

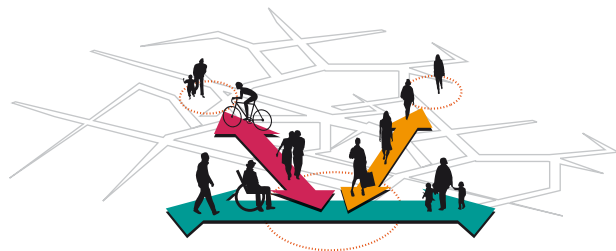
recommendations local scale · movement

EMPHASIZE THE STRINGS

The entire network of public space can be compared with a string of pearls. The public spaces of Brighton & Hove are the “pearls”; the streets that link them the “strings”. The next two sections will present recommendations for ways to build upon the theme of creating a legible and coherent network.

In terms of character and quality, several of the city’s “strings” are of reasonable quality and function well in places. The analysis section showed, however, how the network is fragmented and disjointed as a result of years of domination by vehicular traffic oriented design and planning.

Whilst several recommendations are introduced, the underlying theme is the need to consider pedestrian and cycle movement as a higher priority: the first step to a better and more people oriented city.



MAIN STRATEGY

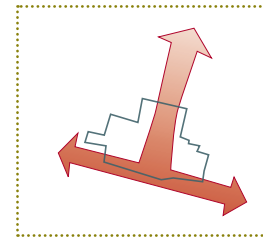


From a car planned city to....



...a city that puts people first!

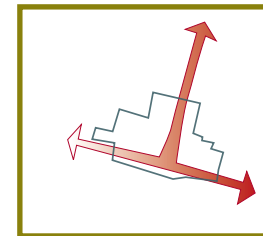
Currently...



Highway design in the city?



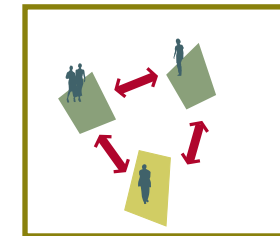
Proposed...



Reduce vehicular traffic dominance

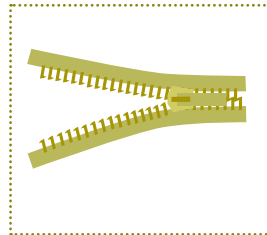


Missing links in the pedestrian network

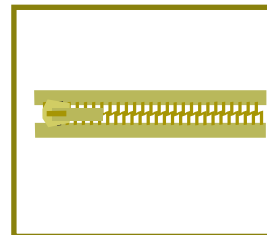


Clear pedestrian network

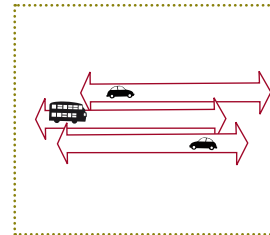
OVERVIEW OF CURRENT AND PROPOSED CONDITIONS



The city is unzipped - some streets are barriers



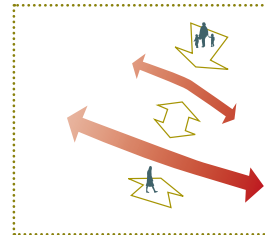
Close the zip!



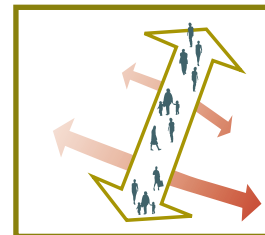
East/West connections are characterised by changing quality and lack of identity



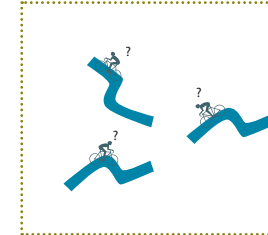
Create good quality streets and express individual identity



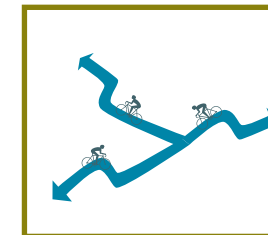
Poor North/ South connections



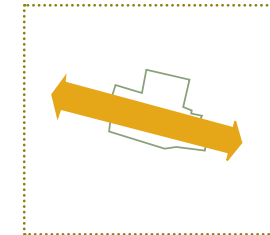
Access and visual connection to the main attraction - the sea front



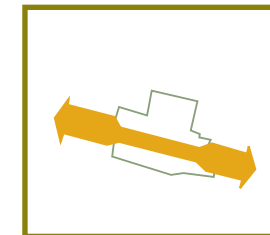
Incomplete bicycle network



A complete bicycle network



Bus grid lock in the city centre



Optimize the bus service in the city centre

MOVEMENT STRATEGY

General guidelines

Analysis of pedestrian movement in the city identifies the network of streets and spaces that comprise the overall public space network. A hierarchy of streets and public spaces can be defined on the basis of pedestrian activity.

A coherent pedestrian and cycle network is vital to the legibility and overall quality of the city. Using results from the Public Space Public Life survey, a hierarchy of streets can be determined based on pedestrian traffic volume. Today, however, there is a confusing mismatch between the streets most used by pedestrians and their relative quality. Main routes often contain confusing intersections and narrow footpaths, do not allow for staying activities and fail to contribute to a feeling of safety and security. At present, this network is fragmented and disjointed at key points, consequently limiting the navigability, legibility and overall quality of Brighton & Hove's public realm.

In the process of turning unpleasant routes into lively, attractive, and pleasant links, several over-arching strategies can be used in collaboration to achieve quality for people in the public realm.

Certain streets have been highlighted here that are especially important in establishing continuity in the public realm. The key routes shown here form this network.



MOVEMENT STRATEGY

Sharpen different identities

The diagram shown here uses the existing network and develops it a step further by suggesting that key routes be upgraded according to their type.

