

Old Town Consultation Comments.

Objection 1

"Dear/Sir madam,

I don't think this proposal is workable in view of business deliveries and tradesmen.

Market Street hosts 2 underground car parks, which I cannot see how there will be access to these.

Currently deliveries happen throughout the day. I think it is unbelievable that the proposal is going ahead without any local business consultation. From what I can see deliveries will need to happen before 11 or after 7.

My business opens at 11 and closes at 6, this means I am either expected to continue to work in the evenings waiting for deliveries or get to my business at an unknown time between before 11 in the morning.

Generally dealing with deliveries will result in longer working days for business owners/staff, to fit in with road closures. With many shop owners prior to the lockdown, being open 7 days a week, this is already a big ask. Most people can expect 2 days off a week, for many of us this is usually impossible.

Currently I have scaffolding at the front of my business. Put up on 17th June and I am uncertain to when work will proceed and when it will be removed. It would be in my best interests for the scaffolding to be removed as quickly as possible, however I fear due to these closures this will further delay works.

While I totally accept some of the reasons behind this decision, I have yet to be given the statistics or the studies that states what types of businesses thrive in pedestrianized areas. I think only certain businesses will survive, while 'driving' others out. It will be all about bars, cafes and restaurants (which we have so many of these already, especially in my area) and businesses catering for anything one can carry. This fundamentally will influence and change what businesses will open and succeed in our city, meaning less overall diversity.

I would like to think that businesses like mine would be supported and encouraged. However by not having a support infrastructure in place before making changes such as these is undemocratic and will result in further business closures.

Mitigation measures

The total length of loading bays in throughout the area was only reduced by approximately 20m, whilst vehicles cannot now drive through Market Street unless to access the underground car parks between 11am-6pm delivery's can make use of the near by loading bays 24 hours a day.

Objection 2

"I am strongly objecting to these further raft of additional restricting of taxi access to the Old Town as proposed here.

As many people both living in Brighton and those visiting have limited mobility, they should have the right of access to areas the Council now wishes to further restrict them from.

Does the Council think that by "pushing" through these "temporarily" proposals to block further access to the Old Town that everyone walking there will not be free from traffic, (that includes cycles, scooters (both manual and now electric) then I am afraid they are being somewhat misguided!

As already mentioned in the other proposal (TRO-12-2020, Sydney and Gardner Streets), this virus that we are all living through, must not be the excuse that this Council uses to bypass the "due process" by which all matters appertaining to changes in traffic regulations must be dealt with and discussed with by all parties concerned, including the Taxi Trade Forum. This will ensure that any "temporary arrangements" do not become a permanent fixture, and I would like Council officials to confirm that this is not the case?

I am watching the Old Shoreham Road TEMPORAY CYCLE LANE, with interest, as a case in point.

I would further mention that restrictions to vehicle traffic, means slower traffic= higher pollution."

Mitigation measures

Taxis are not restricted from entering the area and can do so 24 hours a day. The taxi forum are included in the list of consultees.

Objection 3

TRO-11-2020 Old Town Experimental

Whilst we support the proposal to close Black Lion Street to facilitate a greater pedestrianised area and to reduce traffic to the 'old town' centre we have serious concerns regarding the position of the loading bay towards the North of Black Lion Street.

The frontage of The Cricketers is almost iconic in representing The Lanes. A simple search of the pub on google images will show the amount of interest the pub frontage creates. There is always a steady flow of visitors to the City taking photographs of the frontage of the 'oldest pub in Brighton' - this would be ruined if there are to be a continual stream of vehicle parked in a bay directly out the front of the building.

https://www.google.com/search?q=the+cricketers+brighton&safe=strict&rlz=1C1JZAP_enGB897GB901&sxsrf=AleKk01cWtdzP6h-PnXdWwi8dzp65I_ZNw:1594199265859&source=Inms&tbm=isch&sa=X&ved=2ahUKEwjA58SHp73qAhW9SBUjH77GB_IQ_AUoAnoECBYQBA&biw=1920&bih=937

I would ask the council to urgently reconsider the proposal to find an alternative position for the loading bay

Mitigation measures

Alternative locations for the loading bay at the junction of Black Lion Street and Prince Albert Street were considered during the design phase. The position of the bay is such that's its

between bays at the junction of Prince Albert Street and Ship Street and Bartholomews. Any movement of the bay would mean further to travel on foot for deliveries and would also require a reduction of widened pavements.

Objection 4

As a Blue Badge holder I need to be able to park all day as I work full days in the proposed area. A restriction of 3hrs max in these bays discriminates against disabled workers who are unable to use public transport to get to and from work.

Mitigation Measures

Initially the Blue Badge bays were restricted to 3 hours maximum. A amended ETRO was advertised in December to change 3 of these bays to 24 hours.

Objection 5

I do not know if I support the proposal because it says nothing about how Little East Street will be affected by this proposal. Already today Little East Street is a pedestrian street on Mon to Fri but absolutely no one cares. Is it going to be now even formally a drive through? I oppose to this and would love to see it pedestrian in a proper way with barriers like the ones on corner East Street and Bartholomews Street. Please let me know your plans!

Mitigation measures

As with the rest of the area the amount of vehicle traffic using Little East Street has been reduced. Barriers to stop vehicle access may be considered as part of any future plans.

Objection 6

Our delivery drivers come from Dorset once a week on a Thursday and cannot feasibly arrive for our deliveries prior to the 11am cut off. If they were to park the delivery van in the new proposed delivery bays, we don't have the staff needed to be able to walk sometimes incredibly large art works some roads away to the gallery premises, neither can our solo delivery driver.

Our custom is often dependant on our clients being able to load, again, their sometimes very large artworks into a vehicle outside the gallery.

We aren't the only art gallery within Market Street and we all have the same shared concern.

Artworks and sculptures aren't a carry in the bag item and we need support with enabling our clients to be able to collect their purchases.

All of the galleries in Market Street have managed to survive the Covid outbreak and re-open this side of lock down. We need additional support to be able to keep our businesses alive during this testing time.

The collective of art galleries in Market Street bring culture to the quarter and are well respected businesses. It will have a huge, detrimental effect on our businesses if these restrictions aren't altered to help support the galleries in particular."

Mitigation Measures

The total length of loading bays in throughout the area was only reduced by approximately 20m, whilst vehicles cannot now drive through Market Street unless to access the underground car parks between 11am-6pm delivery's can make use of the near by loading bays 24 hours a day.

Objection 7

I service audio systems in licensed premises across both Brighton and Hove. My business is customer driven, there is no proactive maintenance. I am unable to dictate my hours of work. My van is used as means of transport for myself, my tools, and spare equipment that I use to service my clients venues. I cannot service my clients venues if I cannot get my self, tools, and ancillary items to site.

Mitigation Measures

The total length of loading bays in throughout the area was only reduced by approximately 20m, Vehicles can still access the area to load and unload. The Lanes car park is also in close by with 355 spaces.

Objection 8

Frustrated, unnecessary cycle lanes which will not be used through winter months, traffic chaos now which will only worsen come September when all kids back at school and ppl back at work, disability discrimination as no parking for disabled, potential ruin to seafront businesses, tourism will be dead in water, pollution worse as traffic at a standstill all routes around brighton & hove are effected all the way to seaford, the greens and labour only voted in by students not from area and they are single handedly destroying the place I was born and bred and the future of our children, if they even think about congestion charge the

majority of brighton will be up in arms and if they think BLM have caused chaos I think the true true brightonians will fight much harder to get them out once and for all, emergency services must be at thier wits ends with stupid orange bollards making impossible to pass in an emergency.

Mitigation measures.

Objection not related to Old Town ETRO.

Objection 9

"Area around Bartholomews Sq

All access roads

Residents parking for ZoneZ is severely impeded.

So provisions need to be made.

This could be easily solved by allowing zone Z usage of surrounding Zones

This would act as a stress buffer in the short term while you are experimenting!

Also a Park and ride scheme to keep tourists and spenders coming to town.

Good luck

Mitigation Measures

No residents only bays have been removed or restricted in anyway.

Objection 10

a259 kings Road you have turned the city into a nightmare there is already a cycle lane beside it .buses are been diverted and emergency vehicles are struggling it will cause unnecessary deaths all of these schemes need reversing as it becoming a joke

Mitigation Measures

Objection not related to Old Town ETRO

Objection 11

"York place used to be congested enough and now you want to direct all of this traffic to the eastern side with all of the south bound traffic as well. It simply does not make any sense. It appears to me that the Green Party are not considering cars and other vehicles who pay road tax at all. After all, their money is paying for all of these new road layouts."

Mitigation measures

Objection not related to Old Town ETRO

Objection 12

"Area at rear of town hall in Bartholomews area for disabled and loading. Also area in Bartholomews a fronting residential and retail Numbers .6 to 8 Being loading.

In the opinion of a resident with 24 /7 assessment of parking in the location and surrounding area.

It is evident that suppliers will drop at the nearest location to there client. And still are with no additional issues to traffic flow public.

There for a potential lorry park. With noise pollution from refrigeration rigs and shredder lorry's will damage the well being of office ,shop staff and residents. Impairing there ability to go about there day as vehicular units will be running for longer periods of time polluting the sound and air waves.

So please consider having the loading bay @no 8 and two additional at the rear of town hall if really necessary.

With all other space to the Bartholomews area for residents and Disabled share.

Considering that most blue badges stop as near to there required need on double yellow with 3 hrs any how.

Please don't make the homes of locals a negative.

Thank you.

Mitigation Measures

Additional loading bays or a relocation of disabled bays could be considered as part of any future plans.

