

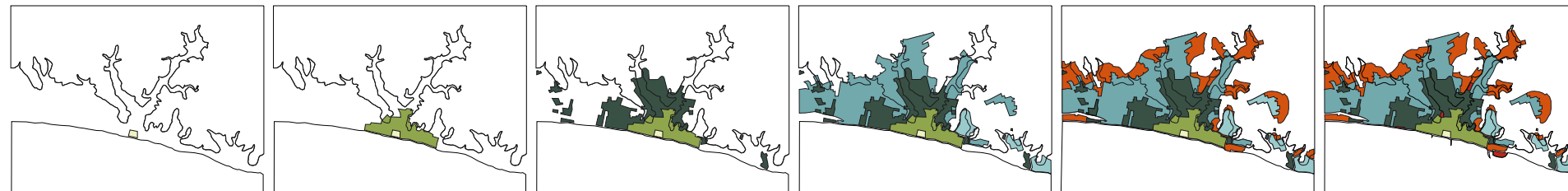
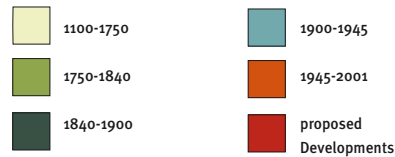
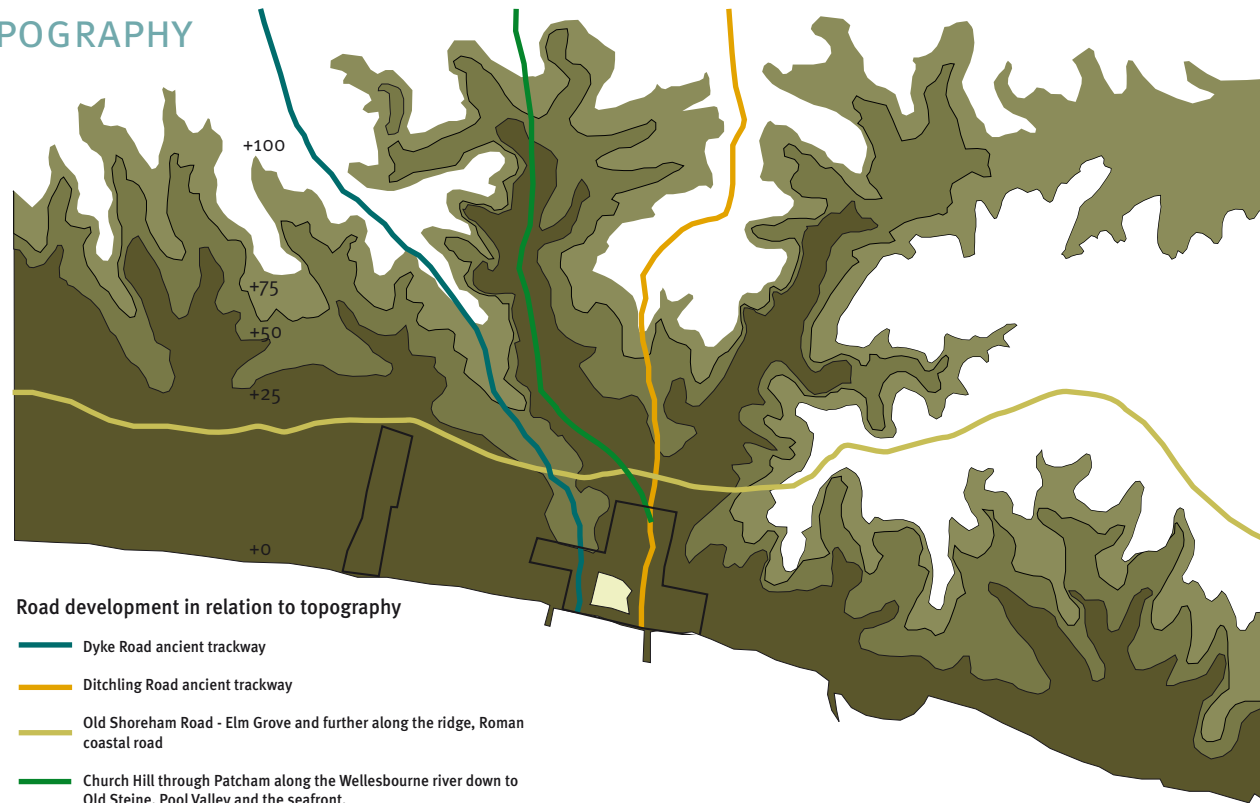
analysis
city scale · landscape



DEVELOPMENT IN RELATION TO TOPOGRAPHY

Sea and land constraining city

Brighton & Hove has been shaped by the curving coastline to the south, and the shallow slopes of the Downs to the north. Until the 19th century, the city was built on low ground, and connected to its hinterland by roads which mainly traversed the high ground. In the 19th century, with the arrival of the railways, and later buses and cars, the city expanded dramatically. Urban development crept up the slopes in successive waves of suburban streets. Today these outer districts are disconnected from the core of the city and the seafront. In the mid 20th century, the establishment of downland protection policies at the periphery of the city has effectively halted the expansion of the city, which is now re-developing on brownfield and other sites within the city core.