Improvements to streets should be carried out in accordance with both their character and their overall position in the wider hierarchy of the pedestrian network. With that over-arching concept in mind, some specific additional measures can be implemented that will be expanded upon in this section.

Using best practice examples from around the world, in-depth research into how people experience urban quality and extensive analysis of the study area, a set of urban design guidelines becomes clear.

To improve the quality of links for pedestrians is to accommodate the needs of people, in a variety of ways. Suggestions for doing so, in the context of Brighton Hove, are further described here.



CREATE LINKS WITH SPECIFIC IDENTITY & CHARACTER

Green boulevard and streets

The Valley Gardens could become the Grand route into the city, reflecting the importance of this historic valley and its connection to the water. On a smaller scale, the east - west route along Edward Street, Church Street and Upper North Street could also incorporate several green elements and begin to attract more joggers, cyclists, and general recreation. The addition of several green elements to the study area could soften the urban environment and create outdoor rooms for people.

Urban streets

The east - west route along St. James, North Street and Western Road already supports a lively culture. Active ground floor frontages should allow passers-by to window shop. Where the pavement is wide enough, shops should be encouraged to set up outside displays, further blurring the boundary between inside and out and encouraging a mood of diverse community activity.

Seafront promenade

This link should allow for a wide variety of recreation: everything from taking a nap, to taking a canoe ride; from enjoying lovely views to people watching. The seafront promenade should be a vibrant testament to the diversity of Brighton & Hove and the unique and historic character of this particular stretch of beach. Along this link, public space should provide areas for people to meet, play, and interact alongside the life blood of the city: the sea.



Attractive Green Boulevard
Frederiksberg Allé, Copenhagen, Denmark



Trees beautify the footpath and improve the pedestrian experience.
Melbourne, Australia



Green elements used as defining zones for pedestrians, bicycles, car traffic and parking
Paris, France



The median allows for one way traffic crossing
Gt. Kongevej, Copenhagen, Denmark



Ground floor activity spills out onto footway but in designated zones.
Warsaw, Poland



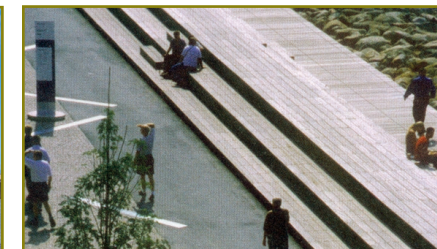
Defined zones for street furniture and bollards instead of guard railings.
Warsaw, Poland



High quality paving conveys a sense of prominence.
Riverfront in Bilbao, Spain

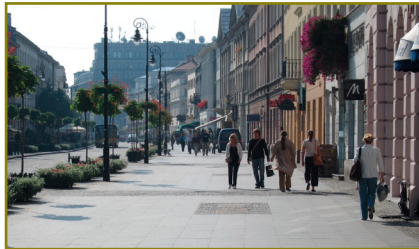


Clear zones for cyclists and pedestrians ensure access for all. The avenue of palm trees creates a green buffer zone to the motorised traffic.
Barcelona, Spain



A variety of places to sit along the route increases social interaction.
Boo1, Malmö, Sweden

CREATE LINKS WITH SPECIFIC IDENTITY & CHARACTER



Generous pavements make walking enjoyable
Warsaw, Poland



The paving makes the street homogeneous
Freiburg, Germany



Grass defines the zoning of the street
Barcelona, Spain



The pavement pattern defines the different zones.
Strædet, Copenhagen



Shared surface with trees, bollards and benches.
Barcelona, Spain



Shared surface
Lyngby, Denmark



Wall to wall paving defines the street scape.
Bilbao, Spain



Running water as a continuous element in the streets.
Freiburg, Germany



Paving as a piece of art
Melbourne, Australia

Pedestrian priority streets

While retaining kerb lines and accommodating through traffic, these streets emphasise that the pedestrian is still king. Streets such as Ship Street, East Street and Gloucester Road which experience much higher pedestrian than vehicular traffic should be designed to accommodate the relative volume of traffic and provide opportunities for special events and activities, such as street markets.

Shared surface

Pedestrian movement is prioritised and all kerb stones have been removed. These pedestrian priority streets are good walking environments which retain some of the life and natural surveillance that results from moderate vehicular traffic.

Pedestrian priority streets

The pavement defines the streetscape. A uniform pavement in the pedestrian priority streets in Brighton & Hove could make the city easier to navigate. The continuous type of pavement could in a natural way guide the pedestrians from one street to the next.

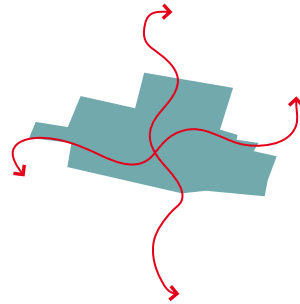
IMPROVE CONDITIONS FOR WALKING IN THE CITY

Zip up the city

Much has been said about encouraging people to walk and creating a continuous and coherent, or “zipped” network of streets. In general, knowledge about pedestrian volume flows should dictate the interventions made at street level to improve the network.

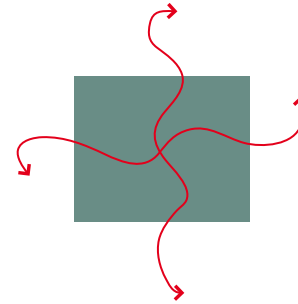
Prioritise pedestrian desire lines

When upgrading the pedestrian network, desire lines should be integrated and prioritised, as pedestrians always short cut and jaywalk to get the easiest and fastest route. In Brighton & Hove this is a general problem. But respecting desire lines will go a long way towards ensuring that pedestrians are able to safely and comfortably move about the city.