Objection 13

I struggle to support this proposal because we need help to keep Little East Street safe. Today it is a pedestrian street 5 days a week and only allowed to be used for loading. It is heavily abused. It is nothing new but since less parking available there is a sharp increase in car/lorries driving through as a shortcut to other roads. Our facade been hit twice last year by lorries parking on the pavement outside our doors. We need the pavement to be protected from parked cars. Also the pavement is in really bad shape due to heavy duty lorries parking on it.

Mitigation Measures

As with the rest of the area the amount of vehicle traffic using Little East Street has been reduced. Barriers to stop vehicle access may be considered as part of any future plans.

Objection 14

I don't believe I can support this, Having worked on Little East Street for the past year I have seen the street mostly used by delivery vans and pedestrianisation. With less parking there is more and more vans and cars driving past the establishment I work at and to which some vehicles (Vans, Lorries etc) can barely fit through properly making it risky for the driver and also for people outside the place I work and people walking down from the seafront. I understand they use it as a short cut to get to the main road but it's not a viable and safe way to do it. The Street itself is quite damaged as it is. It just needs to be monitored more and other options need to happen in order to prevent vehicles that can barely fit through the street almost damaging the properties of the shops, bars and restaurants down the street.

Mitigation Measures

As with the rest of the area the amount of vehicle traffic using Little East Street has been reduced. Barriers to stop vehicle access may be considered as part of any future plans.

Objection 15

"I do not support this proposal as it will encourage more traffic to use Little East Street as a cut-through between major roads, which is a danger to public safety.

Venues on Little East Street such as The Pipeline and Med. are relying on outside seating areas to comply with social distancing and safety guidelines during the pandemic, and are already experiencing motorbikes and lorries speeding through there as a shortcut and using the pavement as loading areas. Not only is it unsafe to encourage more traffic through such a tiny road - the pavements are already in quite bad condition and further heavy use will only worsen the situation."

Mitigation Measures

As with the rest of the area the amount of vehicle traffic using Little East Street has been reduced. Barriers to stop vehicle access may be considered as part of any future plans.

Objection 16

I struggle to support this proposal because we need help to keep Little East Street safe. Today it is a pedestrian street 5 days a week and only allowed to be used for loading. It is heavily abused. It is nothing new but since less parking available there is a sharp increase in car/lorries driving through as a shortcut to other roads. Our facade been hit twice last year by lorries parking on the pavement outside our doors. We need the pavement to be protected from parked cars. Also the pavement is in really bad shape due to heavy duty lorries parking on it.

Mitigation Measures

As with the rest of the area the amount of vehicle traffic using Little East Street has been reduced. Barriers to stop vehicle access may be considered as part of any future plans.

Objection 17

"I have lived at the above address for 40 years and have been happy here.

However, as I need the use of my car, for health reasons, visiting family and generally I fear that your proposals mean that I will have to sell up and move elsewhere.

I have residents parking permit, Zone Z. However, in view of the spaces in Zone Z and the number of residents who have Zone Z permits, I have found over the years that the chances of being able to park in Zone Z has been about 25%.

I have a blue badge. When I cannot find a Zone Z space this has enabled me to park in a disabled bay in Bartholomews, without restriction of time.

However, you have now restricted blue badge parking to a maximum of 3 hours in Bartholomews. Obviously this is hopeless for me and presumably for other blue badge holders who live in the vicinity.

I understand that you have added 2 Zone Z parking permit spaces to Brills Lane, which is just below where I live. There is also one disabled parking bay in Brills Lane which is unrestricted in time. However, I can tell you that when I have parked my car in Brills Lane over the years that I have lived here, on 4 occasions due to large vehicles reversing from Kings road into Brills lane (very narrow), I have had thousands of pounds worth of damage done to my car and of course they never leave their details.

You may think understandably that I am not very keen on parking in Brills Lane.

My respectful suggestion would be that you allow blue badge holders to park without restriction in Bartholomews as before and restore the residents parking there, which you have removed."

Mitigation Measures

Initially the Blue Badge bays were restricted to 3 hours maximum. A amended ETRO was advertised in December to change 3 of these bays to 24 hours.

Objection 18

"The following shows my objections to TRO-11&11a-2020 all changes to Old Town Area of Brighton:

I have included information about how this impacts me personally as a long term resident of Central Brighton, the problems these changes will cause for me, and greater issues showing my concern at the disregard that Brighton and Hove Council has to people with differences relating to mobility.

My interest:

I am a disabled person with a blue badge who lives very close to the Old Lanes area. I would like to be able to use the area as best I can, but this change will make this extremely difficult. I am commenting as the Council seems to disregard people who are not so mobile, this is worrying and shows a lack of understanding of inclusivity regarding mobility. It raises questions about who Brighton and Hove Council deems worthy to have under their 'inclusive banner'.

The impact on me:

Currently I am experiencing an increase in mental health difficulties due to all of the 'Temporary Road Orders' that seem to be becoming permanent road changes. Already being housebound for many years, it is an increasingly worrying direction that the council is taking. It doesn't allow disabled people to be securely mobile in the way that it is totally expected for other people.

This proposed Traffic Order impairs my health, social connection, and wellbeing strategies (developed over several years) that I've planned for now and into the future. This will be the same for many others that aren't even aware that this is happening. Having long-term/lifelong health conditions and disabilities mean I have been gradually implementing my planned strategies to improve my life and wellbeing. These strategies will have to stop. The Old Lanes being so close - a few hundred meters away - has been a distinct part of my vision to improve my health. And now it is proposed that this possibility will be removed too. There have already been major problems (regarding health, social connection and wellbeing) caused for me because of the Experimental Order placed on Gardner Street. Mentally and emotionally I feel really panicked, trapped, not 'allowed' to be part of society.

At the end of Lockdown everyone will be able to go where they wish, whereas I, and other mobility impaired people will continue to be restricted and feel trapped. For example, I might like to meet someone for a cup of tea in The Old Lanes. But as I cannot easily use a wheelchair, the proposed changes relating to Blue badge spaces and road narrowing means there will be no surety on being able to park. It is hard to plan and think positively for the future when parts of my local area are becoming shut off to me. I've had physical and mobility issues for the past 13 years including being bedbound. It is assumed all people can use wheelchairs and 'simply' be wheeled along the road to where they need to go. This isn't true and often causes further illness. The unhelpful speculation of 'surely you could just do this' comes from disability issues not being taken seriously, and disabled people being considered unimportant.

This is about equality, recognising difference and realising the extent to which policy can have a negative impact on lives. The Council needs to have open, visible and planned policies concerning disability/mobility issues within the city. If an inclusion mechanism was working well I would have confidence in the Council to recognise and raise issues concerning disabled people, but there is nothing in place to have confidence in. These changes, during a time of extremes suggests you are trying to 'slip this in under the radar'. It is scary and worrying that you are doing this when the usual charities that look out for debilitating policies are having to look in other directions because of Covid-19.

The impact relating to people with mobility issues:

The Council needs to be looking towards increasing the participation of disabled people in the life of our Brighton and Hove community. As disabled people we are already continually adapting to non-disabled criteria, and we are expected to do this as we 'are the problem'.

Then we have council policy decisions that compound this and emphasise that disabled people should adapt even more – this is out of kilter with the progression and understanding of inclusion and disability rights. These proposed changes to The Old Lanes will severely limit the amount of options for disabled people who need vehicles. The council is simply creating more social barriers.

In regards to the proposed changes:

- Pavement widening measures reduce the available space to park on double yellows in accordance with usual Blue Badge rules. The available roads on which we can park will be reduced and so limit what we are able to do and what we have access to. This also severely limits the amount of Blue Badge vehicles possible at any given time within the area. We need to be promoting and extending inclusion and participation for disabled people in everyday life, not reducing possibilities.
- The Blue Badge bays all seem to have a maximum of 3 hours, with no provision for longer stops. What happens if you work/wish to work here, live here, socialise for more than a few hours etc? Mobility is such a challenging area of disabled people's lives I am really not sure why you are limiting this possibility to 3 hours within any 4 hour period? This causes a negative impact directly on people's individual hopes for their lives and what they wish to do. More widely, it fails to combat the still prominent negative attitudes and prejudice against disabled people by reducing the possibilities to be visible. Disabled people should be able to carrying out their lives as anyone else does, we need to be there in public, seen as an 'active part in society', be with our walking aids or wheelchairs working, living, having fun.
- This is a time that Blue Badge provision needs to be thought through properly. This is both in relation to how disabled people (or their designated helpers) move around our city or how we actually live/want to live and what our needs actually are. Not 'what fits in nicely', or what conforms to already-thought-through concepts. This is a really good opportunity to move away from fixed ideology. The Council has banner headings of 'wellbeing' and 'inclusivity', but BHCC need policies that provide and encourage real-life accessibility to such concepts. This is essential to combating social exclusion et. al.. Brighton and Hove could be really good at this if we tried, but the Council seem to hide away from it all but in name. We leave 'inclusivity' and 'wellbeing' flailing on the ground if we don't look at the reality of it in the face.
- The changing of Blue Badge space and/or re-positioning of Blue Badge space can have a significant negative effect for disabled people (or designated carers), in the unimpeded continuation of their usual life and routines. Someone may depend upon a particular Blue Badge space in a particular place. If this is then changed they can become unable to conduct a part of their life, because the ability to park has become impossible. This could be work-based, social or health related activities. The Old Lanes is an area full of possibilities for disabled people to work in, purchase goods and services, socialise or to sit in and feel an accepted part of society.
- The demand for Blue Badge parking spaces is larger than what is available. If parts of our city are in essence 'blocked off' for us as disabled people, then we will not venture into

them. The Old Lanes seems to be turning into such an area, which is basically an 'in-and-then-out' area for vehicles. This seems to be okay if you can walk, ride a bike or some other 'scooter'/board, because you can go-and-see. But if you are blocking off Ship Street/Black Lion Street and making everything one-way then the likelihood of a disabled person driving around 'just to see' if a Blue Badge space is available is much reduced. They are simply not enough places for Blue Badges to park in order to 'just have a look', and no 'Real Time parking availability' signs.

