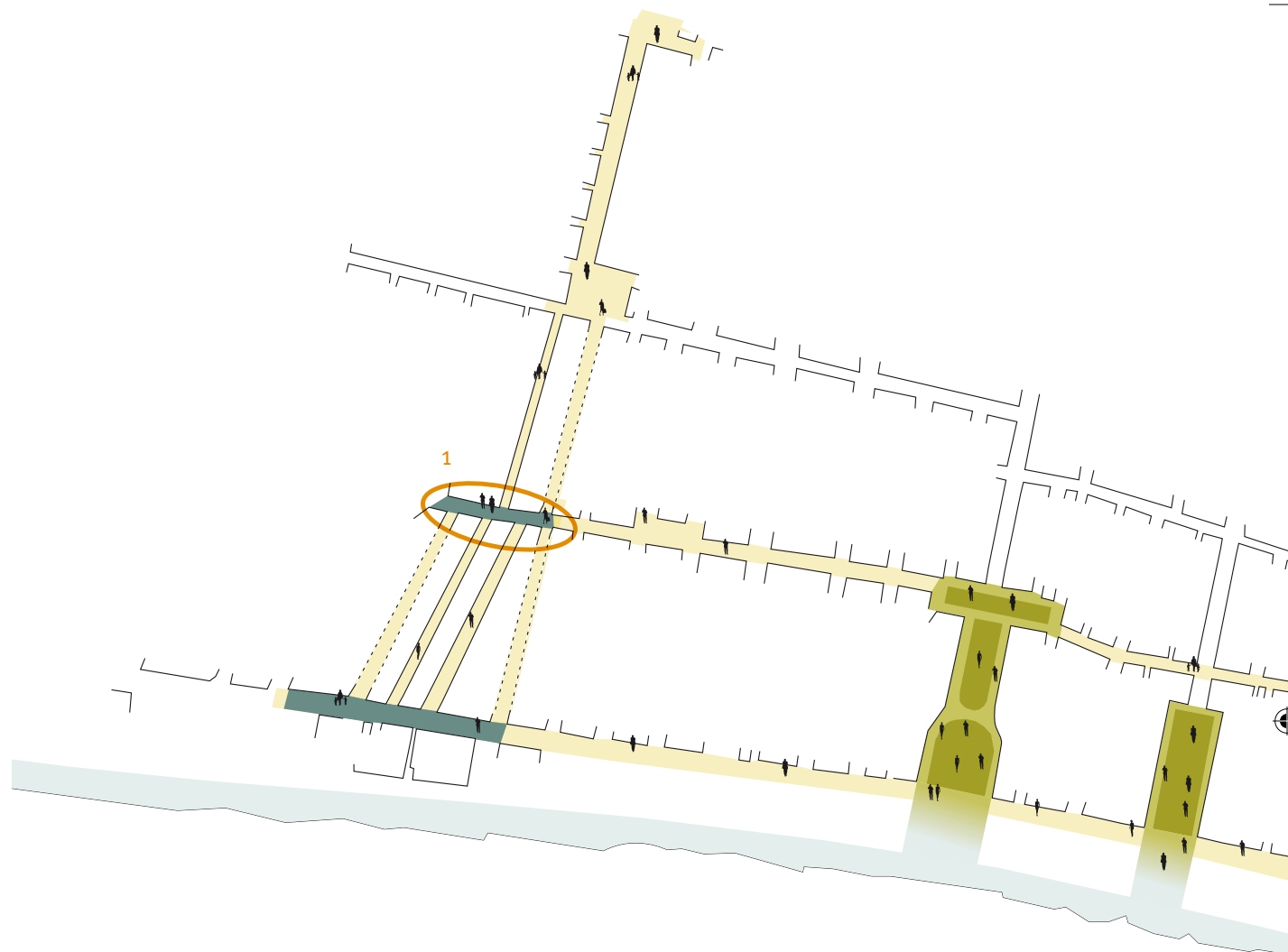


public space programmes

GENERAL CONDITIONS

The Public Space Programme section of this report describes general design concepts that can be applied throughout the city of Brighton & Hove in the coming years. The design interventions illustrated are intended to provide strategic guidance for more detailed design to occur in the future.

Although the Public Space Programme illustrates strategies for upgrades at specific sites, these were chosen because they exemplify conditions that exist in several other areas in the city. The principles illustrated in these examples could be applied to real projects where similar conditions apply.



Church Road



Old Steine



Upper Gloucester



Regency Square



East street connection



The chosen areas for the space programmes



The conditions addressed by producing a Public Space Programme are:

1. **Street section** (Church Road)
2. **Busy intersection** (Old Steine)
3. **Entrance to city area** (Upper Gloucester Road)
4. **Inviting green space** (Regency Square)
5. **Linking the city to sea-front** (East Street)

STREET SECTION

Example: Church Road, Hove

Current problems

- Restricted access North / South across the street due to motorised vehicle dominated streetscape
- Overly complicated pedestrian crossings and difficult to navigate intersections
- A general lack of quality in materials, such as paving and urban furniture
- A lack of opportunities to pause and stay in the area
- Confusing signage
- Poor lighting



Church Road today

Vision

North Street, Western Road and Church Road together make one of the key links between Brighton & Hove.