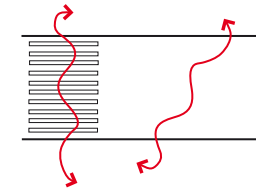
City scale desire lines

Prioritise the major desire lines across the city.



Local scale desire lines

Plan according to desire lines between the single space/ street and the overall network.



Detail scale desire lines

Strategic placement of crossing in order to support the flow in the city.

Create pleasant walking routes

Straight forward interventions such as improving the footway itself by upgrading main routes with high quality materials and paving will contribute significantly towards improving walking conditions in the city. But other aspects of the public realm are also important in achieving this aim. This report has shown that pedestrians prefer to walk along routes that have soft edges and good, attractive ground floor frontages.



Attractive ground floor facades with activities contributing to the street life
Oslo, Norway



Soft edges with opportunities to sit, rest, stand and hang out.
Gråbrødre Torv, Copenhagen



Footway as an aesthetic pleasure and as a pedestrian one feels the richness of the paving.
Lisboa, Portugal



Sitting opportunities offering passers-by a rest.
Schouburg Plein, Rotterdam

IMPROVE CONDITIONS FOR WALKING



Footways across side streets in order to ease the pedestrian flow and give priority to pedestrians over cars.
Rue de la République, Lyon, France



Ramp at street intersection that ensures that wheelchair users and people with prams may move around freely.
Barcelona, Spain



Remove ALL guard railing - use bollards instead if necessary.
Champs-Élysées, Paris, France



Street elements placed in a zone in order to give space for 'effective footway width'.

Expand and protect space for walking

Today some of the streets with a high pedestrian volume - such as Bond Street, Gardener Street and North Street - have narrow footpaths that cause crowding. The rule of 13 ped./min. per metre 'effective footpath width' should be used as a guideline when designing pedestrian areas to ensure comfortable walking conditions.



Zip up the city and improve access by placing crossings according to pedestrian desire lines.
Copenhagen, Denmark



Crossings integrated with the pavements contribute to the visual quality while maintaining a consistent level for prams and wheelchairs.
Copenhagen, Denmark



Avoid pen crossings since straight crossings correspond to people's natural behaviour.
Warsaw, Poland



Timed pedestrian crossing signals rather than push-button crossings on which pedestrians must ask for permission to cross.
Japan

Improve pedestrian crossings

The analysis section indicated the numerous intersections that limit pedestrian movement and restrict walking in the city. In general, intersections should prioritise pedestrian and vehicle requirements equally. Crossings that are easy to use and consistently designed, incorporating some of the characteristics to the left should replace the overly complicated crossings found in the city today. The crossing signals should be better timed so that pedestrians have a reasonable time to cross.

IMPROVE CONDITIONS FOR CYCLING

Develop a Cycling Culture

Cities like Copenhagen and Amsterdam, which have strong cycle cultures, have implemented and expanded upon a consistent cycling policy over several years. In these cities, cycle culture has become synonymous with the culture of the city. Current thinking in the UK regarding cycling suggests that rather than implementing permanent infrastructure changes such as dedicated cycle lanes, authorities expect motorists to slow down and learn to share the road with cyclists. This is contrary to strategies implemented in Copenhagen, Amsterdam, Bogotá, Colombia and most recently in Adelaide, Australia.

Regardless of the overall strategy implemented, inspiring the general public to cycle and educating motorists and cyclists will be vital to achieving increased cycle traffic. In Copenhagen, special programmes have been implemented to give cycling lessons to those who otherwise may not feel comfortable on a cycle.

Provisions for cyclists have also been implemented to ease integration with other traffic modes. Taxis are equipped with cycle racks, trains provide places to store bikes, and a free city bike sharing programme has been implemented to allow tourists and residents without a bike to cycle when possible.

Another vital component to the success in Copenhagen has been the establishing of a clear set of goals and benchmarks, both in terms of number of cyclists and infrastructure improvements.



Cycling is not only for enthusiasts, it is a common mode of transport for all age groups - here a typical Danish bicycle with a carrying box.
Copenhagen, Denmark.



Cycle culture. Copenhagen has been known for a strong cycle culture for decades.
Copenhagen around 1935.

IMPROVE CONDITIONS FOR CYCLING

Best practice



Cycle paths are always placed between parked cars and the footpath. Cycle paths are one way and on each side of the street.
Copenhagen, Denmark



Planting can be used to separate the cycle path from the carriage way.
Paris, France



Shared surfaces. Where no dedicated cycle paths exist, a shared surface is implemented encouraging equal ownership of the street.
Copenhagen, Denmark



Cycles paths are always closest to footpaths, with bus stops placed closest to the carriage way
Copenhagen, Denmark

Consistent placement of cycle paths

In Brighton & Hove the inconsistent siting of cycle paths and pavements often place cyclists and pedestrians in competition for the same space. Furthermore, current infrastructure does little to convey the presence of cyclists on the carriageway, and fails to indicate their importance. Clear and consistent allocation of space drastically improves the relationship between pedestrians, parked and moving vehicles and cyclists. It is imperative that the four zones are consistently placed throughout the city. This clear division of space promotes a sense of equality amongst modes of transport and helps establish rules of engagement ensuring safety for all.



