could not see provision for seating
- 6% thought that signage was an issue
- 6% were concerned that a couple of trees appeared to block the traffic exit from East St onto Grand Junction Rd (seafront)

3.1.2 The consultation responses returned do not enable distinction between those as residents and businesses as these did not include an option of name and address details. In terms of reporting and considering the extent and detail of this consultation Brighton & Hove City Council (B&HCC) has operated within the terms of the consultation requirements.

4. Officers Response

4.1 Overview

- 4.1.1 The Call In request has identified a number of concerns relating to the proposals presented on 17 September 2009 which were raised during consultation. In terms of their consideration in the design as presented these are responded to as below.

4.2 Call In Request Concerns

Residents Parking Spaces

- 4.2.1 The Cabinet report in presenting the proposals expands on the number of parking spaces that would be affected by the proposals, and highlights that there will be a total of five pay and display bays lost. These are pay and display and not dedicated residents parking bays. In terms of residents parking therefore it is considered that there is no loss of residents parking bays.
- 4.2.2 In order to provide a pedestrian priority scheme and to accommodate the change in direction along Kings Road (junior) these bays are required to be removed. Residents will have a further opportunity to provide comment, or objections during the advertisement of associated Traffic Regulation Orders.

Access for Clarendon Mansion Residents

- 4.2.3 Currently there is limited access and loading permissible to Clarendon Mansions. The area of Brills Lane is controlled by double yellow lines which do not permit waiting at any time and parking comprises three disabled parking bays.
- 4.2.4 The proposals are unlikely to significantly alter the vehicular accessibility that residents currently are permitted to have, and pay and display parking spaces are retained on Kings Road.

Noise Effects.

- 4.2.5 The proposals do not seek to redirect current pedestrian routes onto East Street and seeks to formalise the current use of this route as a means to access the seafront. There are no development proposals considered as part of this scheme which could attract additional demand. The route at weekends is currently very busy and increased usage can occur when events or other favourable attractions take place in the vicinity.
- 4.2.6 As with any other areas of Brighton and Hove, incidents of anti social behaviour will be enforced through the police involvement and other relevant BHCC departments, for example bars and restaurants will be subject to current licensing agreements.
- 4.2.7 B&HCC officers will monitor any effects on noise as part of the scheme implementation.

5. Summary and Conclusions

- 5.1.1 This report comprises Appendix 5 of the Overview and Scrutiny Commission Report in relation to the Call in Request made on 23 September 2009 as provided in Appendix I.
- 5.1.2 Information is set out with respect to the concerns raised in this letter and identifies that the Pedestrian Network Phase 2 project has been subject to an iterative process in terms of design, consultation, members approval and presentation of proposals throughout this process.
- 5.1.3 B&HCC officers have considered comments raised during consultation with respect to the design, particularly those raised in the Call In Request. Some of the comments raised are a matter for detailed design and can be resolved and accommodated further through this process.

APPENDICES

Appendix A: 11 December 2008 CMM Report

Appendix B: Public Consultation Letters of Invites