Until the 18th Century the town remained confined to the area between East Street, West Street, North Street and the sea.

When the railway and later the car were introduced it was possible to expand areas which were previously not deemed suitable

Post war development included large expansion of social housing estates, climbing up the hills signified by long, winding streets and cul de sacs.



Connection with the surrounding landscape brings quality to districts

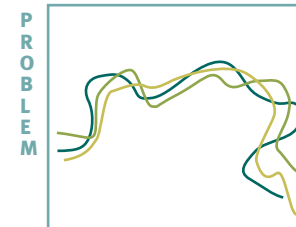


The sea, the largest public space is not so easily accessible for everyone

OPEN SPACE

Corridors of public space define the city

Brighton & Hove has been shaped by the curving coastline to the south, and the shallow slopes of the Downs to the north. Until the 19th century, the city was built on low ground, and connected to its hinterland by roads which mainly traversed the high ground. In the 19th century, with the arrival of the railways, and later buses and cars, the city expanded dramatically. Urban development crept up the slopes in successive waves of suburban streets. Today these outer districts are disconnected from the core of the city and the seafront as they lack multiple public transit and vehicular links. In the mid 20th century, the establishment of downland protection policies at the periphery of the city has effectively halted the expansion of the city, which is now re-developing on brown-field and other sites within the city core.



Undefined edge between urban and countryside areas



Disconnected green space



Sparse and inconsistent tree planting



Constrained connection and uniform conditions along the seafront

- Area characteristics
- Urban structure

analysis
city scale · districts



AREA CHARACTERISTICS

Diffuse boundaries

Diffuse boundaries

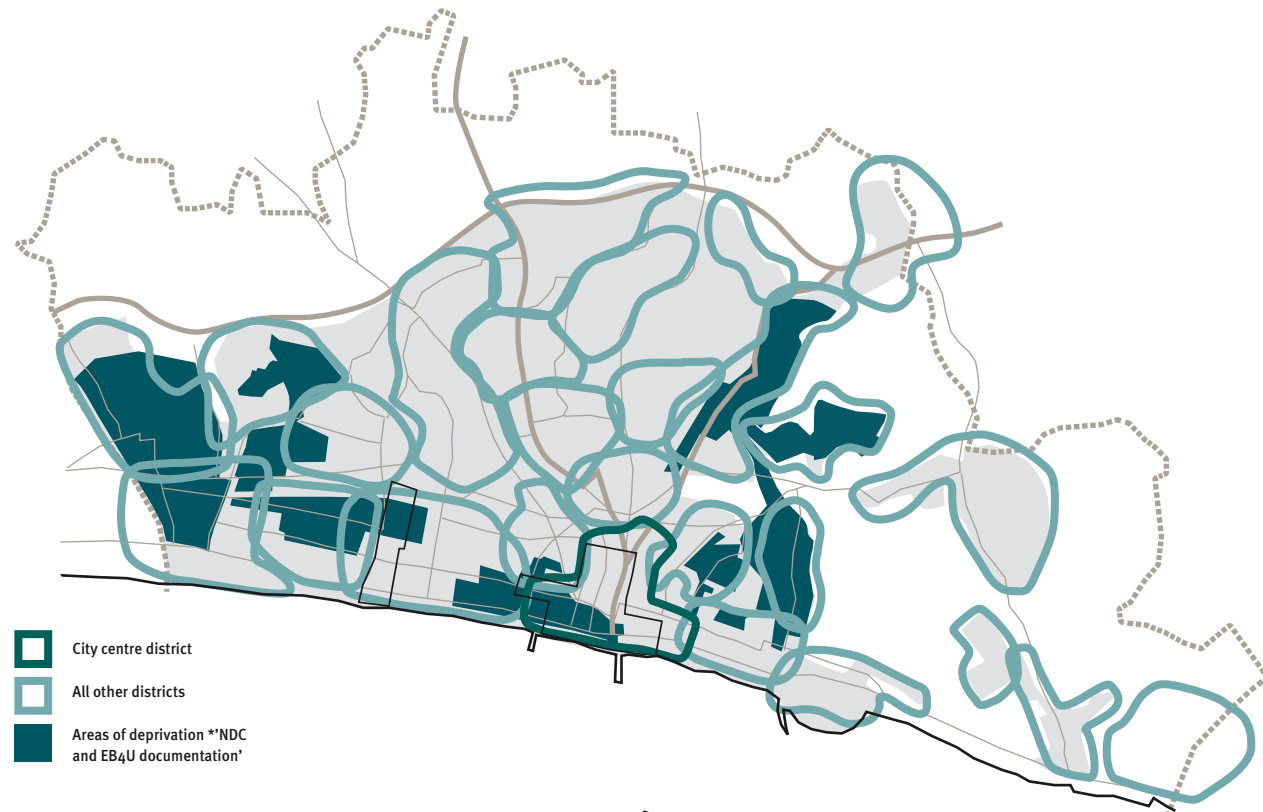
The city has a clear identity. Brighton & Hove is a compact city of 8,267 hectares (85 square kilometres). Overall, the general local perception is that the city has a clear sense of identity.

