

**Old Town  
Traffic Improvement Proposals  
July 2012**

**Consultation Report**

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## **Old Town Traffic Improvement Proposals**

### **1 Background**

The Old Town is the area bounded by East Street, North Street, West Street and the sea and forms the historic core of Brighton. The Old Town is one of the major destinations in the city for tourists and locals alike, offering a mix of history and heritage, shops and restaurants. The area retains its busy, bustling feel throughout the year and in the summer the Old Town becomes even more popular as tourists numbers swell, filling its many bars, cafés and restaurants.

A significant proportion of traffic in the Old Town is through traffic, with 40% of vehicles entering the Old Town via Ship Street leaving within five minutes.

At 17 September 2009 Cabinet Meeting, officers were requested to consult on improvements to the Old Town area.

### **2 Headline Results**

565 responses were received, 197 of these (35%) were received on-line through the council's consultation portal and 368 (65%) were survey forms returned by mail or collected at public exhibitions.

Response rate from the mailing was approximately 16.5%<sup>1</sup> which is an average response rate for a consultation. 17% of the total number of respondents were residents of the Old Town.

- The majority of respondents (66%) favoured a traffic reduction scheme (either Option A or Option B).
- The majority of respondents favoured allowing access for vehicles in the Old Town at all times (52%).
- The majority of respondents favoured the pedestrianisation of Boyce's Street (66.8%)

### **3 Methodology**

Information leaflets and questionnaires were mailed to 2436 property addresses 1436 of these were in the local area. As the area is important for its historic character, a further 1000 consultation packs were sent to random city-wide addresses. All property addresses were drawn from the Land & Property Gazeteer via the council's GIS system. Prepaid envelopes were included for replies.

Two public exhibitions were held in the local area at:

- Friend's Meeting House, Ship Street, Thursday 14 June, 12 noon-8pm and Saturday 16 June, 9am to 5pm

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<sup>1</sup> This figure includes returned forms plus those who identified themselves as being residents or business/owner managers in the Old Town.

- Bartholomew House, Bartholomew Square, Thursday 28 June, 8.45am to 4.45pm

The consultation was also advertised on the BHCC's website and Twitter feed. It was featured on BBC TV news and on BBC radio and in the Evening Argus, where it was the most popular story on the Argus website for 2 days. Stakeholder groups were also sent information.

## 4 Full Results

### Q1 Are you?

Respondents could tick as many as applied to them.

	No.	% <sup>2</sup>
A resident of the Old Town	100	18
A resident of Brighton & Hove who does not live in the Old Town	290	51
Owner or manager of a business in the Old Town	167	29.5
Other (includes 14 people who work in the area, 7 visitors to the area and 3 taxi drivers)	31	5.5
<b>Total</b>	<b>588</b>	

### Q2 Which is your preferred option?

Question 2 showed plans for two traffic reduction schemes for the Old Town Area. The majority of respondents (66%) favoured a traffic reduction scheme (either Option A or Option B), whilst 32.2% favoured leaving the area as it is.

	No.	%
Option A	256	45.3
Option B	117	20.7
Leave as it is	182	32.2
No reply	10	1.8
<b>Total</b>	<b>565</b>	<b>100</b>

69% of those favouring a traffic reduction scheme, favoured Option A.

Looking at the preferred options by the way respondents answered Question 1 above, we see that although the highest percentage of respondents favour Option A, the table below show that residents of the Old Town and Owners or managers of businesses in the Old Town favour leaving it as it is.

<sup>2</sup> Of total respondents (560)

Q2 Which is your preferred option x type of respondent	Option A		Option B		Leave as it is	
	Number	%	Number	%	Number	%
A resident of the Old Town (98 total)	35	35.7	19	19.4	44	44.9
A resident of Brighton & Hove who does not live in the Old Town (285)	167	59	59	20.5	59	21
Owner or manager of a business in the Old Town (163)	45	28	36	22	82	50

### Q3 If access to the Old Town was restricted, would you prefer?

	No.	%
a) Vehicles requiring access are permitted in the Old Town at all times	292	52
b) Vehicles requiring access are only permitted in the Old Town at certain times of the day, or days of the week	208	37
c) Other	35	6
No reply	30	5
<b>Total</b>	<b>565</b>	<b>100</b>

Looking at the preferred options by the way respondents answered Question 1 above, we see that local residents, residents of Brighton & Hove and Owner or managers of businesses in the Old Town all favour allowing vehicles that require access to be permitted in the Old Town at all times.