- There also seems to be a mass removal of other parking/loading bays. If this is the area that you live in or work in this could really change whether you could continue.
- New Blue Badge spaces seem to have been provided at Bartholomew's Square, but this means they are squashed into one place, except for a couple near Fabrica. The Blue Badge parking at Bartholomew's Square has a hill that will prove significant if not impossible to traverse for people in a wheelchair. Many people don't have electric wheelchairs that could help with this. I certainly don't know of anyone that could push me up the hill in my transit wheelchair on my best of days. Blue Badge bays need to be in different places throughout the Old Lanes. Blue Badge bays need to be in proximity to a needed destination else they are of no use.
- The promotion of cycling as a preferred mode of transport shouldn't have an unacceptable impact on disabled people (and many disabled people don't ride bikes). The space for disabled parking is reduced, and it can be dangerous if Blue Badge parking spaces don't have the needed safe space around them. I understand that cycling is a good idea, but it can also bring other problems. For example, I have experienced being ridden into when walking on the pavement and it caused injury. I don't think people report these instances, I didn't, as no-one's really that bothered. If cycles are on the street, on pavements and able to cycle in both directions it can cause problems if 'rules' aren't given or taken seriously. The same for 'scooters', two days ago a PA of mine was nearly hit as the 'rider' was looking the other way. There must be well-defined and 'safe arrangements' for disabled Blue Badge holders/carers and disabled pedestrians, including people with visual and hearing impairments. It's important that BHCC recognises that disabled people and Blue Badge holders are a diverse group, instead of having a 'one size fits all' approach.
- Personal mobility is vital to how disabled people live their lives, access the community and experience independence. Road closures/changes need to have people that understand and experience mobility issues involved at the very conception. Consideration of how disabled people are going to interact with any road change or 'café/bar or shop furniture' is paramount and it is discriminatory not to consider, and act upon, this. Disabled and non-disabled people interact with and physically use space differently. Disabled people have a right to unhindered mobility as much as anyone. We need to be taken into consideration at the very beginning of any process rather than waiting for people to complain. Society will be a lot better for it. If you include us successfully you have a better chance of making things much better for everyone else too.

- I hope the proposed changes don't go ahead in this form/at this time, but if they do, please ensure suitable paving drops, smooth pavement surfaces, proper spacing of street and shop furniture etc. Being in a wheelchair is unpleasant at the best of times, but having good smooth pavement surfaces and few obstacles can make a big difference to symptoms not being increased, or not having to go home even before starting what I wanted to accomplish. Some wheelchairs may have nice pneumatic tyres, but many disabled people can't afford them, or don't have the space to have them. People with mobility issues (whether seen or unseen) and/or disability aids need to feel welcome in the outside environment. For example, I can sometimes walk a few meters holding onto someone's arm. But as I also have severe balance problems I easily fall due to pavement heights and uneven surfaces. Before I had to use a wheelchair, and could still walk on my own, my balance problems would cause me to 'half-fall' or completely fall because of street/shop furniture, ill-thought-through pedestrian crossings and road surface conditions. This not only causes physical and emotional distress due to a fall/stumble, but the looks I would get from people who seemed to think I was drunk/on drugs was quite hard to deal with. Please consider everyone.

- I couldn't see any availability for access for 'contractor's vehicles'. They are not allowed on Gardner Street at the moment where I live. I have been waiting for the completion of disability improvements to my home, and nothing is happening, if the work-people can't park, they don't come. The Old Lanes area is also quite large to navigate with heavy items. I thought I'd mention this as not being able to have improvements can seriously impact people and how they are able to live.

- Equally I couldn't see access for taxi's. This is obviously incredibly important in relation to independent living for disabled people. If people cannot have a personal vehicle then taxi's are instrumental to people's lives for so many reasons. I have found not being able to have taxi's come along Gardner Street has been detrimental.

Timescale for public comment to the Council:

For disabled people, Covid-19 didn't give us more time to do things, it gave us a lot more things to do. It begs the question of why, whilst in the middle of a pandemic, BHCC have chosen to put forward permanent road changes. The Council have shown a lack of understanding regarding disabilities and inclusion. And the ability to make good comment against the proposals is skewed to those with time, money, information and connections. Many disabled people are isolated and don't have such advantages. We don't have a lot of money, we don't have a lot of time, we are trying to cope with our lives.

Many disabled people won't even know about these Traffic Orders. We won't have seen notices, or looked at the Traffic Order section of BHCC website. We are having problems finding suitable carers/Disability Personal Assistants as there is currently a recruitment crisis, or trying to figure out how to carry out our Covid-protocols. So do be aware that there are many disabled people, carers and other interested people that would not have commented due to their circumstances. Please don't go on the 'majority rule' or 'most people' concept.

Disabled people are never in the majority. Brighton and Hove Council needs to be there for everyone equally. We all pay towards society, and we all need the same access to what is in society. As a Council you are supposed to support every individual, not just the people that are easy to support, can shout the loudest or gather the most supporters.

If you say you are inclusive as a council and want to approach inequalities, then your policies and communications have to reflect this. You have to welcome difference and offer easy and effective ways to develop conversation and discussion. There should be a well-known, visible and named person acting as a point of contact for equality, who would know about the issues and arguments relating to mobility issues in our city. If such a person was there then some of the problems caused by the short, confused and changing timescale might have been foreseen and alleviated (I am glad the initial very short comment period has been extended). A much better method of gaining public comment could have been, and still should be, developed.

I would suggest that organisations usually responsive to Council policy concerning mobility issues were/are not able to challenge in the usual way because attention had been diverted to Covid-19. I still think it means arguments concerning policy are not being developed properly, and so unthought-through and unhelpful change could become part of the norm. Regarding new policy, I have become increasingly concerned about the lack of scrutiny, and as a vulnerable person it's disturbing and frightening that the usual checks and balances aren't there.

Personally it took nearly nine months to find advocacy (starting early last summer) to help with putting forward my concerns and objections with the Experimental Orders placed on my local streets. Having the Experimental Orders in place have made my life a lot worse as I was unable to receive the full Disability Personal Assistant help I need (and still am not getting), or indeed get to appointments. The Traffic Orders in the Central Brighton area have been very problematic for my health and wellbeing since first applied last summer.

Concepts relating to proposed permanent Traffic Orders:

- Due consideration needs to be given to car-less disabled people who need to access vehicles of different types, including taxis, and have to depend on those with cars. Being car-less is a big problem. Disabled people often have lower incomes, and when we need a car it can be extremely difficult to find a car and driver. I hardly know of a person with a car in Brighton. Commercial Car pools are not available to us (contract-wise) unless we are the primary driver, which is impossible for many disabled people.
- When considering road closures/changes, mobility issues are rarely taken into consideration until someone complains that it has affected their life. Mobility issues start at a person's front door and intrudes on all aspects of life. It means you are restricted – maybe unable to lessen social isolation, go to work, find ways to develop interests, see a friend for a cup of tea. It is very easy for these things simply not happen.

- It makes us much more likely to have to stay in our homes when we don't want to. This leads to greater social isolation, decreased health and wellbeing. It reduces our ability to go outside, to go long distances and spend a longer time away from home - all in the way the non-disabled don't even have to think about. If we manage to get in a car we are constrained in terms of destination, parking and toilet facilities, travel opportunities. The Council needs to understand how difficult this is.
- Brighton could be a leader in recognising mobility and disability issues, instead it chooses to ignore them. The Council should be providing accessible services and situations for everyone. This needs to come from an understanding that disabled people are part of the everyday community. This seems to be consistently forgotten. This institutional forgetfulness impacts on both the mental and physical health of individual disabled people.
- Many disabled people need better access to personal vehicles, not less access. The philosophy of 'less cars are good for disabled people' or walking 'will help solve problems of obesity' are unhelpful opinions and reflect the distorted view that other people are able to think properly for all disabled people.
- Removing or changing Blue Badge spaces needs to be treated with more care. This can seriously affect people's lives and ability to live and work where they need to. We need a lot more Blue Badge spaces. Considerations regarding accessibility for Carer's Badges, taxis and other forms of non-Blue Badge vehicles need to be part of the mix.
- As our population gains more elder people, considerations into the wellbeing, mobility and general living standards of people who are ill or housebound require more prominence. Road use is for everyone and everyone should be able to access everywhere. Particular attention needs to be taken in regards to elders and how they can continue to access the community. All people are needed and are valuable.
- The Social Model of Disability shows that there needs to be a removal of barriers that prevent disabled people from accessing opportunities and so be fully included. Society needs to be adaptive to the needs of all people. The Social Model shows that a person becomes disabled when society does not take account of their needs.
- As a reduction in car use is encouraged there needs to be an equal realisation that mobility issues are to be considered within this and many disabled people have no realistic alternative to a vehicle. We need to include solutions for all people, not simply 'most' people, as otherwise you're simply missing out parts of society. Taxes are paid by all, and the Council is supposed to develop nuanced policies that enable access for all. When thinking about mobility you have to think about everybody and this includes the housebound, people that can't walk or ride bicycles, or use public transport. If you're not prepared to think about us, you and your policies are then discriminating against us. Societal problems become compounded when the same people are continually left behind and not considered in terms of policy. The whole point of increasing inclusivity is to include everyone.