Lack of clear districts

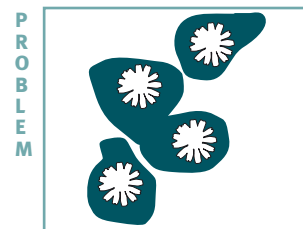
Within the city, however, the sense of place is less clear; residents perceive their city as a collection of districts, each with distinctive differences. The map to the right is an assessment of the district boundaries of the city. Some areas are well defined, while others overlap. Where districts lack identity and clear boundaries, visitors find navigation confusing.

Disconnected city areas

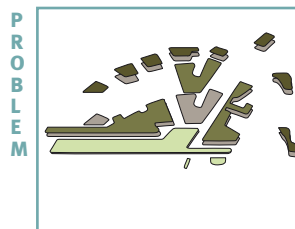
Many of the peripheral districts of the city, particularly those built in the mid-20th century, show higher levels of deprivation. Local studies show that these districts often lack a sense of place, are disconnected (physically and culturally) from the city, the seafront and other landmarks, and have limited connections to major transport routes.



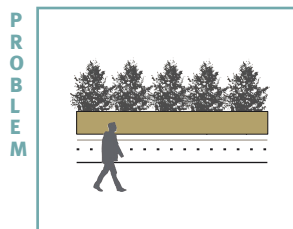
- City centre district
- All other districts
- Areas of deprivation *NDC and EB4U documentation'



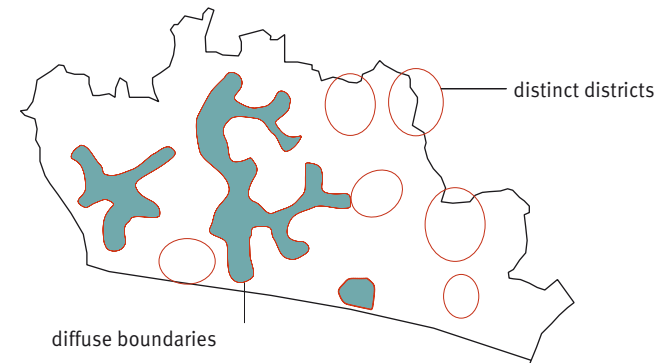
Deprived districts lacking sense of place and facilities