Q3 If access to the Old was restricted which is your preferred option x type of respondent	Option a)		Option b)		c) Other	
	Number	%	Number	%	Number	%
A resident of the Old Town (87 total)	59	68	24	27.5	5	5.7
A resident of Brighton & Hove who does not live in the Old Town (282)	136	48	126	45	20	7
Owner or manager of a business in the Old Town (154)	92	60	55	36	7	4

If respondents answered “Yes” to Q3b) Vehicles requiring access area only permitted in the Old Town at certain times of the day, or days of the week, they were then asked to give details. This has elicited a whole range of responses, 70 respondents mentioned specific times and these have been plotted on the chart in Appendix A. The bulk of responses show that respondents feel a period in the middle of the day should be where access is not allowed.

Respondents who mentioned times of the week in their comments said this:

<b>Apply restrictions on the following days of the week</b>	<b>Number of times mentioned</b>
Apply restrictions Monday to Friday	23
Apply restrictions all week	14
Apply restrictions Monday to Saturday	6
Apply restrictions on specific days eg Monday and Thursday	6
Apply restrictions weekends only	3

#### **Q4 Would you support the pedestrianisation of Boyce's Street?**

This question was added at the request of Cllr Jason Kitkat. A small number of questionnaires without this question had already been printed and distributed at public exhibitions before the revised version was available.

	<b>No.</b>	<b>%</b>
Yes	378	66.9
No	144	25.5
Not asked	21	3.7
No reply	22	3.9
<b>Total</b>	<b>565</b>	<b>100</b>

Looking at the preferred options by the way respondents answered Question 1 above, we see that local residents, residents of Brighton & Hove and Owner or managers of businesses in the Old Town all favour the pedestrianisation of Boyce's Street but business owner / managers and residents of the Old Town show lower levels of support than city-wide respondents.

<b>Q4 Would you support the pedestrianisation of Boyce's Street x type of respondent</b>	<b>Yes</b>		<b>No</b>	
	<b>Number</b>	<b>%</b>	<b>Number</b>	<b>%</b>
A resident of the Old Town (96 total)	56	59	32	33
A resident of Brighton & Hove who does not live in the Old Town (290 total)	219	75	53	18.4
Owner or manager of a business in the Old Town (167 total)	93	56	62	37

#### **Q5 Do you have any other comments about why you need access to the Old Town, or how you would like traffic to be managed in the Old Town in the future?**

Comments in answer to this question have been themed as follows:

<b>Positive comments</b>	
Changes to the layout will increase footfall and generate economic growth	10
<b>Negative comments</b>	
This will harm the local economy	16
These proposals are anti-car	6
Am worried that area will be colonised by cafes and bars/ create anti-social behaviour	2
This will inconvenience residents	1
<b>Pedestrianisation</b>	
In favour of pedestrianisation generally	24
Want roads to be like New Road	6
In favour of pedestrianising East Street	2
Don't want shared space scheme like New Road	1
Pedestrianisation attracts noise and clutter	1
<b>Access</b>	
Access for deliveries needs to be maintained	26
24 hour access / general access is needed	11
Access is required for taxis	8
Cycle access must be maintained/ increased	7
Adequate access for weddings at Brighton Town Hall needs to be maintained	4
Access for builders/ tradesmen need to be maintained	4
Access for customers is essential	2
Traffic for access only would be good	2
Access is needed for customers to pick up heavy goods	2
Security companies need access to the area (BCRP – mobile support units)	
Emergency access is required	2
Access to private car parks is required	2
Access to doctor's surgery needs to be maintained (Ship Street)	2
Access to school is needed	1
Road closures will badly affect our business	1
Enforcement would be needed – signs are not enough	1
Limited access would be better	1
Access and parking is already a nightmare	1
<b>Traffic</b>	
Remove / restrict as much traffic as possible	16
Changes would cause more congestion and pollution	4
Ban all cars	4
Large lorries are causing damage / are a problem and this will make it worse	4
Changes would cause displacement traffic	2
Boyce's Street closure would create displacement traffic	2
Cycle access should be enhanced	2
Close Ship Street – it has become a rat run	1
Traffic should be limited to residents and businesses	1
<b>Parking</b>	
Remove all parking except for residents and loading/ reduce parking	5
Business – need better access to parking – concerned at paying £25 per day is not good for us	2
Reduce parking	1

Stop lorries parking on pavements	1
Concerned about loss of parking spaces	1
Phase out private car parks	1
<b>Disability issues</b>	
Access is needed for the disabled	11
There are not enough disabled parking spaces/ disabled parking needs to be maintained	6
More dropped kerbs/flat areas for wheelchair users/ disabled/ buggies	3
Taxi access is needed for the disabled	1
Disabled access for weddings at the town hall needs improving	1
Blocking of pavements by A-Boards is an issue for the disabled and buggies	1
There is a lack of awareness of the need for access for the disabled	1
<b>General</b>	
Destination not advertised enough – these proposals will cause traders to lose footfall	1