The overall vision is to transform this main commercial street into a high quality, pedestrian friendly city street.

The proposed Public Space Programme principle lays out a series of 'pauses' on the busy street. At these key points something special happens and this is communicated to both pedestrians and car drivers with a change in paving. The 'pause' on Church Road in Hove could additionally be signaled by planting trees along the route.



Church Road today

Integrated paved surface

that clearly marks space for cars and space for pedestrians.

Place Maison Carrée, Nîmes, France



Stretch with beautiful paving

that tends to calm down car traffic on the busy boulevard.

Bilbao, Spain



High quality commercial street

with soft edges and plenty of opportunities to rest and window shop.

New Oxford Street, London, UK



STREET SECTION

Example: Church Road, Hove

Tools

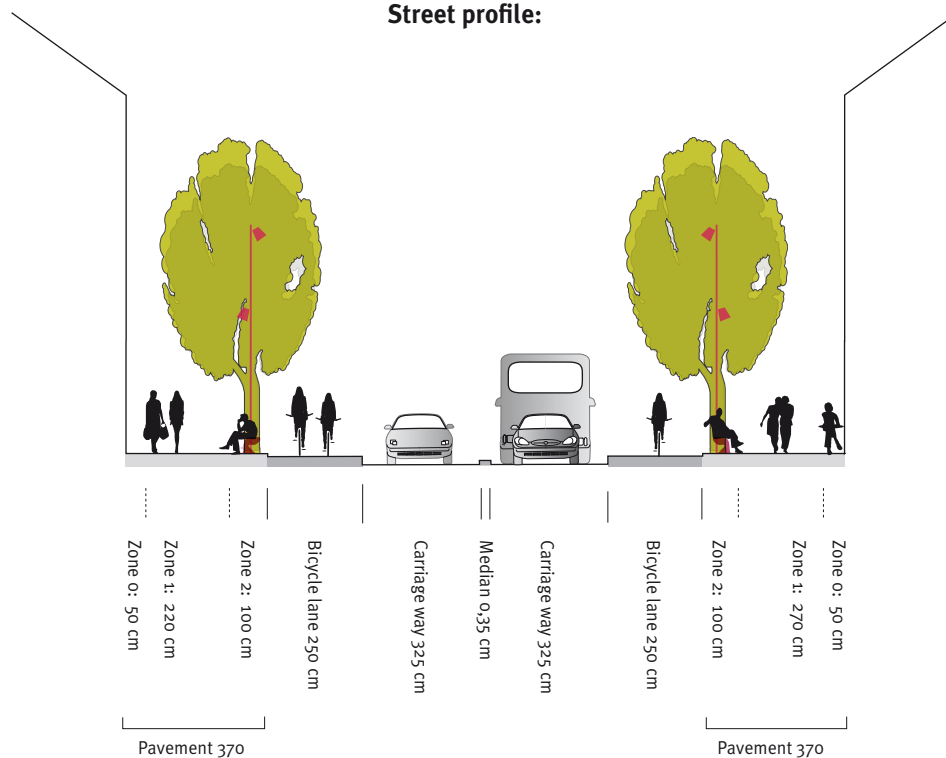
- More transparent, well-detailed building frontages
- Allow indoor activity to contribute to the liveliness of the street
- Provide a continuous pedestrian route
- Remove obstacles and define zones for movement, street furniture and commercial activity
- Upgrade commercial quality
- Introduce better quality paving.
- Introduce lighting for both traffic and pedestrians
- Enhance street corners with planting



STREET SECTION

Example: Church Road, Hove

Street profile:

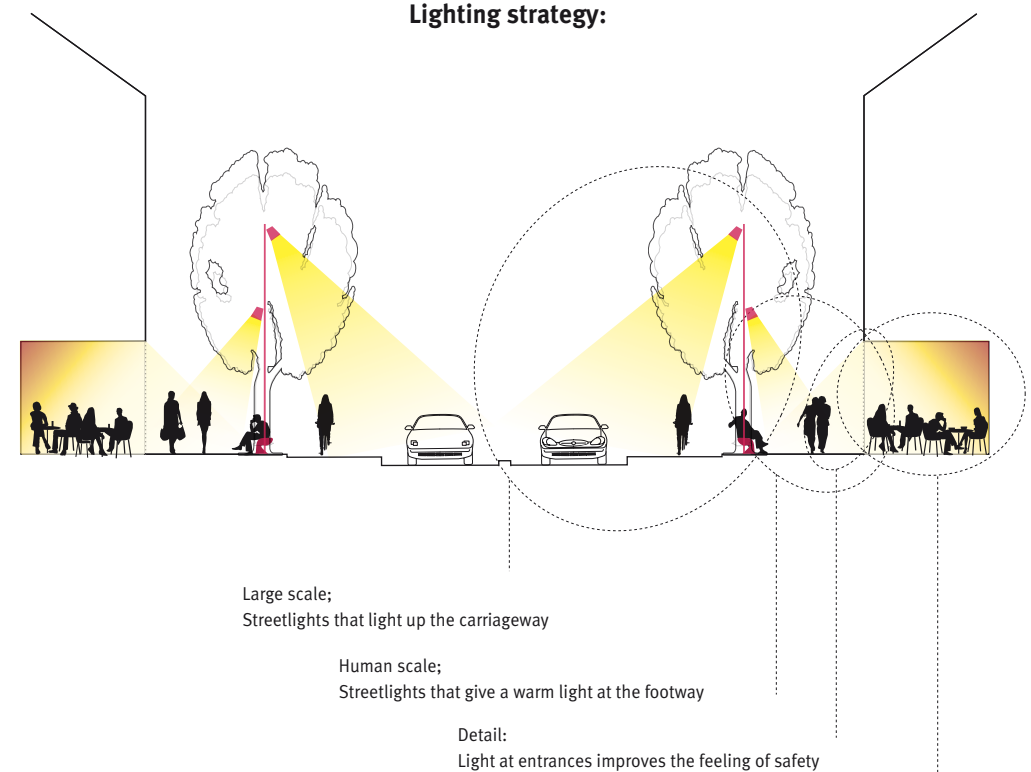


Zone 0: Shop displays and café seats

Zone 1: efficient walking width - kept free from all kinds of obstacles

Zone 2: zone for street furniture.

Lighting strategy:

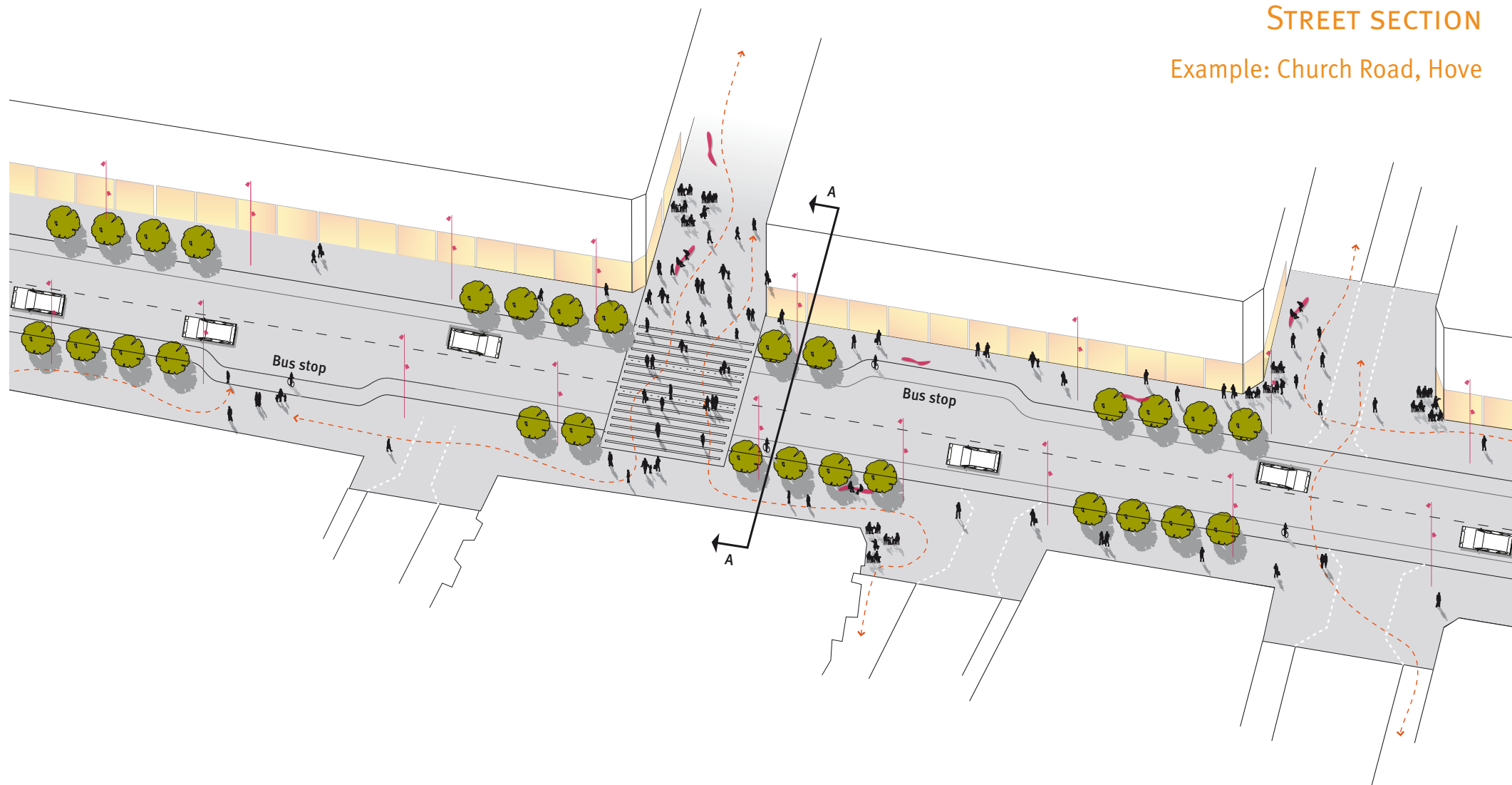


Withdraw activity into buildings - and let them light up the street at night.

Section A-A 1: 200

STREET SECTION

Example: Church Road, Hove



Plan 1: 500

BUSY INTERSECTION

Example: Old Steine

Current problems

- Restricted East / West access from one city area to the other.
- Motorised vehicle dominated streetscape – excess guard railings, etc
- Overly complicated pedestrian crossings and difficult to navigate intersections
- Isolated and deserted green lawns
- Confusing positioning and organisation of footways and cycle paths
- Poor invitations to important city areas on either side of the Valley Gardens

Vision

The overall vision is of a more unified Valley Gardens that creates a pleasant, attractive, and inviting "green lung" in the city. Each green park embodies a unique character and offers a different experience. Vehicular traffic could be reorganised to reduce traffic volume on the west side of the valley, blurring the boundary between the Cultural Quarter and the gardens.

The Space programme of Old Steine unifies two main strategies; those dealing with North Street and Valley Gardens.



Old Steine today



Old Steine today

Perceived as a united space
even though car traffic cuts through the middle - this is due to the paving.

Place Vendôme, Paris, France



Green boulevard

which distributes high amounts of traffic and offers a pleasant walking environment.

Champs Elysées, Paris, France



Clear pedestrian crossings

no cattle pen railings at the crossings.



BUSY INTERSECTION

Example: Old Steine

Tools

Reorganise Traffic

- Provide dedicated and consistently placed zones for pedestrians, cyclists, public transport and other vehicles
- Ensure that dedicated cycle zones extend through the entire intersection, using either pavement markings or distinct materials
- Concentrate traffic on the eastern side of the valley to minimise the roundabout or race track effect
- Tighten up traffic lanes and utilise gained space as public space.

Improve East / West connections

- Remove traffic islands
- Provide clear, simple, and signalled pedestrian crossings with timed signals that provide ample time to cross
- Provide clear, simple, navigable access to North Laine, The Lanes, and St. James Quarter