- There has to be an understanding that the use of personal vehicles will always be a necessary part of life to some people, instead of hoping this is a problem that will go away. Disabled people do, and should, live in all communities and need to be able to access all places that the non-disabled can. This is the point of being human.
- Society needs a mix of all types of people and not segregate certain areas to certain people. We cannot have solely pedestrianised areas in a town, it's immoral. People with mobility issues are a part of society and are to be seen as valuable, we can't be missed out of the equation. It seems when people are making decisions about mobility around the city we are forgotten. It's part of the problem of being housebound or having limited mobility, if you are not seen, people have little interest in you. We are a vital part of society like everyone else, we aren't here to be ignored. Tomorrow it could be your life that changes 'just like that'. So policies need to be responsibly constructed towards bringing visibility to people and situations that are not easily seen. Policies need to be orientated around us as well as everyone else. Positive language needs to be used regarding disability.

Whether these changes should be made permanent:

I don't agree that this is a time to be making permanent changes. If you really do want to 'build back better', then this needs to be carried out through a process that enables it. Many disabled people won't be aware of these proposed changes in order to make comment, or indeed even have the energy or health to allow it. If the council is really interested in making Brighton and Hove inclusive and diverse, then disability and mobility issues need to be at the heart of policy. Disability effects all parts of society, and we are an important part of society.

You are proposing changes that aren't for just a couple of years during the upheaval of Covid-19. So before considering whether changes should be made permanent you need to let the dust settle, respect your disabled citizens and develop a new perspective regarding disabled/mobility issues. Overall, this is a temporary situation, and to build in changes that will last for a couple of decades is inappropriate. Having priority given to businesses with cafes and shops being allowed to spread their tables/chairs across pavements/Blue Badge spaces should be temporary. This really isn't a good situation for disabled people, it deteriorates our health, status in society and life possibilities.

The narrative needs to be changed around mobility. Road and pavement issues are about mobility and everyone is effected within this whether housebound or able to move freely. The current emphasis is geared towards those who can move around easily and looks at walking, cycle use, and public transport. Road-use includes disabled people that need vehicles, as well as others and we are substantially impacted by changes. Much longer term road-use issues concerning disability and mobility are being ignored. As the population ages problems like this will increase and you don't seem to have us on your radar.

Mitigation Measures

Initially the Blue Badge bays were restricted to 3 hours maximum. A amended ETRO was advertised in December to change 3 of these bays to 24 hours. The number of blue Badge bays in the area was increased overall. Further increases may be considered as part of future plans.

Supporting comments

"Our street, Market Street is very small and we have lots of pedestrians in our area so we have always believed that this street should be pedestrianised. Not only for safety reasons but also to avoid obstructions to our businesses. Cars often are illegally parked outside our store and despite being moved on by traffic wardens, they just drive away then return later. This is very harming to our business as it blocks sight of our store to passing customers.

We do have deliveries that need to get through but the current proposal provides loading bays for delivery drivers so stock can be wheeled to us on a trolley. There may be one or two deliveries however who would have a problem with this as cannot deliver on a trolley so would need access. We also have about 50 suppliers who deliver from all over the UK and Europe so some just cannot make the allocated before 11am slot so some would need the access to Market Street.

Overall, access will still be needed for lots of businesses. Could removable bollards be put up at the end of Market Street?"

I think the old town area is ripe for pedestrianisation, being able to walk around this part of town without fear of aggressive vehicle driving, creates a much more please than space to be in. I would hope that future plans can ensure vehicle access only during specific times and only for specific purposes. I think anything that encourages less car travel is positive in many ways and can only improve the streets of Brighton and Hove."The plan will mean more seats and space to serve customers safely and with this increase need for staff, helping the hospitality industry.

Will make negotiating the Lanes area safer, making it more attractive to visitors and easier for them to spend money with businesses in the area.

For Hotel Du Vin it will allow guests to safely visit the hotel, without having to dodge traffic on a small street which gets busy on certain days."

"As a local representative of the national cycling charity, Cyclin UK, we strongly support the Council's desire to encourage cycling and active travel and we therefore support the TRO 11 and 11 a. More physical activity and less motor vehicle use whilst also accommodating disabled people will bring enormous benefits for health, the environment and wider accessibility for everyone. We applaud the council's commitment to this. Freeing up space on public transport and social distancing through high quality walking and cycling facilities is even more essential now due to the ongoing Covid-19 pandemic.

We are very pleased to see that cycling is exempt from the one-way orders.

We have some points about the operation of this TRO and similar previous measures as they operate in reality.

Two-way cycling is permitted in Ship Street, but café tables often encroach so far across the road/pavement space that people walking/cycling, waiting staff and delivery people all find themselves squeezed together in the small remaining north-south channel on the eastern side of the street.

This is a general problem where café tables or retail goods extend across routes as occurs in much of North Laine. Also, the wide gates in Gardner Street and Sydney Street, installed presumably to prevent motor traffic, are also preventing people cycling or using mobility scooters/wheelchairs. The signage displays only the "flying motorbike" symbol at the northern end, indicating that cycling is permitted, but the gates and obstructions make it impossible. This needs sorting out, particularly if cargo bikes are expected to use these routes.

Another issue is the additional parking which extends across the end of a street that has been closed to motor vehicles. This is happening at the southern end of Ship Street, the northern end of Black Lion Street, and elsewhere. We see that Black Lion Street is now often totally obstructed by parked motor vehicles in the new loading bay at the northern end, so that people walking, cycling or using wheelchairs etc. do not have clear passage.

Where streets are two way for cycling, signage needs to make this clear so that there are no misunderstandings with other road users. There are "no entry" signs at East Street and Black Lion Street, (and probably also at the southern end of Little East Street) where cycling is permitted. These need amending.

Also, the use of the term "Pedestrian zone" must be replaced by something more accurate such as "No motor vehicles" or "Traffic free zone" or similar. Otherwise, there is a widespread assumption that people are cycling illegally in a pedestrian area, and this causes ill-feeling, conflict and abuse.

A long-term issue, (though not specifically connected with this order) is the low kerb across the entire road width at the southern end of Ship Street at the junction with the A259. This is a hazard for anyone turning north into Ship Street from the busy A259 seafront road, because the front wheels of cycles can easily be deviated by a low kerb if the angle of approach is too acute,. The result of this is that the rider loses balance and falls off by a major road. The kerb is also a hazard for anyone on foot or with a mobility aid."

North Laine Consultation Comments

Objection 1

These temporary changes to road use have not simplified or reduced traffic movement in North Laine. I agree that the extension of the hours of the prohibition of driving in Gardner Street and Sydney Street has given more space to pedestrians for a longer time and make it safer for them and for cyclists but overall air quality has not improved at all because all traffic is being displaced on to residential streets.

Air quality has not improved; in fact it has worsened as residents are unable to open their windows for fresh air, particularly noticeable that we are spending more time indoors. Approving the TRO would mean residents are then in a permanent position of having to suffer noise and fumes from continuous disturbance of traffic displacement that would have an adverse effect upon their quality of life and mental health.

Shops in North Laine do not open until 10am, meaning that they cannot accept deliveries in Sydney Street after this time because the road will be closed. Having deliveries after 10am means that they are forced to use the southern end of Tidy Street/part Gloucester Road and return using Kensington Place. There is now a significant amount of traffic using Tidy Street to deliver, along with Deliveroo motorbikes, vans and cars etc that have to use Kensington Place for their return journeys. Takeaways in this central area compound the situation where Deliveroo, Uber Eats and Just Eat motorbikes gather at the end of Tidy Street, revving up their engines outside bedroom windows late at night, and make the noisiest exit along Kensington Place.

The TRO for Gardner Street is rather different because not only are more loading bays available some businesses also have the option for back door deliveries.

An email from Highways? (I presume, as no name given) to Cllr Shanks and dated 2 July stated:

“Whilst there will be some displacement with traffic in the area, I do not foresee a huge increase in Tidy Street. As you know the road is one way and anyone using it has to loop back to Trafalgar Street via Kensington Place, so there is no benefit as a cut through. Also given the streets narrow footways, limited parking and distance from Sydney Street I doubt it would be used by delivery vehicles.”

Clearly the author of this message has little knowledge of the area. Although s/he is correct to say there is no benefit as a cut through, residents confirm that there has been a HUGE INCREASE of delivery vehicles in the area, and this is predicted to increase due to online shopping.

Residents find it extremely worrying that a permanent closure between 11am and 5pm would have a deleterious affect on emergency situations as ambulances would have an increased timed journey using Trafalgar Street, Frederick Place, Queens Road, and North Road. Were these services consulted, along with disability groups?

One suggestion we would ask you to consider would be to experiment with a ‘New Road’ style of traffic movement for Sydney Street before making a decision on this TRO. For the past year and for the next few months it must be hard to determine the volumes of traffic due to Covid restrictions, and rash decisions should be avoided.

Mitigation Measures

The increase of delivery vehicles in Tidy Street has been highlighted by several residents. This combined with the Valley gardens Project has changed the way vehicles are using the area. The timings for the closure can be reduced to allow more delivery time and an increase in loading bays outside of the closure can be considered.

Objection 2

I have included information about how this impacts personally upon myself as a long term resident of Gardner Street, the problems these changes have caused in my road and greater

issues showing my concern at the disregard that Brighton and Hove Council has to people with differences relating to mobility. I have concentrated mostly on Gardner Street. Gardner Street has a mix of people's homes and shops.