Letters and emails have also been received from the following individuals and groups and area summarised as follows:

**1) Woolley Bevis Diplock**

Acting for Freeholders Mr & Mrs MJB Diplock

24 Hour access is required for car park for partners, staff and clients.

**2) Brighton Society**

- Support reduction of vehicle movements, provided cycle routes are maintained
- Agrees with closure of Ship Street
- Agrees with the pedestrianisation of Boyce’s Street
- Option A is of limited benefit to pedestrians
- Option B is preferred

**3) LoveFit Café**

Representing 21 businesses on Brighton Square want:

- Traffic to stay as it is
- Have concerns about a loss of footfall and deliveries
- Car navigation is difficult already with so many pedestrians around and changes to the Old Town would make things worse
- Parking charges have increased with no improvements in public transport

The following traders from Brighton Square also agree with this letter

- |                      |                           |
|----------------------|---------------------------|
| Gold Coast Jewellers | Brighton Square Antiques  |
| Taylor Made Gallery  | Bloomingtails             |
| Street Thai          | Claire's Accessories      |
| Vogue Diamond        | The Classic Watch Company |
| Websters Pens        | Mazreku Jewellers         |



Angel bakery  
LoveFit Café  
Oasis Café  
Rounders Records  
Jaffa Hair

Giggling Giraffe  
Simply the Best  
Quinn Jewellers  
Fish & Chips  
Ring Jewellers

#### **4) Centurion Group**

Centurion Group are owners of Brighton Square Portfolio and own properties in Duke Street and Meeting House Lane.

- Concerned that the council should consider benefits of pedestrianising East Street for those properties and how the council might replicate this for properties on Brighton Square
- Concerns over loss of trade from preventing cars entering the Old Town altogether
- Would like the council to consider incentivised parking rates for users of the Old Town
- Concerns that deliveries under Option A would suffer. Businesses have to fall in line with time slots offered by suppliers and not the other way around.
- Want combination of Options A and B

#### **5) Brighton Media Centre**

- A gradual closing down of roads in the Lanes leads to bottle necks when deliveries are made.
- Variety of businesses will be affected in changes to deliveries and supplies, leading to loss of vitality of the area

#### **6) Madame Geisha**

Concerned about not having vehicles coming through East Street and that taxis will still drop off and pick up causing a hazard

#### **7) East Street Businesses**

A number of East Street businesses signed to the following:

- In favour of Option B
- Ideally want East Street closed between 11 and 7 every day....
- Access before 11 for deliveries and after 7 for taxis and cars.

And have further queries and requests in the comments section.

The Whiskey Shop  
Alexa  
Paperchase  
Jezebel  
Toni & Guy  
Scoop & Crumb

Gap Kids  
Jones the Bootmakers  
Terre a Terre  
Time Out  
Indian Summer  
Lola Lo

## **8) Food for Friends**

Concerns about damage caused by large vehicles getting worse under Option B so in favour of Option A, but allowing deliveries within certain constraints and times.

## **9) John A Tuffin & Co LLP Chartered Accountants**

Not in favour of Option A or B. Want Access Only signs with no off street parking (other than disabled parking) at the junction of Middle Street/ Kings Road and North Street/ Ship Street and removal of the on-street parking (other than disabled parking) in Middle Street/ Duke Street/ Ship Street to deter much of the other traffic.

## **10) Paul Goble**

Owns a shop in the Old Town. Needs constant access and is concerned that traffic would increase through the one street resulting in more congestion and pollution. Is concerned that permit holder parking bays will be reduced and therefore would like charges for these reduced accordingly

## **11) Ship Street, Ship Street Gardens and Middle Street Residents' Association**

Neither Option A or B are acceptable and are not in favour of pedestrianising Boyce's Street.

## **12) Ship Street Surgery**

Ship Street Surgery provides NHS services for city centre patients and hosts the central MSK service (Muscular Skeletal and Knee Problems). Patients with mobility problems will need access services and sometimes assistance to alight and board vehicles.

Preference is either Option B with clear communications to patients or C leave it alone.

Also have private car park in Black Lion Street to which 24 hour access is needed.

## **13) Regency Leisure Arcade**

Opposed to pedestrianisation of Boyce's Street as it will create bottlenecks for traffic and deliveries and not allow access to our premises. Promoting of a drinking culture on doorstep of inner City primary school appears to disregard the needs of the school children.