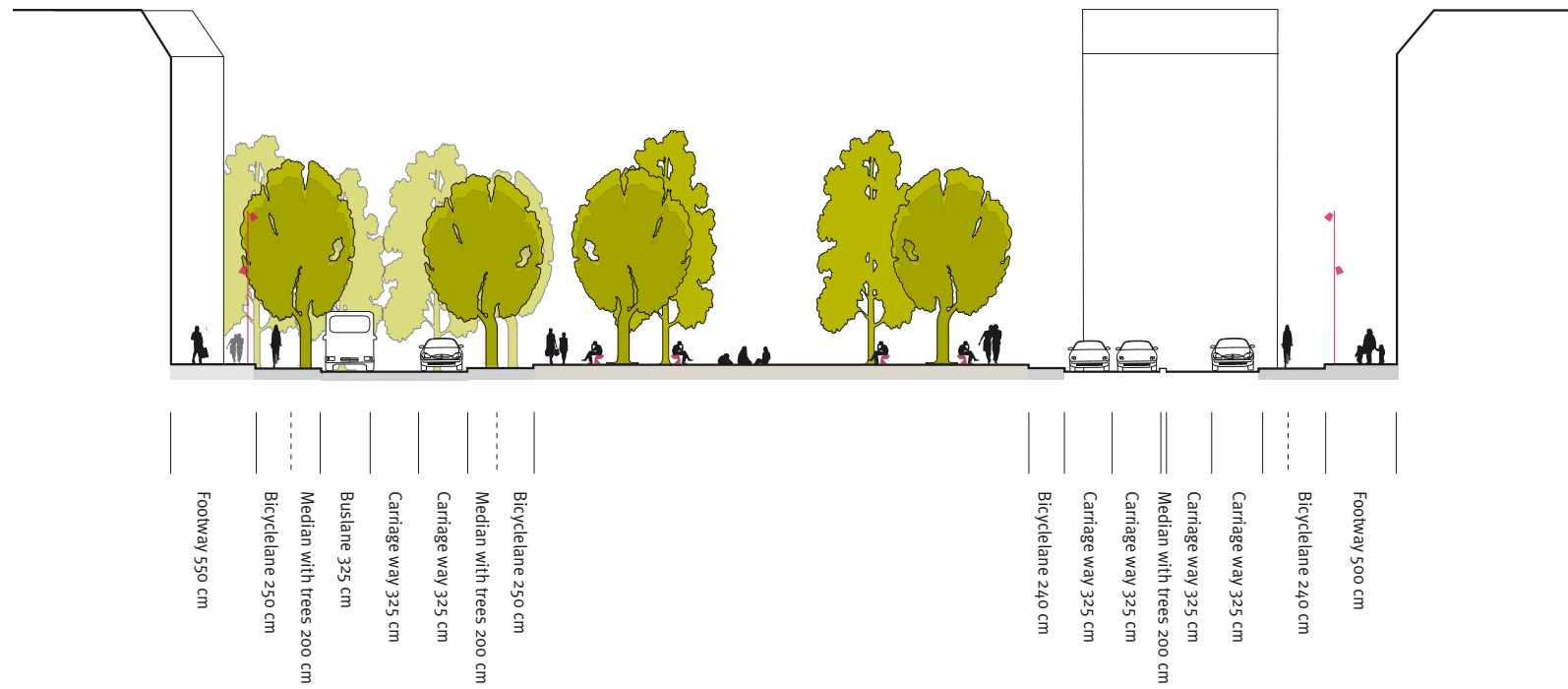
Design Principles

- View Valley Gardens as a “green lung”
- Consider the Valley Gardens as a single area rather than group of disconnected individual green islands
- Carry park materials over each street to promote a sense of unity along the entire valley
- Emphasise the potentially beautiful chain of green parks
- Reduce traffic noise for those using the park
- Reintroduce the history and importance of the Valley



BUSY INTERSECTION

Example: Old Steine



Section A-A 1: 500

Plan 1: 500

PUBLIC SPACE PROGRAMME



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ENTRANCE TO CITY AREA

Example: Upper Gloucester Road

Current problems

The small niche at the junction of Gloucester Road and Queens Road, like several other entrances to city quarters, is characterised by:

- Lack of invitation to pause
- Poorly defined edges, making the space difficult to identify
- Clutter in the streetscape – excess guard railings, confusing signage, oddly placed elements such as electric transformers
- Poor access for pedestrians – complicated crossings, etc
- A general lack in quality that doesn't portray the entrance to a popular city quarter



Upper Gloucester Road today



Upper Gloucester Road today

Vision

Invite people to enter the North Laine area! The area is one of several niches, or pocket squares, that can be upgraded to create a new "pearl" in the city. Simultaneously, these niches can serve both as nodes along the network, contributing to the overall sense of legibility of the city, and as places in and of themselves - places to pause and stay, or be invited along a new path and entrance into another city area.

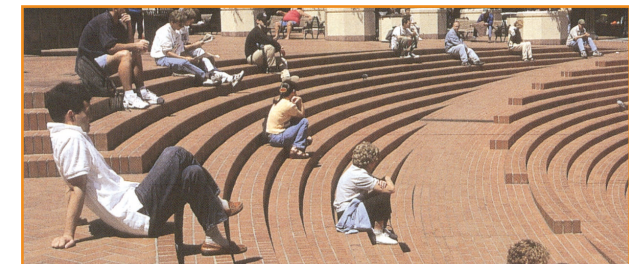
Café life

activates the little square
Copenhagen, Denmark



The many steps

offer countless sitting opportunities for people passing by.
Pioneer Courthouse Square,
Portland, US



Playfully designed

steps creates a clear identity of the space.
Aarhus, Denmark



ENTRANCE TO CITY AREA

Example: Gloucester Road / Queens Road junction area

Tools

Access

- Extend paving further along Queens Road and into Gloucester Road indicating an entrance to North Laine
- Clear, simple, and signalled crossings across Queens Road

Design Principles

- Position public seating to maximise sun exposure and views to the sea
- Integrate public art to act as a visual invitation
- Efficiently reduce the width of the carriageway and utilise additional space for people
- Accentuate existing characteristics, such as change in level, to define the specific character of the space
- Promote a “soft” inhabitable building edge