My interest

I am long term disabled and basically have been housebound for over ten years. Simply, I became very poorly one day and that was it. It could happen to anyone, no matter how healthy you are. I rely on carers/Disability Personal Assistants to live. I would though love to get out and simply sit in a car in a different street. I need get to medical appointments, the dentist, the optician's. I need access to a variety of possible vehicles. I can't predict when I will need access to and from vehicles. I have lived on Gardner Street for over fifteen years. Last year my road suddenly and unexpectedly had an experimental traffic order placed on it, and this has substantially reduced my mobility. This has caused me major problems. Simply being able to live and access services is always difficult as a disabled person, but this new restriction to my life has been imposed on top of all the previous restrictions. It has made things a lot more frightening. I need a car directly to and from my door. I have a Blue Badge. I am not a natural car user, I previously walked everywhere and had a bike. The Council's disregard for people who are not able to walk is very worrying and illustrates a lack understanding towards inclusivity and who it deems worthy of including.

The impact on me and the problems finding help

Currently, I am experiencing an increase in mental health difficulties due to these road changes. Already being housebound for many years, it is increasingly unbearable. This Traffic Order has impaired and dismantled the health strategies I'd planned for now and into the future. These restrictions will continue to impede my life if the changes are made permanent. This not-thought-through Council strategy has directly caused problems for me. It does not allow me to be mobile in the way it is to be expected for other human beings. At the end of Lockdown everyone will be able to go out. Everyone feels trapped now, I will stay trapped.

There are so many barriers to being disabled that you can't simply book an appointment, book a Disability Personal Assistant or anything else, when and as you need them. Appointment times can only be booked when they are available. It is very different to being non-disabled, I can't timetable my life as I would like to or fit things in when it would be convenient for the road being open.

This objection in of itself is causing me problems and health difficulties, using up Disability Personal Assistant time and making me unwell. Spending time on this objection process is averting my resources from doing the things I need to keep myself well. I am having to expend a lot of energy fighting to get my voice heard, when I am sure it is Council employees that are supposed to think of equality issues. This is about equality, recognising difference and realising that the impact of policy can have negative consequences on lives. The Council should have an Equalities Officer, and they need to have open and visible policies concerning mobility issues within the city. If an inclusion mechanism was working well I would have confidence in the Council to recognise and raise issues concerning disabled people. There seems nothing in place to have confidence in. These changes, during a time of extremes suggests you are trying to 'slip this in under the radar'. It is scary and worrying that you are

doing this when the usual charities that look out for debilitating policies are having to look in other directions because of Covid-19. It's horrible.

Both my physical and mental health are suffering on a practical level as yet another degree of difficulty has been added to my mobility issues. This will have a sizeable impact on me. I can't get to medical or other health related appointments as I would wish. It means I can't do something as simple as going to see the sea. Mentally and emotionally I feel really panicked, trapped, not part of society (again), I don't feel good about it at all. I haven't been able to properly understand and reflect on the effects of the road change. As I have cognitive problems it is difficult for me to formulate my concerns on my own. It is something that an advocate might have been able to help me explore more, but I have been unable to find one since last Autumn. An advocate may have helped me pinpoint wider issues that would also be detrimental to my situation, or give me relevant information or links to other useful people. It's a real problem that advocacy has diminished.

I can't use a wheelchair easily. I've had physical and mobility issues for the past 13 years including being bedbound. It is assumed all people can use wheelchairs and 'simply' be wheeled along the road. This isn't true. For myself, I need direct access to, and from, my door. It has been suggested I could be pushed in my wheelchair from a parking space in another road, this is a complete misunderstanding of my situation as being in my wheelchair easily causes me further illness. The unhelpful speculation of 'surely you could just do this' comes from disability issues not being taken seriously and considered unimportant. I know other disabled people live in Gardner Street, but I don't know who or where. There will be other disabled people that need access to Gardner Street. It seems that disabled people are being seen as a nuisance. This isn't right. It is good that Blue Badge holders are now recognised in the Experimental Order, but this doesn't solve many problems associated with mobility, and does indeed cause more.

At a time when disabled people have been disproportionately effected, the effects on the housebound have been dreadful. It must have been noticed how difficult it is to stay in your homes during the Pandemic. After Lockdown I won't be able to go outside freely, as needed, and to the places I need to go. Your changes to the road are multiplying these problems. It is dehumanising. The caring, social and medical services that we rely on should be able to access the disabled person easily and for the time they need. Hopefully, due to the experience of the pandemic, the Council will take the opportunity for a proper and immediate review of 'services for the housebound'. We are a hidden group of people that it is easy to ignore. People who have mobility issues or who are housebound can't publicly protest, we can't be visible in the way others can. We can't just go on social media and start a protest movement. We are too ill.

Care must be taken by the Council as I received 'problematic comments' from people on the street relating to my need for to use my Blue Badge. I understand at times like these emotions run high, but if disabled people are presented in any way other than being a vital part of society, it gives an excuse for people who are looking 'for someone to blame'. This is unfortunately a consistent problem that disabled people find within society. The Council needs to make an absolute and total effort to ensure their wording or actions don't add to this form of discrimination. The Council could begin to publicly state that there will always be a percentage of Brighton's population that need access to privately owned vehicles in all parts of the city.

Learning that there was an Experimental Order on Gardner Street

There was no due consideration for disabled and housebound people to see the council notices that were put on lampposts. In fact it was difficult for any resident. No one knew what an Experimental Order was, they just appeared. There was no expectation of this happening. I was notified by a panicked workman who was at my home making Council related disability improvements. He had to immediately leave mid-job as the road was about to be closed (my home is still not fixed).

Apparently notices had been put on lampposts. Although this may be a usual way of informing the public it was Lockdown and legally no one was supposed to be hanging around outside looking at notices on lampposts. It feels as if the notices were put up when it was known that they wouldn't be seen. The Council was neglectful in the way it informed residents of Gardner Street. As the Council knew there was a pandemic it could of thought more clearly about other methods of contact. In more usual times this 'lamppost' method does not consider disabled people, as the notices are placed at the height of a tall adult, and not of anyone with shorter stature or in a wheelchair. They are never put through the doors of residents. These notices aren't accessible for disabled people. This was a really scary situation for me. As I am housebound I have no facility to get out and properly address this issue in the 'outside world'. I couldn't get to see 'the notice'.

Timescale for public comment

For disabled people, Covid-19 didn't give us more time to do things, it gave us a lot more things to do. It begs the question of why, whilst in the middle of a pandemic, the Council have chosen to put forward permanent road changes. It's not acceptable on so many levels.

The Council have shown an incredible lack of understanding regarding disabilities and inclusion. The first short six month objection period saw myself and other disabled people and their carers desperately trying to find (non-existent) PPE, new food supplies (as previous ones were now not available to me) and vital services that had become non-existent, plus many, many other things. Carers/Disability Personal Assistants had left or were unable to work as usual and I had continuous problems employing new Personal Assistants and training them. I had no access to helpful friends or family. Apparently many people seemed to be baking cakes, whereas disabled people and their carers were having a nightmare. This is still going on now.

The ability to make good comment is skewed to those with time, money, information and connections. Many disabled people are isolated and don't have such advantages. We don't have a lot of money, we don't have a lot of time, we are trying to cope with our lives. I am not able to garner support, have people help me or write letters to you on my/and others' behalf. I don't have the capability or time to go on social media and develop a campaign. I can't get loads of people to write to you to object, but the few people I have been able to mention this to are appalled. They have no idea why you are pushing this through to be made permanent at the current time. I have no idea about Council procedure and how local politics works, or could afford the time as my Personal Assistant situation was in crisis. I am a vulnerable person with cognitive problems, I don't know which issues are important, or indeed that I have any 'standing' to object. You are doing this when no appropriate advocacy service is available, either due to austerity (PossabilityPeople) or to being overwhelmed by

people needing help (MIND). I have no connections that tell me if what I am doing is the right thing, or that I am doing it in the right way. This is not about equality.

If you say you are inclusive as a council and want to approach inequalities, then your policies and communications have to reflect this. You have to welcome difference and offer easy and effective ways to develop conversation and discussion. There should be a named person that acts as a point of contact for inequality as part of the remit for their job. They should be well known and very visible. They would get to know all the problems that Brighton has in regards to inclusivity. They would know about mobility issues and equality, so when Traffic Orders like this are trying to be pushed through, they would know all the arguments in advance. I shouldn't have to be doing this to such an extent, I should be focussing on being well. If these people already exist then their details should be on the front of the Traffic Order, saying something like: 'these are helpful people to contact'. If you were really bothered to learn about the communities that you are paid to provide for you would be doing this. It is through difference and understanding that we get a better society. Where is the Council's level playing field? Do you know the pandemic is hitting the disadvantaged the most?

The Council is currently attempting to push through this policy at a time when the usual and accepted checks, balances and challenges are not there. We are in a crisis. You are supposed to be responsible people who represent everyone. The charities and organisations that are built to help disabled, and other people, object and protest against the types of changes you are trying to impose, are having to put their energy to other things. They are not able to represent their specific community, and unable to voice vulnerable people's views in regard to these 'emergency decisions'. The Council knows that charities have had to divert their attention to the Pandemic, and don't have the capacity to help with their usual concerns. So not only are individuals not able to find advocacy, the usual structures that can successfully voice things for us are not there either. I don't know how you can see this as representative. This problem is likely to continue after Covid-19 as many organisations have had to move away from their pre-Pandemic focus and motivations or they no longer exist. In regards to this the Council needs to develop an open, willing and active approach to finding people's concerns about policy in a different way from before. And it can't all be online.

The shortened consultation period was really confused. Due to a multitude of problems I had missed the opportunity to object and comment on the Experimental Order during the summer. I then looked in the Autumn and noticed the Traffic Order Notice was on the Councils website. At this point I explored any possible advocacy, but then the Traffic Order Notice disappeared again. I checked again on the 13th March and it had returned. These important decisions that need public comment seem to be based on chance discovery. The usual two year consultation period is there for a reason. It gives individuals time to consider the road changes properly, to predict good and problematic outcomes, to put forward an argument, talk to organisations and to try to find advocacy. It was only a couple of days ago that I learned I should be contacting my local councillors.