## **14) Bricycles**

Support traffic and speed reduction. Prefer Option A.  
Strongly believe 2-way cycling should be in place on all streets.  
Don't want Boyce's street to be cycle free – question does not cover cycling.

## **15) Taxi Forum**

Have concerns for the providing and affordable and effective service and want to keep Boyce's Street, Ship Street and Albert Street open (and in that order of importance).

Best solution is to turn the area into shared space akin to New Road.

## Demographic Information

<b>Gender</b>	<b>No.</b>	<b>%</b>
Male	307	54.3
Female	197	34.9
No reply/ prefer not to say/ other	61	10.8
<b>Total</b>	<b>565</b>	<b>100</b>

<b>Age</b>	<b>No.</b>	<b>%</b>
18-24	13	2.3
25-34	86	15.2
35-44	132	23.4
45-54	102	18.1
55-64	65	11.5
65-74	42	7.4
75+	11	1.9
No reply/ prefer not to say	114	20.2
<b>Total</b>	<b>565</b>	<b>100</b>

<b>Disability</b>	<b>No.</b>	<b>%</b>
Yes	55	9.9
No	428	75.8
No reply/ prefer not to say	83	14.5
<b>Total</b>	<b>565</b>	<b>100</b>

<b>Types of disability</b>	<b>No.</b>	<b>%</b>
Physical	35	63.6
Sensory	3	5.4
Mental health	8	14.5
Learning	5	9
Long-standing illness/ condition	27	4.9
<b>Total respondents with disabilities</b>	<b>55<sup>3</sup></b>	<b>100</b>

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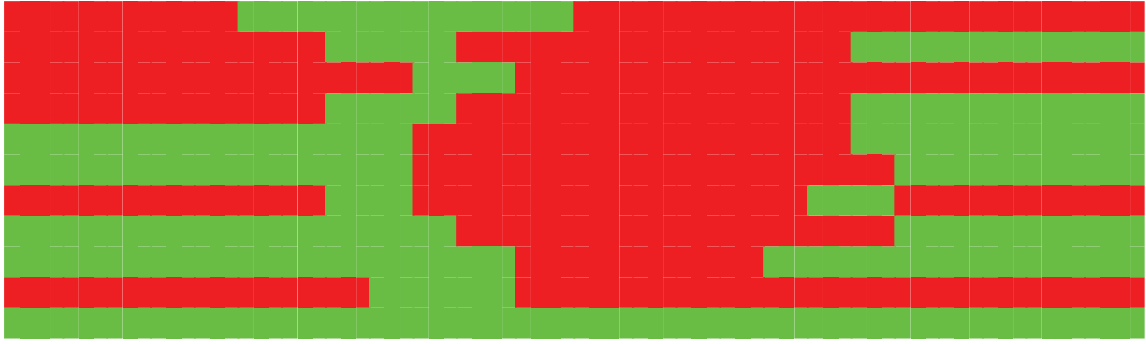
<sup>3</sup> Some respondents had more than one type of disability

Q3b) What times for vehicles requiring access?

Time (left is 12 midnight) red = no access, green = access allowed

12 1 2 3 4 5 6 7 8 9 10 11 12 1 2 3 4 5 6 7 8 9 10 11





Letters received in full

1) Woolley Bevis Diplock



Brighton & Hove City Council  
 Hove Town Hall  
 Norton Road  
 Hove  
 BN3 3BQ

date 07 June 2012  
 our ref RH/E/VL/W00059-93  
 your ref

Dear Sirs

**"Old Town Traffic Improvement Proposals"**

I return your questionnaire form relating to the above-mentioned proposals duly completed.

So far as question 5 is concerned, my firm are the Lessees of "Lanes End House", 15 Prince Albert Street, Brighton, BN1 1HY. We also act for the Freeholders, Mr and Mrs M J E Diplock.

Our premises at Lanes End House include a car park area at the front of the building which is used by our partners, staff and visiting clients. It is absolutely essential for the purposes of our business that free access is required at all times (i.e. 24 hours a day for every day of the week) for the benefit not only of our partners, staff and clients, but also for business deliveries to our premises. Any restriction on the access to and user of our car park would constitute a serious loss of amenity which would significantly devalue not only the premises but our business. Furthermore, it is essential that we continue to enjoy free access to our car park without the requirement for any written permits or other documentation from your Council.

Please acknowledge receipt of this letter and confirm that no matter what improvement proposals are implemented by your Council, our access to and use of our car park will not be fettered in any way.