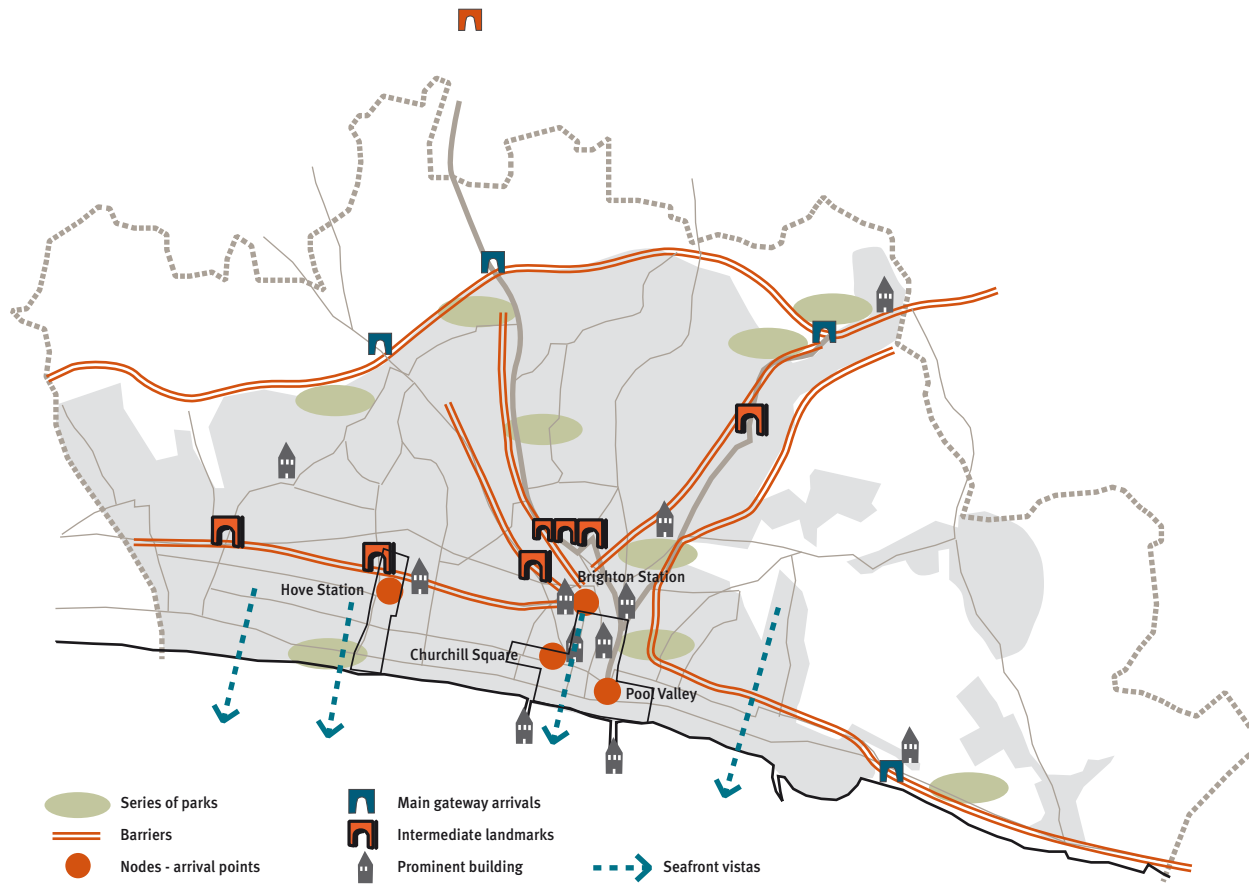


Disconnection of districts due to topography, infrastructure corridors and development of large estates



Poor public environment with racetrack streets





URBAN STRUCTURE

Nodes, barriers and landmarks

Navigating in the city

Movement into and through the city is constrained by topography and the limited east-west routes. Railway lines, the A23 and the A27 form major barriers, reinforcing the city centre as the major traffic hub. The transition from periphery to the centre of the city is often confusing, particularly from the north and west, where there are few landmarks to assist with orientation. However, the extensive greenspace and the skyline of the Downs visible from the road and rail corridors make an attractive entry sequence to the city.

Orientation in the city centre

Close to the city centre, glimpses of the sea provide a natural sense of place. Frequent significant buildings and easily recognisable landmarks make the Brighton & Hove city centre relatively easy to navigate. Whilst arrival points by public transport are conveniently located, the quality of these urban spaces, and their connections with the main destinations, is poor.



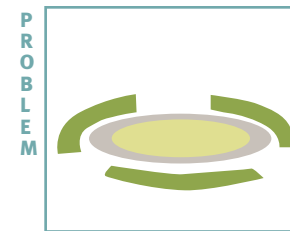
Bedding plant welcome greeting next to London Road roundabout.



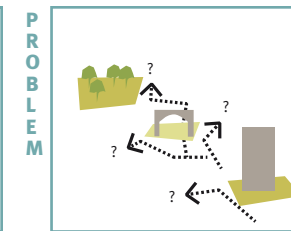
Railway and topography creating separation barriers but also landmarks



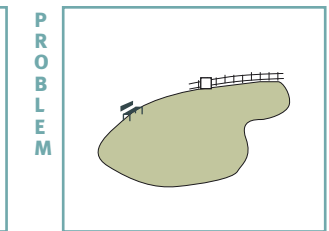
Brighton Station has 10,400,000 passengers per year