Marked lanes: In most intersections, especially more complex ones, the cycle lane is marked in the paving so it is clear which space belongs to whom.
Paris, France - Copenhagen, Denmark



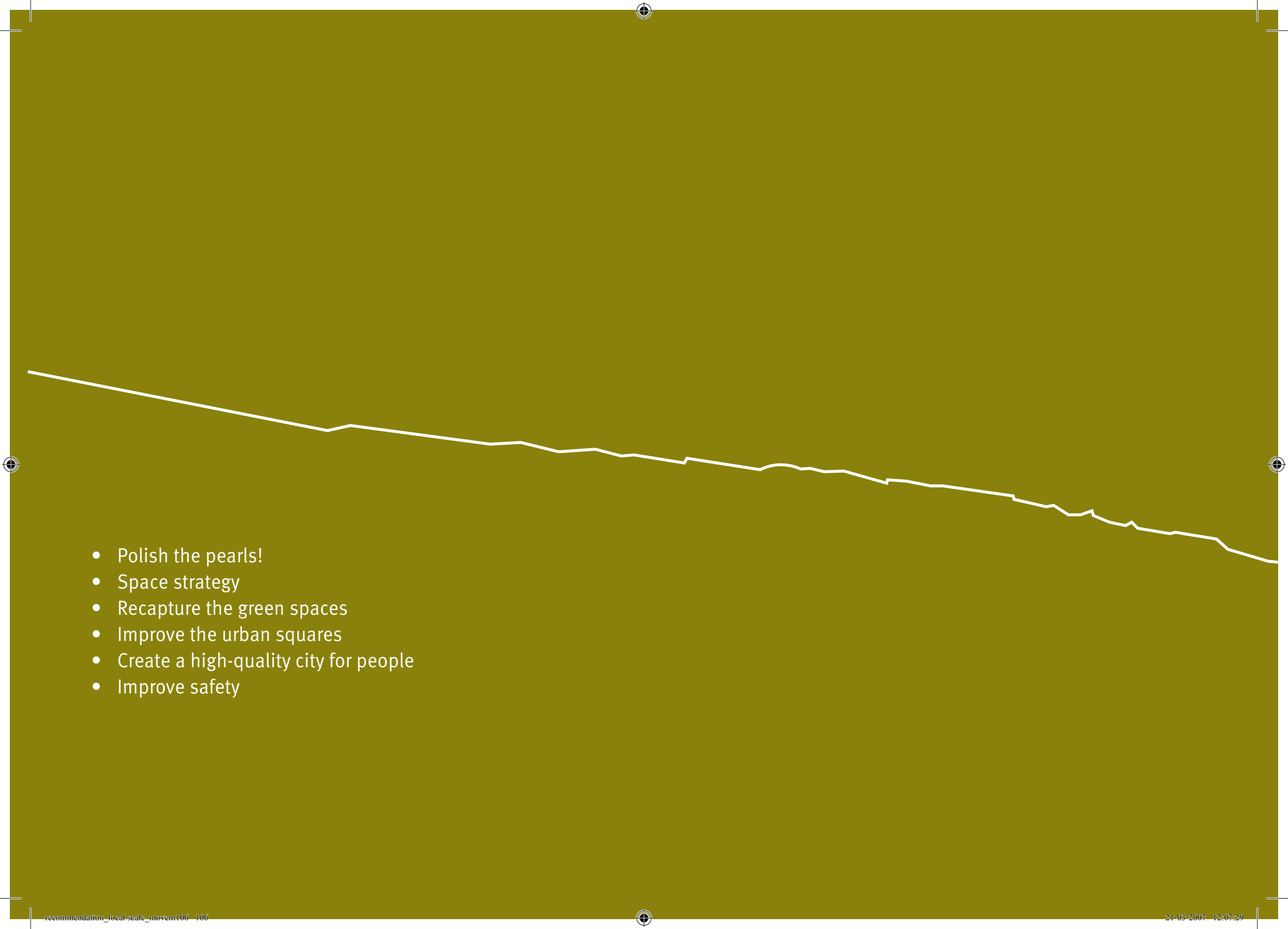
Dedicated traffic signals for cyclists.
Copenhagen, Denmark



Turn lanes for cyclists so other cyclists can pass without having to slow down.
Copenhagen, Denmark

Taking care of cyclists in difficult crossings

As in the case of pedestrian crossings, several of the city's busiest intersections are exceptionally difficult for cyclists to navigate. As shown in the analysis section, the cycle network is interrupted and disjointed. Improving crossings at key intersections will drastically increase access to a variety of city districts that are difficult to access by bike today such as Kemp Town and Brighton City Centre.

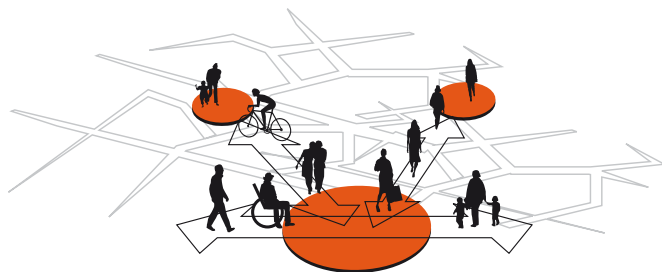
- 
- Polish the pearls!
 - Space strategy
 - Recapture the green spaces
 - Improve the urban squares
 - Create a high-quality city for people
 - Improve safety

recommendations local scale · spaces

POLISH THE PEARLS

Continuing the “String of Pearls” analogy, this section gives recommendations for improving the pearls of the city. It is in these urban living rooms that the diverse group of citizens and visitors can meet, interact, and enjoy the amenities of the city - if they are invited!

The ambition is to create a varied series of unique destinations for the people of Brighton & Hove.



MAIN STRATEGY



Many people in very few places



Greater diversity of people and places - many people in many places

Currently...



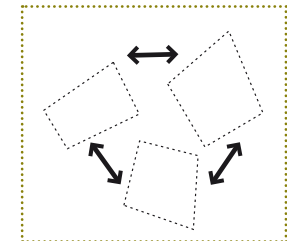
Uninviting green spaces



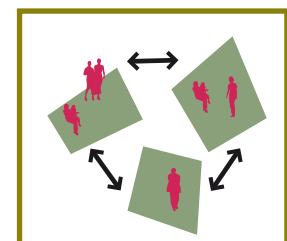
Future strategies....