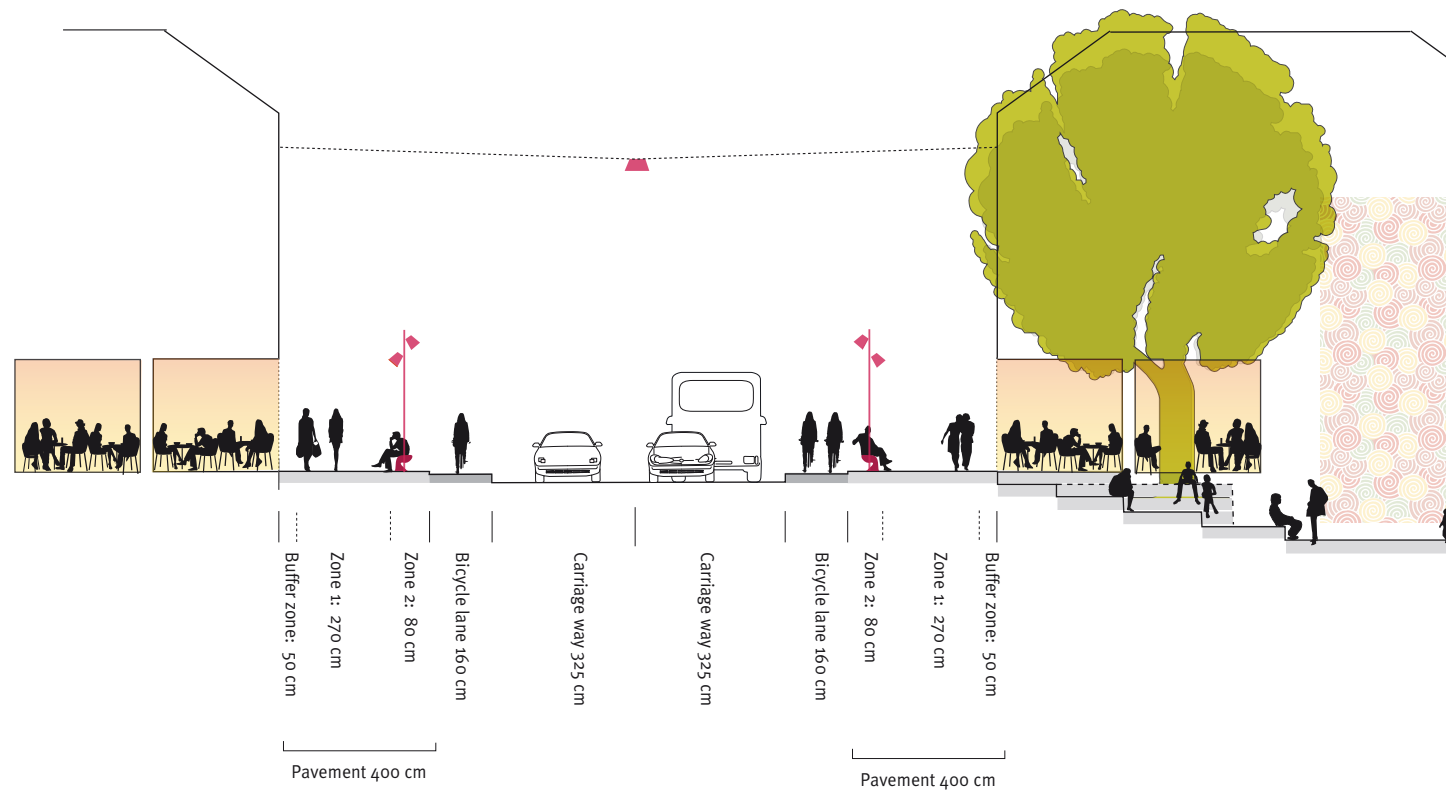
Orientation

- The visual feature (art, landscape, or other) along with the change in materials, and unique design of the space will distinguish the area from other spaces, and thus contribute to the overall legibility of the city



ENTRANCE TO CITY AREA

Example: Upper Gloucester



Zone 1: efficient walking width - kept free from all kinds of obstacles
Zone 2: zone for street furniture.

Section A-A 1: 200



Plan 1: 500

LINK THE CITY TO THE SEASIDE

Example: East Street connection to the beach

Current problems

The numerous and appreciated views to the sea are a constant reminder of the city's prominent location by the water. Seeing is one thing, but actually getting there is another. It is difficult to access the seafront in several areas of the city.

- A barrier of heavy traffic along Kings Road / Kingsway
- Overly complicated and difficult to navigate pedestrian crossings
- Clutter and excess guard railing.
- Poor permeability / accessibility
- Disregard for pedestrian desire lines as crossings don't connect destinations or streets
- A lack of destinations or places to stay along the North, "city" side of the seafront



Kings Road today



East street connection

Vision

As mentioned in the Regency Park Space Programme, the overall intention is to blur the boundary between city and seafront, allowing for improved access to the water. Specific design principles for the seafront aim to improve pedestrian access at key points across the last barrier – Kings Road / Kingsway

Recreative promenade
Barcelona, Spain



Pedestrians and bicyclist side by side.
Porto, Portugal



The paving unifies the space irrespective of the traffic crossing it.
Luisenplatz, Darmstadt, Germany