Please be aware that there are many disabled people, carers and other interested people that would not have been able to comment due to their circumstances. As mentioned, we are in the middle of a pandemic. Please don't go on the 'majority rule' or 'most people' concept. Disabled people are never in the majority. Brighton and Hove Council needs to be there for everyone equally. We all pay towards society, and we all need the same access to what is in society. As a Council you are supposed to support every individual, not just the people that

are easy to support, can shout the loudest or gather the most people to simply vote on the Traffic Order to be made permanent. This should be about proper scrutiny not numbers.

Problems noticed since the introduction of changes

When shops re-opened some took advantage and started to encroach on the road with tables, A-boards and other things. I noticed The Dorset kept to the pavement, but there were others that didn't even keep 'tucked in' to the pavement. This didn't let Blue Badge vehicles, amongst others, use the road in the way that we were supposed to. It was really confusing and not easy to get around. Occasionally we could about get about in a vehicle (with Blue Badge) with shop's activity limited to the pavement, and with people, wheelchairs, slow vehicles mingling in the road. Presumably when all restrictions for non-essential retail are removed these tables, and other things, won't be allowed in the road on weekdays. The Blue Badge/disability access 'versus' use of outside space by shops needs to be addressed.

As the stalls etc. being on the road intermittently blocked passage, it looked like Gardner Street wasn't traversable by vehicle. If you don't realise that you have a legal right to use the road, you are not going to try to drive down it. It meant that disabled people didn't use the road so much, and I don't think many Blue Badge users even know how to access this area as a place to visit or park. Over time if a situation of 'not being used' or 'only being used earlier in the morning' primarily exists, a precedence will develop that disabled people are not using the road. Again, over time this could then lead to Blue Badge users not being able to use the road in the free manner that is legally possible.

Disabled people need more than Blue Badge access. The restrictions don't allow for the taxi services that a disabled person might use. This is a big problem. It also doesn't allow for other forms of vehicles that a disabled person may use. Equally a problem. The restrictions don't allow for carers to use the road, or bring in heavy supplies. It doesn't allow for Carer's Badges. It doesn't allow for access for any other services a disabled person living in the street may need. Currently 'inclusion and equality' don't seem to be part of the Council's remit regarding mobility issues. But hopefully, this will gain some traction and disabled people's mobility in terms of our highways will be seen as important for the wellbeing, health and 'thriving' of the individual.

It doesn't allow for deliveries to be made to residents. As residents we moved here with the knowledge that deliveries could be made to our doors, and equally that we could load things from our doors. It has made things really difficult. Not all deliveries are small and can be carried easily. Not all deliveries come by courier. I have to get heavy items delivered by friends sometimes, who don't have trolleys and this will no longer happen as the restrictions cover every day. For someone who is housebound this is not a trivial thing. Gardner Street gets absolutely jam packed with people (there's no social distancing when this happens), and trying to move deliveries around the packed pedestrians is difficult and could be unsafe. Our homes don't have entrances at the back, the only way in is from Gardner Street. The delivery vehicles simply end up on North Road.

As a car-less disabled person I have to mostly use Personal Assistants and their car. Often this option isn't available for many months. It is not like a taxi service. I have to book this specially in advance and pay for this whether used or not. To book a Personal Assistant and car for a medical appointment can cost £30 (for 2-3 hours). If they are unable to enter the

road, because shops have decided on that day to put their tables in the street it means I lose £30. I can't afford this. It means I am unable to plan properly, that I have lost my freedom for external activities, that I lose access to healthcare and so on. When booking medical type appointments I am scared on that day that the Personal Assistant will not be able to come down Gardner Street with their car because of blockages. In this circumstance I have not only lost my appointment and the healthcare, but also blamed for non-attendance and have to cope with the resulting consequences. This is not good for my wellbeing or my health.

Two Blue Badge bays were removed and it's not indicated where we are to park with a Blue Badge.

Problems with the end-of Gardner Street barrier

Personal mobility is vital to how disabled people live their lives and access the community. Road closures/changes need to have people that understand and experience mobility issues involved at the very conception. Consideration of how disabled people are going to interact with any road change or 'road furniture' is paramount and it is discriminatory not to consider this. Disabled and non-disabled people interact with and physically use space differently. I can see that effort had been made with erecting the barrier and it was erected as a solution to a problem. But for disabled people this isn't a solution, it is an added problem. The barrier is difficult or impossible to get through. For the non-disabled person who designed it, this was the solution. We can use this as an illustration of how inclusive consideration to road closures needs to be. Someone with a working understanding of mobility and disability issues would instantly be able to spot that the barrier poses extra problems. If you had Equality Officers in the Council then they should have been able to give appropriate advice or suggestions on previous successful barrier installations. Disabled people have a right to unhindered mobility as much as anyone and community mobility starts at your front door. We need to be taken into consideration at the very beginning of any process rather than waiting for people to complain. Society will be a lot better for it. If you include us successfully you have a better chance of making things much better for everyone else too.

Visually the barrier appears locked, so no one tries to open it unless they know they can. It took a few days before I knew it could be opened. It is not shown anywhere how to open it. It looks as if you have to be an official person to open and shut the gate. The Blue Badge sign doesn't mention a disabled person is entitled to gain entry and entitled to stay for three hours. There's nothing that encourages disabled people to use Gardner Street and be part of this wonderful community.

The barrier is right at the end of the road. You can't easily stop the car, get out, then move the barrier without causing disruptions to other traffic.

Delivery people can't come along Gardner Street and this means the barrier area gets blocked, as do other parts of North Road, as they attempt to unload. This means you can't access Gardner Street freely as a disabled person with a Blue Badge.

If you are a sole person in the car and have to use a wheelchair to be mobile the barrier makes it impossible. You'd have to be able to get out of the car (then assemble your wheelchair), get in your wheelchair to open the gate, get back into your car (with your wheelchair), drive through the gate, get out of the car to close the gate (assembling wheelchair again), get back

in to the vehicle (with the wheelchair) and drive to where you need to park along the road, then get out the car again to complete your 'task' again having to assemble your wheelchair. The barrier doesn't allow for wheelchair users to drive on their own and be independent.

The barrier itself is really cumbersome for a person with any physical disabilities whether due to whole-body-mobility, upper body strength or hand-manipulation. It is difficult to manipulate the latch and manoeuvre the barrier open and closed. It's not a suitable gate.

The impact relating to people with mobility issues

From before we wake up to when we are sleeping, disabled people are continually and consistently adapting for non-disabled people. We are expected to do this as we 'are the problem' and we are taught to be grateful for each adaptation that people or society makes 'for us'. Disabled people shouldn't be taking on the burden of a society being incapable of thinking of everyone as being equal, this needs to be done by all.

When considering road closures/changes, mobility issues are rarely taken into consideration until someone complains that it has affected their life. Externally, mobility issues start at a person's front door. This intrudes on all aspects of life and effects everything because it means as a disabled person you can't get out. This means you are restricted or unable to get to medical services, get food and vital goods, to lessen your social isolation, go to work, find ways to develop interests, go to see the sea, get things that you would simply like, see a friend for a cup of tea. These things don't happen, or are very difficult to access.

Mobility for someone who is housebound also includes all the people and the services associated with them. If the person is housebound there have to be solutions for how others/services can get to them, be there for the length of time needed and at the right time. This includes medical needs and associated services, getting shopping/food, help from Personal Assistants/carers, putting in place disability improvements to the home environment, deliveries, how friends/befrienders/family can see us.

Due consideration needs to be given to car-less disabled people who need to access to vehicles of different types and have to depend on those with cars. Being car-less is a big problem. Disabled people often have lower incomes, and when we need a car it can be extremely difficult to find a car and driver. I hardly know of a person with a car in Brighton. Car pools are not available to us unless we are the primary driver, which is impossible for many disabled people. Road closures/changes, or changes to Blue Badge parking spaces are yet another addition to the burden of being able to overcome mobility issues. Disabled people are still constrained in their travel options and this is the 21st century, it should be getting easier. It makes us much more likely to have to stay in our homes when we don't want to. It reduces our ability to go outside, to go longer distances and spend a longer time away from home - all in the way the non-disabled don't even have to think about. If we manage to get in a car we are constrained in terms of destination, parking and toilet facilities, travel opportunities. The Council needs to understand how difficult this is.

Many disabled people need better access to personal vehicles, not less access. The philosophy of 'less cars are good for disabled people' or walking 'will help solve problems of obesity' are unhelpful opinions and reflect the distorted view that other people are able to think properly for all disabled people.

Removing or changing Blue Badge spaces needs to be treated with more care. This can seriously affect people's lives and ability to live and work where they need to. We need a lot more Blue Badge spaces. Considerations regarding accessibility for Carer's Badges, taxis and other forms of non-Blue Badge vehicles need to be part of the mix.

The Council should be providing accessible services and situations for everyone. This needs to come from an understanding that disabled people are part of the everyday community. This seems to be consistently forgotten. This institutional forgetfulness impacts on both the mental and physical health of the disabled person. The Council likes to say it is inclusive, its actions show that Brighton Council isn't inclusive.

As our population has more elder people, considerations into the wellbeing, mobility and general living standards of people who are ill or housebound require more prominence. Road use is for everyone and everyone should be able to access everywhere. Particular attention needs to be taken in regards to elders and how they can continue to access the community. All people are needed and are valuable.

Disabled people should be able to live in all places in society as much as non-disabled people do. I am too ill to move home, but I shouldn't even feel that I have to. I have lived here for 15 years, all my life revolves around here and I am valuable here.