More greenery and inviting, lively green spaces.

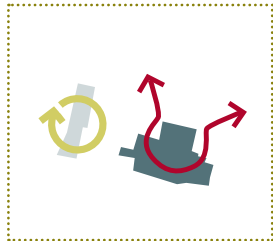


Lack of urban squares

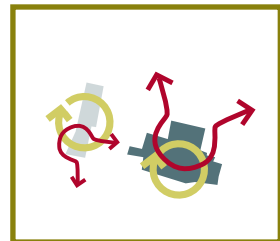


Create attractive city squares

OVERVIEW OF CURRENT AND PROPOSED CONDITIONS



Brighton is regional.
Hove is local.



Let both Brighton & Hove
celebrate local life while
integrating regional
destinations.



The diversity of the locals is
not reflected in the city's public
spaces.



Create a lively and safe public
realm that is inclusive for all.



Lack of places to enjoy the city



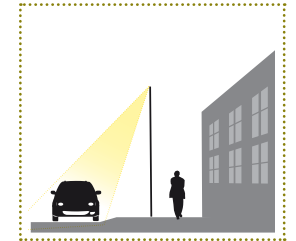
Create varied and diverse
invitations for staying.



Several areas of the city are
used only in the summer
months



Active public space year round



Empty and dark streets at
night time add to a sense of
fear and insecurity



Create opportunities for
passive surveillance. Lively and
well-lit streets at night will
improve the sense of security.

SPACE STRATEGY

Create inviting meeting places

Despite an abundance of café seating in Brighton & Hove, there is a lack of space for people from all walks of life to spend time in the city.

By carefully placing meaningful and unique places along the appropriate links as determined by the street hierarchy, the public realm can better accommodate residents and visitors and facilitate the quality of public life desired in Brighton & Hove.

Make use of niches and unused corners

Niches and unused corners can be reinvented as new public spaces whilst existing urban spaces can be expanded to building edges or adjoining streets to ensure a better connection to their surroundings. This strategy will improve conditions for staying in the city, giving more people more opportunities to utilise the public realm.

High quality seafront

Areas of the already popular and heavily used seafront that lack quality can be improved to accommodate high quality experiences and activities. Since the existing activities are highly commercial, more activities with a non-commercial and local touch are preferable.

The concept is to throw the net wider. Several areas already function quite well in the city. Now it's time to enhance what we have, make it accessible and expand to create new destinations along the wider network

Make the city pleasant for locals and the rest will take care of itself!



Green spaces



sport, recreation and physical activities



quiet reflection



cultural green



ornamental garden

Urban spaces



local meeting point



inviting entrance



city focal point



beach

STRATEGY FOR SPACES

Green and urban oases

Recommendations for new or renovated public spaces are broken down into places that are either “green” or “urban” in character.

Create green spaces with distinct character

Green and park space should be diversified with distinguishable design concepts to establish a sense of character and identity. Different parks should accommodate different types of recreational activities, ranging from quiet reflection to cultural events and sports.

Make room for urban oases

At first glance, there is not a lot of room in the city for new urban public spaces. An urban oasis, however, can be created with carefully oriented public seating or other precise interventions that provide for a well deserved break, or a quiet niche to enjoy the surroundings. Such small scale spaces offer an important complement to the higher profile large scale city destinations in the public space hierarchy.

Focus on both small and large spaces

Creating pleasant small scale spaces should not detract from the importance of city scale destinations. Drawing on the best examples from around the world, the following pages make recommendations for creating high quality destinations on a variety of scales, and describe how successful practices adopted elsewhere might be adapted to fit the special conditions found in Brighton & Hove.

RECAPTURE THE GREEN SPACES

Create invitations by providing different activities

The study area lacks parks and other areas for recreation. Spaces exist but people don't seem to notice or use them. This could be due to the fact that, today, many of the parks in the study area resemble each other. A simple lawn, and a bench or two with some trees is the standard unimaginative and unwelcoming landscape.

Brighton & Hove can do more to make its green spaces inviting. Basing design features on the needs and wants of anticipated user groups can go a long way towards encouraging use by local residents.

Some recommendations for improving green spaces include:

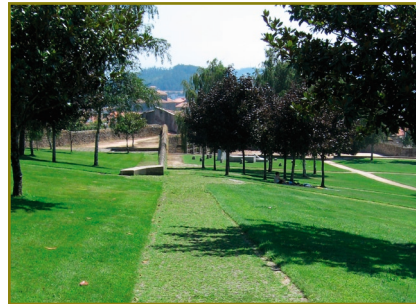
Increase the accessibility of the city's parks and green squares by removing fencing and improving the surrounding pedestrian network

Upgrade existing parks to establish unique characters and identities.

Upgrade maintenance procedures to convey a sense of pride in and importance of the existing parks.

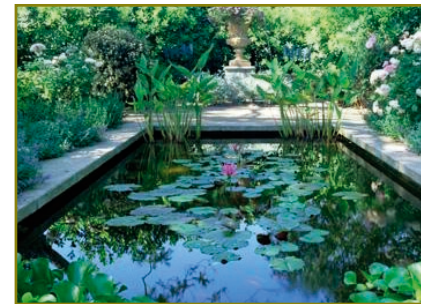
Establish new squares and parks for recreation

Plan future park upgrades to accommodate families and children.

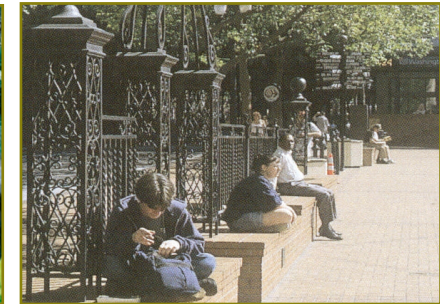


Past meets present.