No or poor gateway feature/welcomes



Inconsistent provision of legible features between city centre and motorway



Lack of function and poor information by nodes

- 
- Moving to and inside Brighton & Hove
 - Destinations
 - Car journeys
 - Public transport services
 - Cycling and walking in the city
 - Congestion and disconnection

analysis city scale · movement



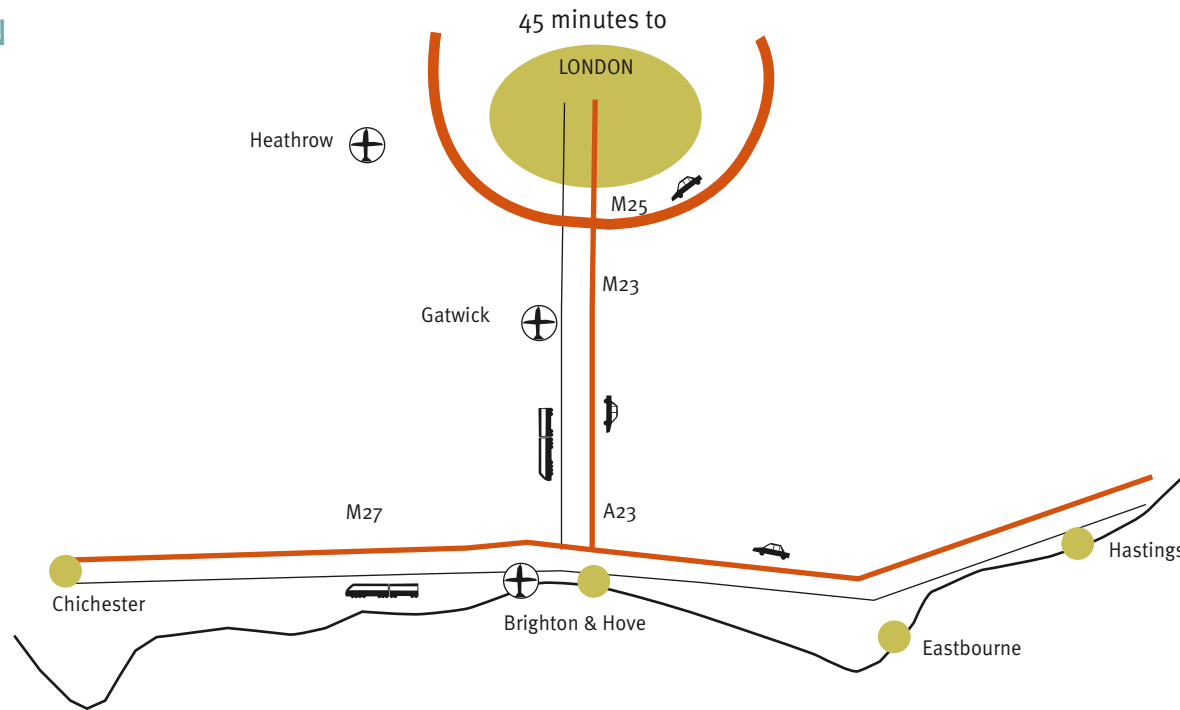
MOVING TO AND INSIDE BRIGHTON

Regular and irregular patterns

Many pleasure visits

Despite being compact, Brighton & Hove is a remarkably mobile city. As well as 250,000 residents, there are over 8 million visitors and seasonal workers to move around each year. (LDF: core strategy-issues and options p8). Almost half these movements take place using cars. Almost all visits are for pleasure, with the largest majority of visits to just 4 destinations, at the heart of the city. City centre arterial roads experience massive fluctuations in traffic volume as a result. Although the city has an excellent bus network, Park and Ride systems in Brighton & Hove have yet to achieve the impact on city centre congestion as they have in, for example, Cambridge and Oxford.

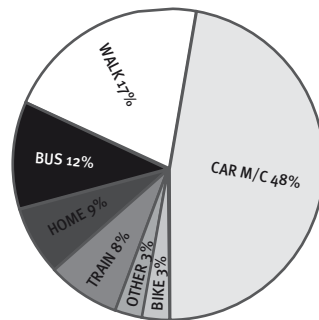
Commuting patterns are much more predictable. Residents use a wide variety of transport modes within the city. The majority of people commuting from the city travel to work in London, Gatwick and Croydon and make good use of the train.



Out **33,500**

In **28,000**

Commuting to and from Brighton&Hove



Modal split of transport to work within the City (Census 2001)