As a reduction in car use is encouraged there needs to be an equal realisation that mobility issues are to be considered within this. 'Green' politics should include solutions for all people, not simply 'most' people, as otherwise you're simply missing out parts of society. Taxes are paid by all, and the Council is supposed to develop nuanced policies that enable access for all. When thinking about mobility you have to think about everybody and this includes the housebound, people that can't walk or ride bicycles, or use public transport. Sometimes it is only direct 'to front door' solutions that work properly. If you're not prepared to think about us, you and your policies are then discriminating against us. Societal problems become compounded when the same people are continually left behind and not considered in terms of policy. The whole point of increasing inclusivity is to include everyone. There has to be an understanding that the use of personal vehicles will always be a necessary part of life to some people, instead of hoping this is a problem that will go away. Disabled people do, and should, live in all communities and need to be able to access all places that the non-disabled can. This is the point of being human. Society needs a mix of all types of people and not segregate certain areas to certain people. We cannot have solely pedestrianised areas in a town, it's immoral. People with mobility issues are a part of society and are to be seen as valuable, we can't be missed out of the equation. It seems when people are making decisions about mobility around the city we are forgotten. It's part of the problem of being housebound, if you are not seen, people have little interest in you. We are a vital part of society like everyone else, we aren't here to be ignored, and it's as if we don't exist. Tomorrow it could be your life that changes 'just like that'. So policies need to be responsibly constructed towards bringing visibility to people and situations that are not easily seen. Policies need to be orientated around us as well as everyone else.

At a time when walking and cycling are increasingly being bought together in urban environments Councils need to consider how this affects people with mobility issues. Having a mix that will include disabled pedestrians and cyclists on the same pathways is not good, safe practice. Street furniture, people using mobiles, bicycles on pavements, pavements not

being mended, street signs and cafe tables placed outside need to be addressed in regards to the whole range of people's needs in public environments, not simply the needs of people who can easily move around. When I could walk outside I used to be regularly bumped into and pushed over. Pushed and falling onto a pavement or road, or being crashed into by a bicycle shouldn't be part of the course for people with mobility difficulties. People with mobility problems should be able to walk on their own, in all environments and not be afraid of harm being done to them by other pavement users (walkers, cyclists and skateboarders). Having 'commuter cyclists' and pedestrians directed to use the same roadways is discouraging and intimidating for people with compromised mobility systems. We stay away from areas like this and from busy places. It is restrictive to our movements.

Whether these changes should be made permanent

This is no time to be making permanent changes. You are proposing changes that aren't for just a couple of years during the upheaval of Covid-19. You are attempting to change something forever during a Pandemic, when emotions are running high, when we have had three Lockdowns and when people have had significant personal challenges. At this time when sections of the community are unable to access proper communication, support and advocacy this is going against your civic duty as a council. The organisations that are usually able to help oppose such changes and can help develop new positive strategies are not functioning in the supportive way they did. Charities and support networks are doing other things.

I understand temporary measures, Covid-19 has damaged many things. The temporary measures though have in themselves caused many problems, and have personally led to not having my caring needs met. To then force these temporary measures into permanency without the full timescale and consideration is quite frankly appalling. This Pandemic has caused a narrowed field of view. You are presenting permanent fixed changes as the solution to this temporary situation. This is very short-sighted.

The general populous has had to remain indoors over the last year. I had hoped a new perspective would develop regarding what it is like to be housebound or have mobility issues. Perhaps a look at how disabled people move around the city, or how they can access services if they are housebound. Perhaps questions like 'how do people get food that can't walk to the shop?' But I'm not sure anyone's even thought about it. Within your statement of proposal, mobility issues aren't even mentioned as a category to focus on. Before considering if changes should be made permanent you need to let the dust settle, respect your disabled citizens and have a really good think what mobility means. I don't think you have a clue.

The narrative needs to be changed around mobility. There is a reason that permanent road changes have a usual consultation period of two years as it means the community can be involved properly. Road and pavement issues are about mobility and everyone is effected within this whether housebound or able to move freely. The current emphasis is geared towards those who can move around easily and looks at walking, cycle use, and public transport. Road-use includes disabled people that need vehicles, as well as others and we are substantially impacted by changes. Much longer term road-use issues concerning disability and mobility are being ignored. People with health and disability issues need to be able to go out easily and carers/Disability Personal Assistants are not able to do their job properly. As

the population ages problems like this will increase and you don't seem to even have us on your radar.

In regards to your preface commentary

- Your preface to TRO-12-2020 (Sydney Street and Gardner Street) states two different times - both 10am, and 11am as the start of weekday restrictions for vehicles that are excluded. This is confusing. It feels like you are not bothered in getting this right, whereas this is a change of road use that will severely affect me and other disabled people.
- The preface says it is an experimental change, whereas the proposed order says that is being looked at to be made permanent. Your wording is confusing. It is important to not take advantage of the pandemic to change road structure. Policies need to be thought through properly, and not pushed through due to 'Experimental Orders'.
- I don't agree at this point of public consultation, that the changes should even be considered to be made permanent. In regards to the timings of restricted access it is important to recognise that during the week Gardner Street isn't busy with pedestrians before noon.
- Gardner Street is a mixed residential and shopping area. People live here. We need to have deliveries, have our homes improved and have reasonable vehicle access to our homes. They give little room at either end of the day. If people wanted to move from the area it would be virtually impossible.
- These limitations are being proposed for the whole week - every day of the year, not for a few days of the week. Gardner Street is much, much busier at the end of the week than the beginning. There are many considerations here that I haven't been able to think of.
- Gardner Street is a mixed area, businesses may find it easier to organise delivery times for earlier in the morning, residents don't.
- The changes have created an excess of delivery vehicles trying to unload on North Road.
- If you are trying to crowd all deliveries here in the morning this will increase the noise to residents. Pre-Pandemic from 6am onwards lorries would be parked up keeping their engines on outside, shops like Infinity Foods had large deliveries pushed on large trolleys along the road very early. These changes are going to make this earlier period of the day much noisier.
- The proposal doesn't seem to mind about the amount of traffic or noise after 7pm, or the way Gardner Street was used as a 'free evening car park' pre-Pandemic.
- The predominant noise in Gardner Street isn't traffic, it is people. These changes are going to make Gardner Street more noisy.
- A concern seems to be the impact on health within the city. The impact of Covid-19 has had a much harsher impact on disabled people, those with mobility problems, those that need care, those that cannot get out to shop or are otherwise housebound. Many of us were excluded from the term 'extremely clinically vulnerable' and unable to get 'extra help'. If this is being used as a reason these proposals haven't noticed this.
- Little regard is given to Carers and their ability to provide their services. They are a valuable workforce and a valuable part of society. They need to be able to park outside if their work involves needing a vehicle.

- There is no mention of disabled people or people with mobility issues as a specific group, unlike pedestrians and cycle-users. We interact with space, roadways and pavements differently. It may be other people that go outside for us or deliver things to us. A much greater understanding of the term mobility needs to be developed by the Council and Highways Department.
- You state this will make people healthier. It seems that outside parties seem to like to tell others ‘what would be healthy for’ them. Maybe you should ask us as people what would be healthier for us. Disabled people get pushed pillar to post depending upon the latest trends. To let you know, this proposal will increase the ill health of people who need cars in order to be mobile and healthy. I will be stuck inside, lacking medical care and lacking social interaction and friendship because of this proposal. Does this sound healthy to you? Better housebound health services, having opticians and dentists that will actually come to your house, rather than simply advertise that they do. Having good provision for those that provide care, and sociability, so they can easily access the disabled persons home is what is needed. There are a multitude of problems in trying to access services and this is making it much more difficult.
- It is good that Blue Badge holders have been considered, but there are much wider issues than Blue Badge. Not all disabled people have Blue Badges, but need to gain access to places by car. Many disabled people are car-less and rely on others. Disabled people have to use a variety of vehicles such as taxis and other disability vehicles. We rely on other people/vehicles for our health such as medical services, vehicles used by carers/disability personal assistants and social providers. More attention needs to be given to the types of vehicles that disabled people need access to. Housebound people are totally reliant on commercial deliveries for food, medication, vital items, and non-vital items-those that simply anyone else can ‘nip down the shop’ and buy.
- It is not clear at all at the barrier what is possible for Blue Badge holders on Gardner Street.
- Gardner Street is a part of the one way system that doesn’t go anywhere. It was generally delivery people, customers, Blue Badge bay users and the shop owners themselves parking/unloading here. There wasn’t that much moving traffic at all. In terms of car noise I didn’t hear much during late morning/afternoon. It’s always people that made the noise outside, so when pedestrians come back and interact with the city more, the noise will come back too. Saying the road changes will make it quieter isn’t true. Equally, pollution-wise closing Gardner Street in the daytime isn’t going to make much difference.
- You mention ‘giving extra space for pedestrian’s’, but last Summer and Autumn what happened was that shops put out tables, chairs, A-boards and other ephemera into the street. I understand that this was so customers didn’t go inside then, but we will be in a different situation soon and shops will be able to have customers inside. Having the shops’ ‘street furniture’ in the road forces people to walk closely together to get around things. In terms of Blue Badge car use this was really difficult.
- If making space is important for social distancing then Kensington Gardens is a much bigger problem. When I looked out of my window people weren’t social distancing, they were walking closely together.
- If your statement to ‘make it a quieter and safer area for cyclists’ means Gardner Street is being seen as a ‘cycle-through-way’, this is a really bad idea. The mix of pedestrians and fast cycles/skateboards doesn’t mix well, unless say on the seafront where there’s space. It would make more sense if there were ‘slow roads’ where all needs are met of walking, slower cycling and slower appropriate vehicle use. Those

with mobility problems can find cycles being used on the same place they have to walk really difficult, it doesn't encourage walking if you're likely to be bashed into.