Convert historic places into modern spaces with respect for traditions. As this former cloister garden is transformed into a modern park.
Santiago de Compostela, Spain



Rediscover the English garden traditions and make joyful and compelling green spaces.

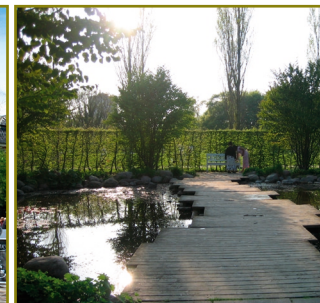


Inviting edge functioning as secondary seating that may be used from both the inside and the outside.
Pioneer Courthouse Square, Portland, US



Buildings in the park

Highly transparent pavilions can be used to animate green areas.
Copenhagen



Accentuate unique landscape features

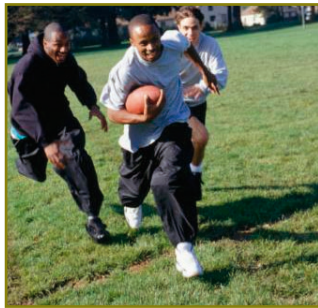
Local parks should encompass unique design features that contribute to a sense of identity to distinguish between neighbourhood parks.
(above) Valby parken, Copenhagen, (right) Place de la Bourse, Lyon



Integrate recreation

Overlap activities in time and space to ensure lively areas and increase opportunities for social interaction.
Ørestad, Copenhagen

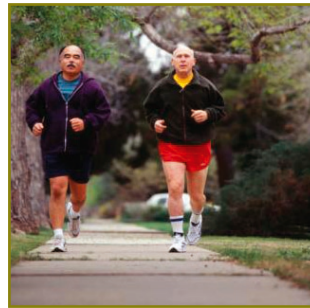
MAKE PLACES FOR CHILDREN AND FAMILIES



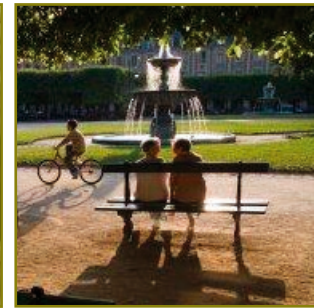
Invitations to ball games etc.
Copenhagen, Denmark



Fun for children
Malmö, Sweden



Invitations to exercise
USA



Spaces for quiet reflection
Copenhagen, Denmark

Less restrictions - more invitations

Brighton & Hove is home to a large number of young families. Unfortunately there is very little in the study area to attract them. Statistics in Denmark indicate that the most prolific users of public space for physical activity and unplanned events are children between 12 and 16 years. The same would most likely hold true in Brighton & Hove if the opportunities existed.

A fantastic consequence of engaging recreational space for use by children is that their activity results in social interaction between parents. The positive domino effect has widespread benefits for local communities and the city as a whole.



Playgrounds as land art
Sapporo, Japan



Protected pockets for relaxing
BOo1, Malmö, Sweden



Temporary interactive exhibition
Oslo



Park bench that is a visual joy
Parc Güell, Barcelona

Artistic elements as playful invitations

Brighton & Hove should capitalise on the creative residents of the city and develop new ways to enliven public space. Well-designed and properly integrated public art can enliven public space and make it more user friendly. Public art in the form of permanent or temporary installations that encourage interaction gives locals and residents another reason to spend time in the public realm.

IMPROVE CONDITIONS FOR STAYING IN THE URBAN SQUARES

Make better use of underused space

The study area in Brighton & Hove is already a dense and compact city centre. The addition of Jubilee Square and the New Road Project will add to the public offer of the city. But that doesn't leave a lot of space for new city squares.

The city does however have an abundance of under used "corners" and "pockets", that if beautified could drastically improve staying opportunities and consequently the quality of public life.

Small squares are not the only type of public space that can be upgraded. As illustrated here, with a little inspiration other existing public spaces can be rejuvenated to attract and invite people to spend more time in the city.



Inviting 'Entrance'. Petite corner-square with attractions such as trees and a fountain. The square serves as an inviting entrance to a popular city area.
Santiago de Compostela, Spain



Local meeting point with simple features such as trees and a high quality pavement can serve as an informal meeting place.
Gråbrødretorv, Copenhagen, Denmark



The square as green space with removable planting pots.
Place de la Bourse, Lyon, France



An intimate square with popular café life style.
Barcelona, Spain



An 'artistic square' with playful and artistic objects as an integrated part of the space.
Palais Royal by artist Daniel Buren, Paris, France



A complex transport-hub made into a high quality square.
Strasbourg, France

IMPROVE THE URBAN SQUARES

Integrate identity contributing elements



Water wall with playing lights.
Paley Plaza, New York.



Humorous water installation.
Exxon Park, New York.



Water elements integrated in the pavement.
Denmark.

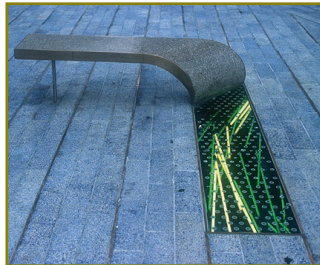


Water jets offering hours of fun.
Somerset House, London, UK

Water elements as a strategy for a seaside city
Many areas already offer unique amenities. To establish a hierarchy in the public space network, existing local qualities can be accentuated and utilised as identity creating elements. These elements will help distinguish city neighbourhoods, making the city more legible and easier to navigate. For example, despite Brighton & Hove's prominent location on the seafront, more could be done to bring water into the city and let it pop-up at carefully chosen places.