approx
95%
visit for pleasure*

**Lifting the lid of the city' midnight communications 2005

> 60%

The Lanes
Brighton Pier/
The Beach
The North Laines
Churchill Square

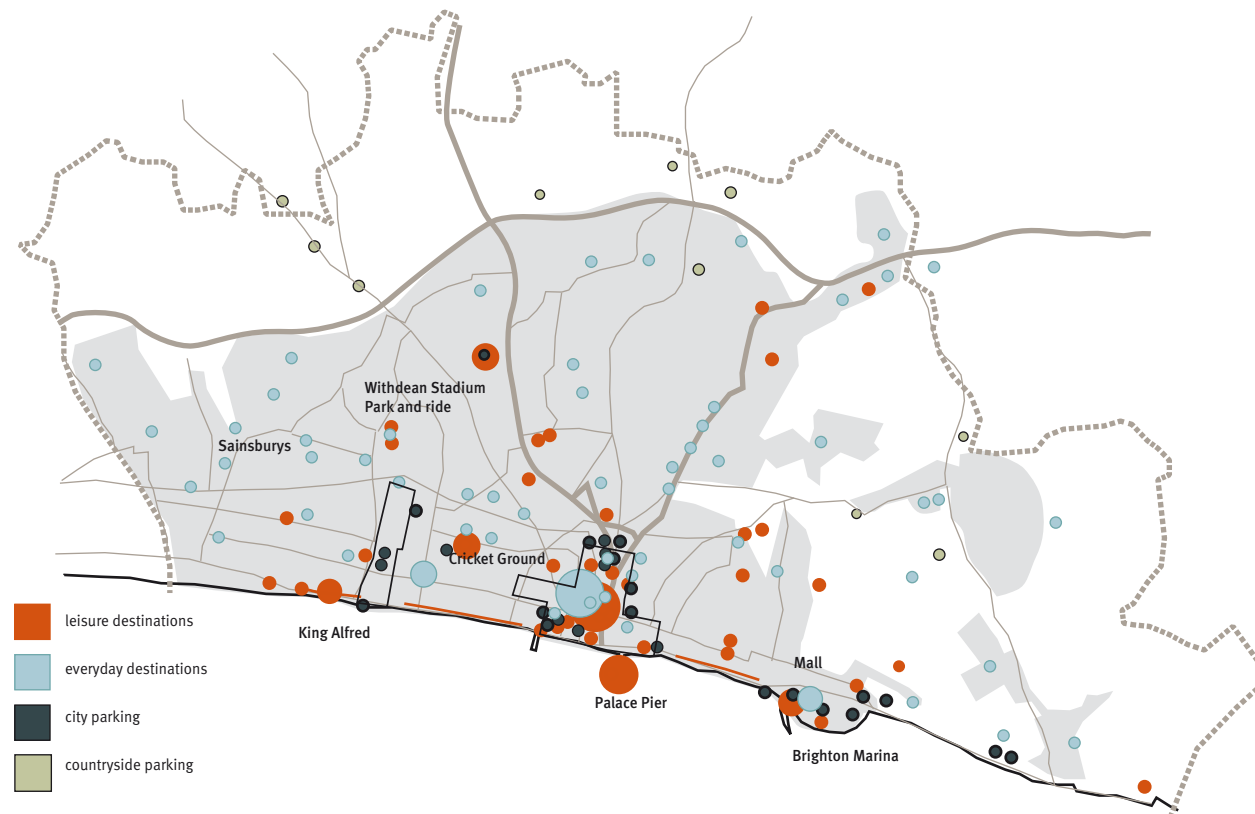
30%

Brighton Marina
Kemp Town
Royal Pavilion
Hove centre



< 10%
Everything else

*'AB Research' Joseph Harding



DESTINATIONS

An uneven spread

Everyday destinations

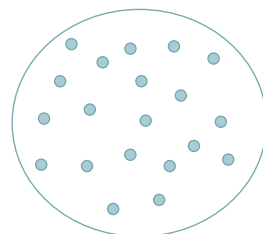
The spread of destinations in the city is different for visitors and residents. Residents make daily visits to a network of local centres broadly spread across the city.

Leisure destinations

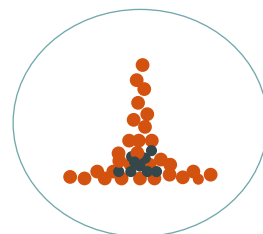
Visitor destinations are concentrated to a limited number of major attractions. These attractions are mostly clustered along the seafront and in the city centre.

Parking

Car park provision reflects this pattern. Car parking in the city centre is at a premium. The current off-street car parking capacity within the city centre is around 5,400 publicly available spaces, many of which are concentrated in and around the Lanes and Churchill Square. The fact that car parks are embedded in the city centre contributes to congestion, as visitors arriving by car queue to enter the city core. Relocating car parks to the edge of the city centre would relieve this problem.



Everyday destinations are spread evenly across the city



Leisure destinations and parking are centred around Brighton City Centre and the seafront

almost
30%
find it difficult to locate parking*

* 'AB Research' Joseph Harding



Parking mainly located in City Centre

CAR JOURNEYS

An unequal distribution

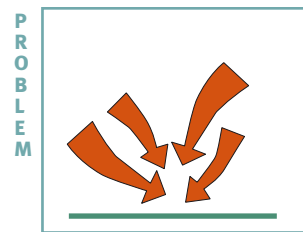
Reasons for congestion

The city has some unusual topographic conditions which have constrained transport options. The hilly nature of the area means that north-south traffic flows are focused on a limited number of corridors, which consequently experience congestion and localised air quality problems. East-west movements are similarly constrained leading to a focus on the seafront and city centre.