- Taxi services do need to have access. At the moment there is a sensible and needed heightened awareness of women and safety. Women need to get directly to the door.

Please note:

If clarification is needed on any of the above I do have cognitive problems. I am not always good on the phone and email is the best way to contact me.

If this is raised in a public meeting, then do be aware that people such as myself cannot attend. If a housebound person can occasionally get out then the circumstances and environment have to be perfect for their health situation.

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse will help resolve some of the comments made.

Objection 3

I am objecting to this and other proposals that further limit access to areas previously allowed by taxis, as many of our customers are elderly, infirm, and with limited mobility, and need to be dropped off or picked up in areas that the Council are proposing to block off to vehicles.

Once these measures are put in place "temporally" they will become a fixture which will not be able to be reversed, unless a Council official is prepared to put in writing that this is not the case?

The Coronavirus that we are currently living through, must not be the excuse by this Council to rush through proposals that are able to bypass the "due process" by which all matters appertaining to changes in traffic regulations are dealt with and discussed by all parties concerned, including the Trade Taxi Forum.

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse will help resolve some of the comments made.

Objection 4

This notion is supported in principle, as it will make Gardner Street more welcoming to pedestrian customers, but with the follow reservations from a business perspective:

- Deliveries - closing the road will require delivery drivers to transport goods to us using wheeled trollies, therefore leaving their vehicles at the access points to the road and causing further traffic congestion in North Road or Church Road - they will need parking areas to safely leave these vehicles whilst they are away from them. Timed deliveries and early

morning deliveries are not practical for our drivers as they are often delivering to multiple locations on any one trip. Shops in Gardner Street usually open after 10am and therefore staff would need to be paid additional wages to receive deliveries before 10am.

- Large deliveries will have an issue with this - many shops receive goods on a pallet and delivery drivers are not equipped to bring these down the street on a trolley and therefore this will cause even longer use of holding areas

- Maintaining the closure to 7pm seems excessive - the shops mainly close between 5 and 6 and whilst there are night time venues on the street, these are not in the majority. Many business owners use the street to drop off and pick up stock and equipment in the evenings
- suggestion that 4pm is more suitable as other town do

- There will be loss of 5 disabled parking spaces within Gardner Street - these are often used by our customers to access our shops and allows them to shop in the North Laine - will these be replaced?

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse will help resolve some of the comments made.

Objection 5

Whilst we support this in general principle, we cannot click "support", as some details need to be more fully understood, documented and communicated and actions agreed with businesses BEFORE implementation, eg:

1) Closure Hours:

Closure 10am to 7pm weekdays is too long. Many businesses close around 5-6pm and use time immediately afterwards to pick up / drop off stock, Suggest 5pm would be more appropriate.

2) Deliveries:

If vans can't deliver to the shop fronts during the day during opening hours, when most of them happen now, how would this affect businesses and cluttering of adjacent east-west streets with parked delivery vehicles?

Any suggestion of "timed deliveries in the morning before opening" are impractical. For example we have multiple suppliers (50+) who all use the main courier companies at different times of the day, not just one single delivery per day like eg Sainburys. We can't dictate what time DHL / UPS etc deliver to us.

Most Gardner St businesses on the west side can only receive goods only via their front entrance as Orange Row is too narrow for vans and other shops do not have rear entrances.

Most businesses in Gardner St are run by only one person (especially with a slimmed down workforce at the start of Covid-19 re-opening). That one person cannot be expected to be present from pre-opening to receive deliveries at an unspecified time and then run a shop all day. Paying for additional staffing hours before opening will jeopardise profitability and survival (the opposite of what you are trying to achieve).

Provision needs to be made for couriers to stop without being ticketed at either end of Gardner St so they can "trolley" boxes to the delivery address (as in Kensington Gds)

3) Disabled parking access:

Around 5 disabled parking spaces will be lost in Gardner St. What alternative will be provided?

4) Traffic flow impact on other roads:

Gardner St is the main route from the West (from North Rd) into the 100's spaces NCP car park on Church St. Many delivery vans drive along Gardner street to drop off.

This traffic will then need to go a longer route driving east via North Rd and south via Valley Gardens to return west up Church St. Unexpected congestion in Valley gardens / traffic signal timings will need to be taken into account

This will be a bigger problem if Queens Rd is closed to southbound traffic (as reported in the Argus), as cars will need to turn down North Rd instead and add to Valley Gardens traffic.

We suggest REVERSING the one way flow in Regent Street, so that traffic can turn right off North St, to then enter Church St and the NCP etc. This will eliminate any extra traffic flowing down through valley Gardens and the bottom half of Church St.

These are just examples and I'm sure they could be overcome - with careful thought.

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse will help resolve some of the comments made.

Objection 6

"In general, I think that this is a great idea and support it. I think the pedestrianisation of the area at the weekend works well and really adds to the feel of the area. However, I think that 10-7 is longer than is helpful and needs reconsidering.

We measure footfall on the street at the times that our shutter is open (generally about 9.30 - 7.30). I'm happy to share the data with you if helpful. Over the last 12 months, on weekdays 91% of the footfall has been 11 - 5 therefore I would suggest that this would be a more appropriate time to close the street.

This would give residents and shopkeepers some time to get down the street and load/unload before + after the period. Most lorry based deliveries (to the pubs, restaurants etc.) happen pre-11 so it would allow those to happen without blocking the other streets and allow some of the normal van based deliveries to be able to get in prior to the closure.

I couldn't see plans for loading bays, but I assume that the number of bays on North Rd + Queen st would be significantly increased if this were to go ahead as they are already very difficult to get a space in on weekends when they are used less. If this has not been considered then I would think that at least another 3 will need adding at either end to make this workable.

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse and the adjustments of opening times will help resolve some of the comments made.

Objection 7

I think the proposal in principal is good and beneficial. I have a shop on 34 Gardner street. However I have reduced my opening days (Thursday to Sunday) and hours (11-4) due to the quiet trade, school closure childcare issues and staffing costs. Therefore i think starting at midday would be ideal: the streets don't get busy until then, that would help the cafes and pubs and shops and for business critical deliveries and couriers and The odd customer who wants to nip down in a car it allows for that: I also need to drop boxes and. Stock off in the morning and rely on having the loading bay outside.

It would make thing more difficult if the road was closed so early.

Please take note, I am a trader, work with the north Laine community and the BID. Thank you.

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse will help resolve some of the comments made.

Objection 8

I have lived on North Road for 32 years and have seen many incidents of pedestrians walking from Gardner street to Kensington Gardens straight onto North Road assuming its safe

North Road has a speed limit of 20 miles per hours which is not the average speed used - especially the buses and taxis that speed down the street at all times of the day

The fact that the traffic lights are at the junction of Gardner Street is one of the problems as cars try to beat the lights

North Road is known to most residents as a rat run - the traffic is very fast most of the time and needs to be seriously taken into account if Gardner street is to be closed every day

Or that part of North Road also needs to be closed also - this I believe will slow the North Road traffic and make it safer for all

Maybe also close Upper Gardner Street during the week and not just on Saturday for the market and re route the traffic away from the area completely

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse will help resolve some of the comments made.

Objection 9

I am a resident of Tichborne St and the daily closure of Gardner St limits accessibility to our road. If approaching from North Rd we then have to drive to Grand Parade then right up Church st to access TS instead of driving through Gardner St a much shorter drive.

If there are no spaces on TS then we have to do this loop again to access the nearest roads in Zone Z in Portland St and Spring Gardens.

Apparently the barriers should only be half closed but I have seen both barriers down on many occasions.

Therefore I object to the permanent closure of Gardner St unless there is access to residents as well.

Mitigation Measures.

The recommendation to allow the Gardner Street ETRO to lapse will help resolve some of the comments made.

Comments in Support

"An absolutely brilliant move by the council. I wholeheartedly support it for the following reasons:

1. Sydney Street now has a 'destination' feel about it, as it does on the weekends
2. It allows for a cafe culture, with cafes on both sides of the street to enjoy more outdoor seating and pleasant environment
3. More pedestrian footfall means more customers for local traders
4. This has almost entirely solved the issue of motorists turning illegally into Gloucester Road (which is one way, east to west)
5. Less traffic noise for residents, not just in Sydney street: Gloucester Road and Kensington Street residents benefit greatly
6. Less pollution for residents, not just in Sydney Street.
7. Less congestion in evenings along the south end of Kensington Street, where motorists were formerly using Sydney/Kensington as a rat-run onto North Road.

8. Sydney Street's pavements are narrow and totally unsuitable for effective physical distancing during this, or future pandemics. More walking space means greater ability to distance.

9. Pedestrianisation makes the North Laine an even more attractive shopping and tourist area, which is excellent for tourism and repeat tourism.

10. Can be held up as an ideal example of how a car-free Brighton city centre will benefit tourism, retail footfall and air quality as a car free zone

11. Ultimately, there is no good reason for Sydney Street to be open to traffic in the day. Alternative routes, such as Queens road, already exist and are better suited to heavy traffic loads. Sydney Street was nothing more than a rat-run.

Please implement this traffic order permanently."

I am fully supportive of the closure to traffic in Sydney Street. It is absolutely great for pedestrians to safely walk to the shops and visit neighbours without the traffic driving through. Please continue beyond the trial to a permanent 10am-7pm closure. The only improvement I would make is to stop cyclists as well, as they too are a danger to pedestrians. Well done to the Council for doing this!

This is fantastic! Since this has come into place I've noticed so many more people walking through these streets and generally enjoying their shopping experience. I think this has been really important as a green city to reduce the amount of roads which are dominated by cars constantly, especially when there are other routes available.