Bench offering endless seating.
Park Güell, Barcelona, Spain



'Blue Carpet'
by Thomas Heatherwick, Newcastle, UK



Tempting 'blobs' to sit on
Melbourne, Australia

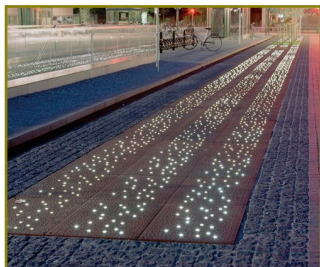


'Talkscape'
Porto, Portugal

Sitting opportunities as artistic elements
The fact that Brighton and Hove's lack of public seating is a clear inhibitor of the quality of the public realm has been established. One way to creatively tackle this problem is to stretch the typical definition of seating and develop more imaginative and playful elements that give identity in the public space while encouraging use and interaction.



Temporary ice rink with magical lighting
Somerset House, London, UK



Host of 'stars' in the pavement
Solbjerg Plads, Copenhagen, Denmark



Playful lighting in the pavement.
Barcelona, Spain



Up-lights can enhance tree planting.
Solbjerg Plads, Copenhagen, Denmark

Artistic lighting
Creative lighting solutions can also be used to establish identity. Light can be used to accentuate certain design or landscaping elements, giving the area a different 'feel' during the day and at night. Artist designed lighting, if properly commissioned, can not only improve the aesthetic aspect of the city but also contribute to the overall perception of safety at night.

ACCENTUATE EXISTING AMENITIES

Celebrate the architectural tradition

Brighton & Hove is blessed with a rich and intimate built environment, featuring a number of small and contrasting building frontages. When viewed as a whole, the character of the city is very much defined by the proximity of varying styles and colours. The unique character of intimate and diverse units contributes significantly to the overall character of the city. This tradition should be followed in future projects to ensure the diversity and richness of the city is maintained.

Maintain and accentuate views to the sea

The visual connection to the sea from several vantage points in the city is part of what defines Brighton & Hove's character. This unique visual quality can be further accentuated by creating additional walkways from the city to and along the seaside, to better connect the areas.



Brighton and Hove's tradition

of diverse building frontages, small units, and numerous interests should be carried through in new building as well.
Brighton



Narrow streets

can offer a wide variety of sensory experiences when frontages are on a fine scale and well-detailed.
Melbourne, Australia



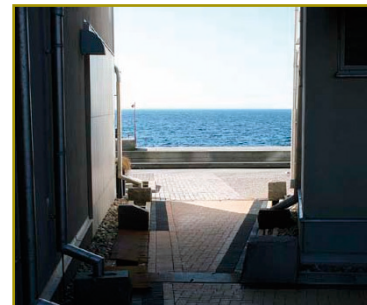
The diversity

inherent in older built structures can be carried over in modern buildings.
Adelaide, Australia



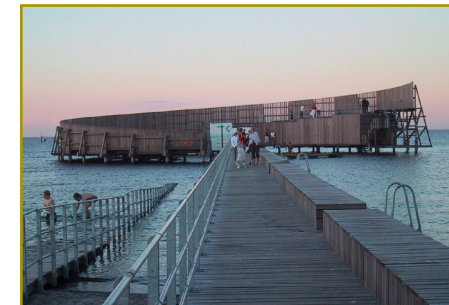
Viewing Corridors

Many streets in Brighton offer splendid views to the sea.
Brighton



Framing

Future building projects could frame specific views to the water
Booi, Malmö, Sweden



Activities on the water

Future building projects could also offer new experiences on the water and at the water's edge
Bathing facilities, Copenhagen, Denmark

Accentuate existing amenities



A high quality promenade
Barcelona, Spain



Zones for movement and invitations to stay
New York, US



Temporary and permanent additions
Paris, France

Clarify zones for movement and staying

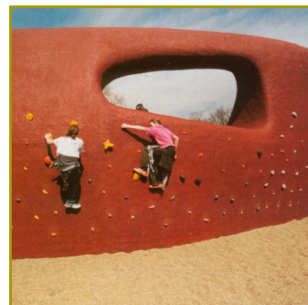
Hove's seafront is already a people destination, but more can be done to improve its quality. The colourful beach houses give the stretch character in the summertime, but the tarmac promenade detracts from the overall experience. In general the sea front lacks coherence and high quality aesthetics. By clearly distinguishing between zones for movement and places to stay, the entire seafront will be enhanced.



Something for everyone
Skate park facilities, Copenhagen, Denmark



Places for a family outing
Islandsbrygge, Copenhagen, Denmark



Interactive sculptures
attractive pieces that can double as play furniture



Public exercise pavilion
A place for outdoor fitness participants to meet before or after their work-out
Kolding, Denmark

New opportunities for public life at the seafront

The seafront is a public space where people can take part in shared social activities or enjoy solitude. New opportunities should be offered to encourage people to extend the amount of time spent at this beautiful location. During the spring and autumn, the promenade can accommodate numerous activities when it may be too cold to lie on the beach. Additional spaces that appeal to more subdued activity such as quiet reflection could also be introduced at the seafront. Commercial and non-commercial spaces, with a local touch, could attract more residents and provide new reasons to visit the beach. Regardless, the quality of the public realm used for "every day" activities should not be compromised to maintain the quality of "local life" in Brighton and Hove!

CREATE A HIGH-QUALITY CITY FOR PEOPLE

Different user groups with a variety of interests

Give room for both active and passive activities

The previous sections have described the concept of developing a network, by establishing missing links and working with hierarchy and identity. These characteristics are vital in creating a varied yet coherent and legible city.

If the city is to be enhanced as a lively and popular venue for everyone, and truly invite unbiased democratic interaction, it is important to provide for a range of user groups and activities. The diverse population of Brighton & Hove use the city in a variety of ways.