LINK THE CITY TO THE SEASIDE

Example: East Street connection to the beach



Tools

Access

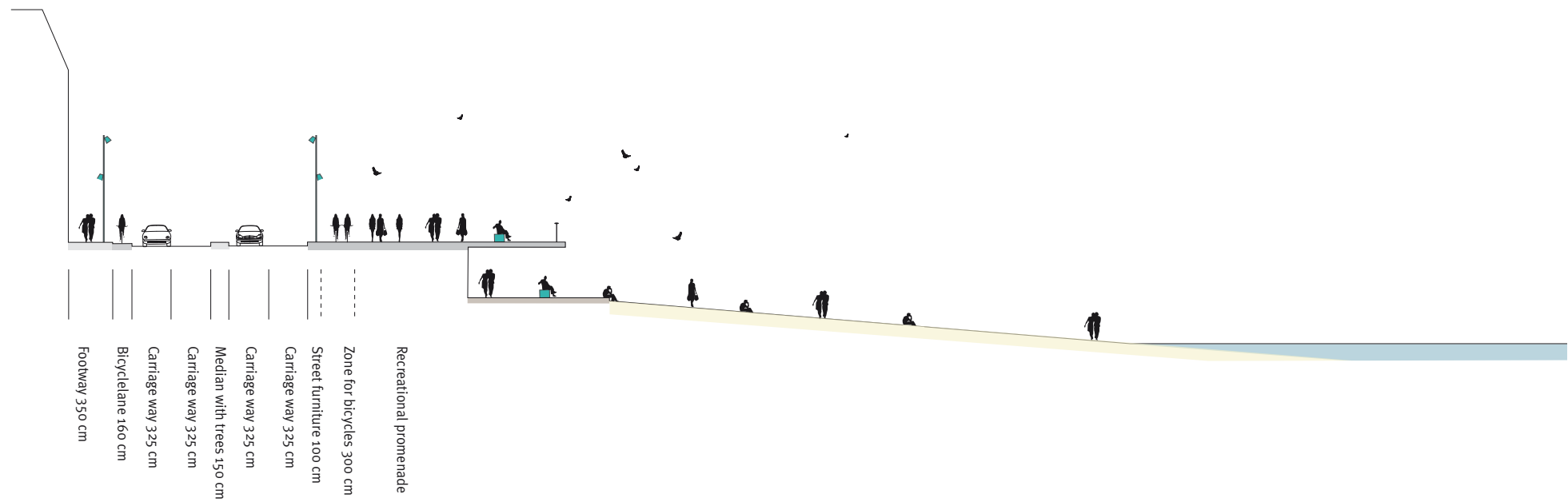
- Upgrade links to vibrant city areas to bring the life of the city to the water and vice versa
- Integrate with the pedestrian network in the Lanes and West Street
- Maintain the visual access of viewing corridors

Reorganise Traffic

- Introduce a central island zone to calm traffic, and allow pedestrians to cross one stream of traffic at a time
- Carry footway paving material across the road to prioritise pedestrian crossings
- Provide dedicated and consistently placed zones for pedestrians, cyclists, public transport, and other vehicles