Over-reliance on car

Despite the congestion, there is an over-reliance on car transport. Overall, two-thirds of car trips take place wholly within the city. 69% of tourists use their car to travel to Brighton & Hove. Residents in outlying districts employ various strategies (such as “rat-running” – using residential streets as high speed shortcuts) to avoid congestion within the city.

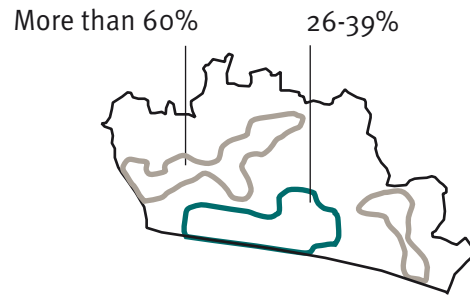
Surveys show that less than half (41%) of visitors felt that road signage in the city was adequate. (AB research Joseph Harding)



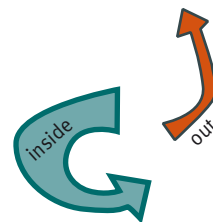
Congested few routes into the City Centre



Insufficient and unclear destination signage



Percentage of commuter trips made by car
30% of households do not own a car



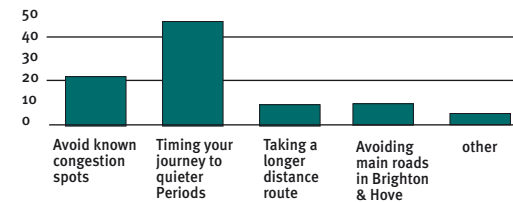
Two thirds of car trips are wholly within the city



**Census 2001*



Main car routes to and from Brighton & Hove simplified



* Actions taken to avoid transport problems. A sizeable number of respondents took evasive action in trying to avoid potential transport problems on their journey to and through Brighton & Hove. 22 of 100 respondents choosing to avoid known congestion spots. However only 9 of 100 avoided main roads in Brighton & Hove, suggesting few are familiar with the main roads. 'AB research' Joseph Harding

CYCLING AND WALKING IN THE CITY

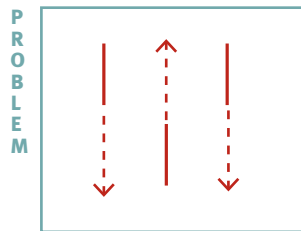
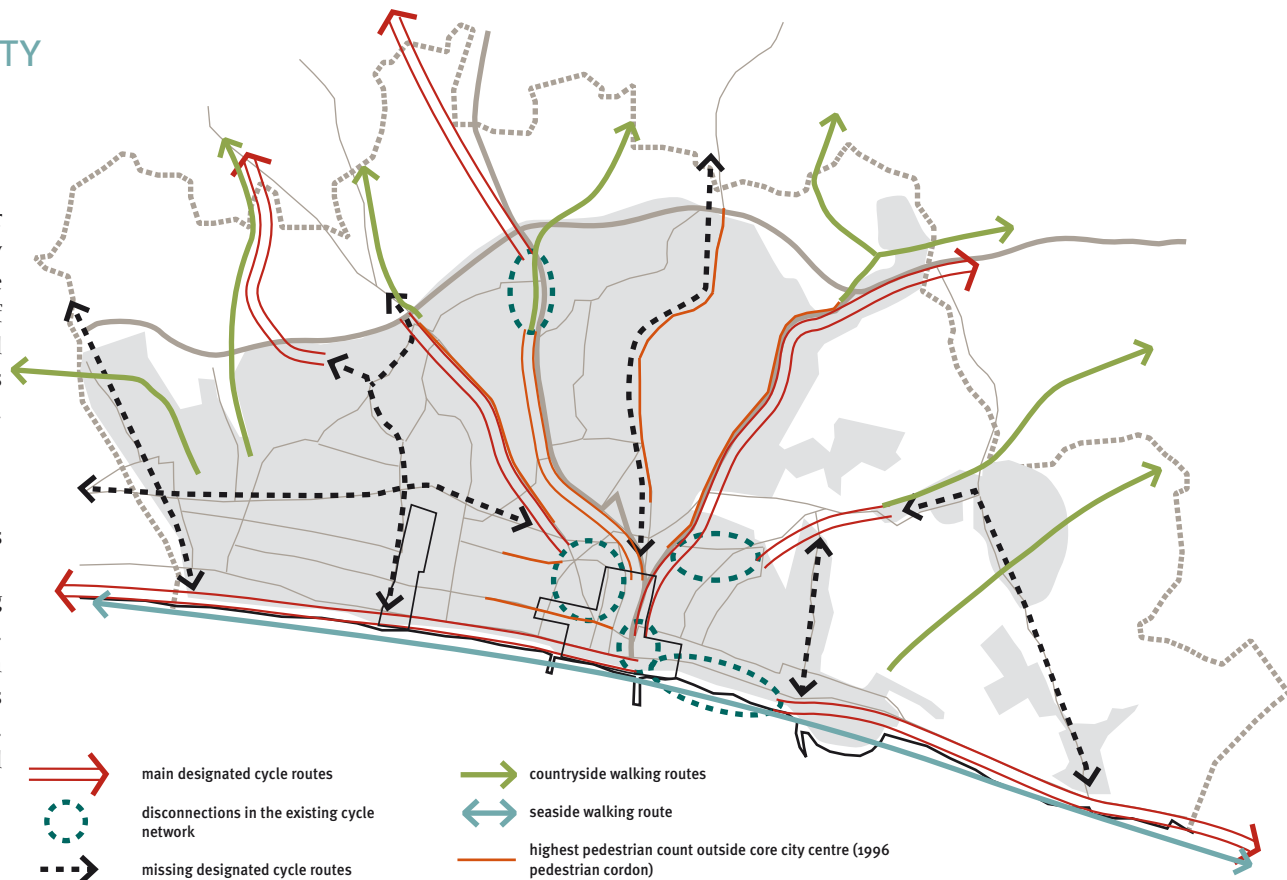
Incomplete networks