People watching
Oslo, Norway



Elements that invites to active interaction
Palais Royal by artist Daniel Buren, Paris, France



Taking a rest
Copenhagen, Denmark

Give room for both permanent and temporary activities

The family, the teenager, the local professional, the pensioner, the sports enthusiast, the young couple, the out of town theatre goer and countless other types of people all use the public realm in a different way. The public realm must aspire to offer something for everyone.



Spontaneous activities
San Francisco, US



Outdoor exhibition
Melbourne, Australia



Spontaneous activities
Copenhagen, Denmark

CREATE A HIGH-QUALITY CITY FOR PEOPLE

Activities throughout the day and season



Market days.
Copenhagen, Denmark



Open-air movie.
Copenhagen, Denmark



Special event space - Federation square
Melbourne, Australia



City "Beach".
Paris, France



Skating-rink.
Somerset



Dancing.
BO01, Malmö, Sweden

Invitations for activities throughout the day and year

Residents and locals would agree that the character and "feel" of the city changes dramatically from winter to summer. The analysis section indicated just how drastic the change in Brighton & Hove is. 100% more people utilise the public realm for purely transitional movement in the summer than in the winter.

This figure indicates that Brighton & Hove has a lot to offer and is attractive to visitors. Today, however, it is during the summer months, weekends and holidays that the city is literally bursting at the seams with people. Locals enjoy and appreciate the calmer winter months, but a lively, diverse, and attractive public realm throughout the day, week, and year would drastically improve the overall quality of life in the city.

By encouraging new activities in the public realm a new positive sequence of events is allowed to flourish. In a city filled with vibrant and creative people new activities will feed new activities. Something will happen because something happens, because something happens....



An illustration of the relationship between different user groups, different activities throughout the day and year.

IMPROVE SAFETY

Provide 'passive surveillance'

The Analysis section also indicated that certain areas significantly change character between night and day. Certain areas that are lively, safe and secure during the day become deserted and frightening at night.

The best way to reduce the empty and isolated feeling of certain neighbourhoods at night is to accommodate "passive surveillance" by encouraging "more eyes on the street".

Create lively streets at night time

'Passive surveillance' may be encouraged in two ways. One is by maintaining a lively flow of people in the streets, moving from one destination to another along key links. Key routes must be well-lit and attractive in the evening hours to encourage activity and provide safe and comfortable passage through the city at night.

Promote mixed-use areas

The other form of 'passive surveillance' occurs naturally in mixed-use areas when restaurants, shops and street stalls that are open at night activate the edges of the public realm. Most vital are the residences in the area, which, regardless of whether shops are open, offer the impression that others are occupying the buildings that overlook the public realm. Promoting mixed use by encouraging a combination of commercial, residential, and office use would be especially beneficial in the Lanes and in North Laine.



Dwellings

The juxtaposition of varying building uses ensures passive surveillance "eyes on the street" providing a natural sense of safety and security vital for city activity at night.

The city centre of Copenhagen, Denmark



Ambient lighting

Ambient lighting spilling out from building entrances gives a sense of activity while reducing dark corners and niches. A well and uniformly lit building edge improves way-finding and orientation at night thus increasing the feeling of safety and security at night.

The city centre of Copenhagen, Denmark



Activities

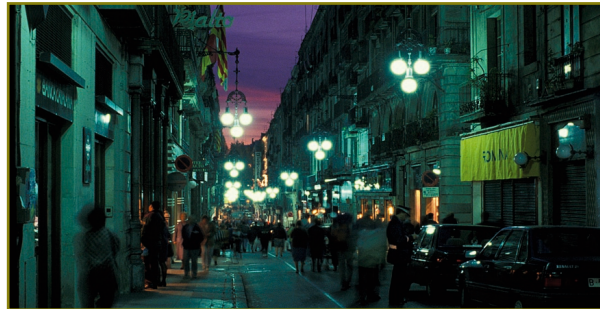
During the day as well as in the evenings it is important to plan and invite for activities to happen. Cafes and restaurants are of course ideal for this, but generally the most important thing is to create a natural flow of people, so that there are always many people present in public spaces.

IMPROVE SAFETY

Human Scale

In car-dominated streets the light tends to be focused on the traffic lanes. In the interest of pedestrians a graduated lighting strategy is to be preferred. To establish an environment that is comfortable to move through at night for pedestrians, lighting on a 'human scale' is a good idea. Human scale lighting lights up the footway and bicycle lane. Light levels should be low to avoid dazzle and consistent to reduce contrast and the perceived notion that some areas and/or streets are especially dark.

Barcelona, Spain



Quality

Street light may add to the quality of streets as in this example of beautifully coordinated street lighting.

Rue de la Republique, Lyon, France



Detailed scale

Lit up corners are important features in the evening streetscape. Wall fixtures can fit into more delicate areas. Lighting building entrances offers light for residents and adds to the perception of safety for passers-by.

The medieval city, Copenhagen, Denmark



Create a city wide lighting strategy

Brighton & Hove currently lacks a coherent city-wide strategy for lighting. Some streets and areas are poorly lit, whilst others are almost over-lit. This contrast causes dark areas to appear even darker when entered from an over-lit area. A city-wide lighting strategy would help solve this problem and help to ensure that public spaces such as parks are perceived as safe at night.

Brighton & Hove is a dynamic city that takes on a different character at night. Encouraging local businesses to find alternative means of security to metal shutters when they are closed would enable ambient lighting from store frontages to contribute to the overall lighting of the city at night.

A concerted effort to produce a viable and all encompassing lighting strategy that incorporates the recommendations for lighting shown here will contribute greatly to the overall safety and the urban quality of the city as well as to the sustainability of the city.

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- A holistic public space network
 - The future hot spots