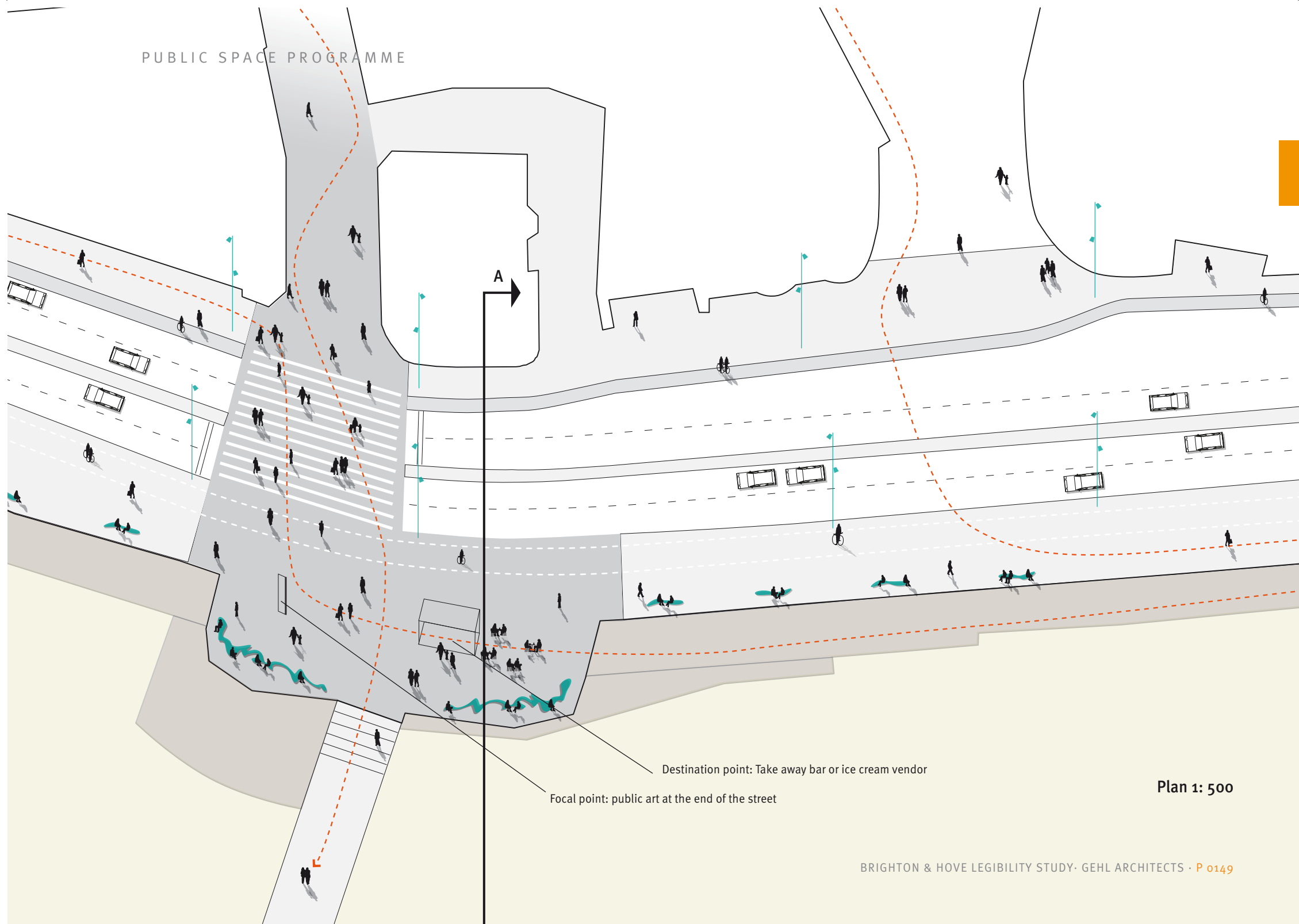
LINK THE CITY TO THE SEASIDE

Example: East Street connection to the beach



Section A-A 1: 500

PUBLIC SPACE PROGRAMME



Focal point: public art at the end of the street

Destination point: Take away bar or ice cream vendor

Plan 1: 500

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INVITING GREEN SPACE ALONG THE SEA FRONT

Example: Regency Square

Current problems

Regency Square, like several other park areas in the city, especially those between the city and the seafront, is characterised by:

- Lack of identity and character
- Poor maintenance
- Fencing, which limits accessibility and permeability
- Poor invitations for use and activity
- Lack of diversity



Regency Square today



Regency Square today

Vision

Create a series of inviting and attractive recreation hot spots that offer protection from the elements, enabling the seafront area to be enjoyed in all seasons.

Bring the city closer to the leisure and pleasure activities offered at the seaside.

Turn these parks into varied and exciting “green complement” to the water front.

Family recreation in the shade of big trees
Kongens have, Copenhagen



Picnic with good friends
HC. Ørstedsparken, Copenhagen



Plenty of opportunities for enjoying the sun sheltered for the wind
Valby Parken, Copenhagen



INVITING GREEN SPACE ALONG THE SEA FRONT

Example: Regency Square

Tools

Access

- Integrate the park area into the wider pedestrian network – especially green and recreation routes
- Create green areas that are inviting – both visually and physically
- Reduce fencing whilst greening park edges and allowing for multiple points of entry

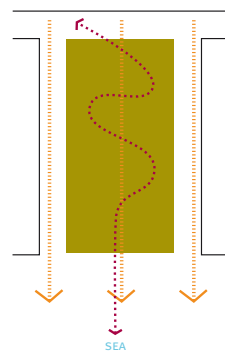
Design Principles

- Reorganise landscape planning
- Consider possibilities for integrating shelters or other light structures
- Reinterpret English garden architecture
- Integrate a wide range of activity zones
- Position seating and staying areas in the park in relation to topography, views to the sea, and opportunities to maximise positive aspects of the climate
- Extend the use of the seafront by offering activities in the “green pockets” (parks) along the water

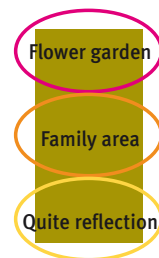


INVITING GREEN SPACE ALONG THE SEA FRONT

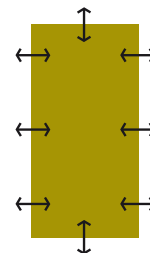
Example: Regency Square



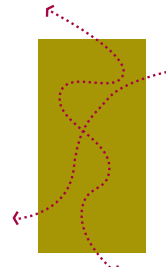
Ensure viewing corridors and the panoramic view to the sea. Create good pedestrian connection to the beach.



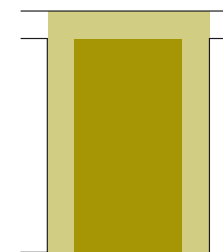
Divide the park into different activity zones.



Make many entrances so the park is easily accessible and may be used as a walkthrough space also



Ensure accessibility and extensive use of the whole space.



The 'green lung' may be extended to cover the whole space from facade to facade. (see section on previous page)

Section A-A 1: 300

Zone 1: zone for trees and street furniture.

Example: Regency Square

BRIGHTON & HOVE VIABILITY STUDY: GEHL ARCHITECTS · P.0153

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