Great potential to increase cycling

Cycling and walking are becoming increasingly popular in Brighton & Hove. Cycle use in the city increased by 50% between 1991 and 2001, despite an incomplete network of designated routes. Since then the provision of public cycle storage at the Seafront, Victoria Gardens and Lewes Road, and further extensions of designated routes have made the city more attractive to cyclists. However, only 2.7% of Brightonians currently cycle to work.

Need to improve walking routes

17% of people walk to work. The dense city centre makes it convenient for pedestrians to walk short distances. Along the Education Corridor (Lewes Road) connecting the Universities and Colleges, walking activity is high. Walking for pleasure is also popular within the city, with visitors making good use of the seafront, and residents making over 30 million visits to the South Downs. However, the pedestrian network is incomplete, and often dominated by busy, congested roads.



The walking and cycling network is incomplete

only
2.7%
cycle to work*

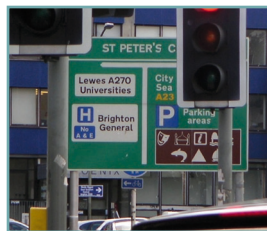
**Census 2001*



17% commute to work by walking. This figure is high, double if compared to other coastal town such as Bournemouth, Poole and Hull and can be explained by high density of housing and low level of car ownership. (Census 2001)



A lot of information to take in at Vogue gyratory



Array of signs to read and follow

-  confusing junctions
-  poor entrances to the city
-  missing links/information
-  peak hour/seasonal congestion
-  good
↓
poor
Movement towards city centre

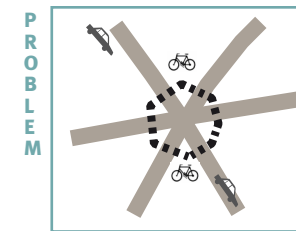
CONGESTION AND DISCONNECTION

Confusing junctions

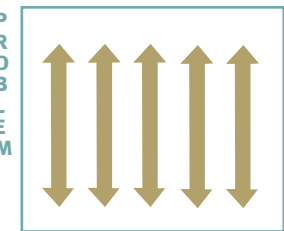
Overall, Brighton & Hove has a distinctive city structure, shaped by its surroundings. The city, however, lacks permeability in terms of offering a variety of quality routes into the city, and this has resulted in an over-reliance on a few key links for movement within the city. Each route leads to a confusing multi-way junction (such as Seven Dials and the Vogue Gyratory) where signage is generally poor. This makes navigation for visitors confusing, which, when combined with the amount of traffic, increases congestion on a few main routes and in the city centre.

Lack of connections


The lack of permeability also leaves peripheral districts disconnected from the city as a whole. Some outer estates have very limited links to the rest of the city, which contribute towards a sense of detachment amongst their residents.



Junctions are difficult to negotiate



Characterless main corridors

- 
- Study areas for local scale
 - Designing for cars and not people
 - Highway design in the city
 - Bus traffic
 - Cycling environment
 - Pedestrian movement 01
 - Pedestrian movement 02
 - Public space network
 - Getting across
 - Getting along