Yours sincerely

Richard Edmondson  
 Partner  
 for and on behalf of Woolley Bevis Diplock LLP  
 richard.edmondson@wbdllp.com

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 \*Always a member of the LLP. \*Always a member of the Society of Trust and Estate Practitioners.

## 2) Brighton Society

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### Tom Campbell

**From:** Delia Ives [deedyi@me.com]  
**Sent:** 22 June 2012 20:53  
**To:** Old Town  
**Cc:** Selma Montford  
**Subject:** Old Town Traffic improvement proposals.

The Brighton Society comments on the proposals as follows:-

- 1) The Society wholeheartedly supports any measures to reduce vehicle movements in the Old Town provided that cycle routes are retained.
- 2) The Society agrees with the suggestion in both proposals A & B for closure of Ship Street at the North Street end and the pedestrianisation of Boyces St..
- 3) We are concerned that Option A would produce limited benefit for pedestrians. We suggest that, at present, far more drivers are seeking parking places than are finding them, and, if the proposed restrictions are enacted drivers seeking to park in the Old Town will simply learn to access it from the seafront. Consequently vehicle movements will be largely unchanged.
- 4) Option B is preferred since it establishes a permanent pedestrian-only zone in Prince Albert Street. This need not preclude introducing further restrictions in the future.

Delia Ives

Brighton Society Committee



### 3) LoveFit Café

LoveFit Cafe  
14 Brighton Square  
Brighton  
BN1 1HD

22 June 2012

FAO Brighton & Hove City Council

Dear Sirs

**RE: OLD TOWN TRAFFIC IMPROVEMENT PROPOSALS**

I write on behalf of 21 individual traders of Brighton Square regarding our concerns over the old town traffic improvement proposal. On the basis of the proposal presented as it is we believe that none of the suggestions are acceptable in their current format and feel strongly that the traffic flow in and around the old town should be left as it is. Without seeing what the council is planning to put in place of the lost traffic to improve business operations and footfall we find it difficult to see any benefits.

Brighton Square footfall is considerably lower than the surrounding Lanes and North Laines and we believe stopping cars entering the old town altogether would only add to this problem as local people will be put off coming into the area to shop and dine. The restrictions would also cause problems with the trader's ability to make and receive deliveries to their units, the only access being via Brighton Place. Loading restrictions would not be acceptable as we all need vehicular access to Brighton Square for loading purposes at various times during the night and day.

Already the Market Street and Brighton Place area of the Lanes is semi-pedestrianised with allowances to access the underground parking and for our loading facilities. Trying to navigate through this area in your car is sometimes incredibly difficult when there are so many people wondering around oblivious of the access rights for vehicles. If this was implemented throughout the old town then making deliveries would become a greater problem and the time taken to get into Brighton Square, drop off your delivery and then get back out would be impractical. For a small trader it is very important we are allowed to make these deliveries into our units as quickly and efficiently as possible at times to suit our business needs. Time is of the essence especially for those traders operating businesses solo.

The council has already increased parking charges by an astronomical amount and this combined with the recent 20% increase in bus fares is having a detrimental effect on both footfall in the square and takings in general. The government has now announced that several bus routes in the city are to be axed as a result of subsidy cuts. It is becoming ever more expensive and more difficult to get into the city centre which is discouraging tourists and local Brightonian's from visiting Brighton Square and the Lanes in general. Implementing this proposal would make things worse. We can only rely on tourism for several months of the year and this also depends greatly on the weather, the rest of the year we rely heavily and need to encourage more local people into town by making

access easier and cheaper. How do the council intend to do this? People like to use their cars to get about and this is something the council is neglecting to recognise. Pedestrianising the old town will result in the loss of many valuable parking spaces that currently help encourage drivers into the Lanes and also supply a substantial income for the council from the parking revenue raised. We know of no new improved transport schemes being implemented by the council to encourage people out of their cars and into Brighton city centre by other transport means. Tourism from outside Brighton is our life blood for a large proportion of the year and it is clear the council's anti-car campaign will only serve to put more people off visiting our city primarily because of the expense to park but also the lack of parking spaces and the inconvenience of spending time trying to find a space. We are not aware of any plans being in place for a park and ride or improved and attractive transport links within and around the city centre.

Please see below a list of all the Brighton Square traders who share the view detailed above and unanimously support the option to leave the old town as it is. We all reject option A and option B.

Regards

Jason Bright

Director

On behalf of all the Brighton Square traders

<u>Unit Number</u>	<u>Company Name</u>
1	Gold Coast Jewellers
2	Brighton Square Antiques
3	Taylor Made Gallery
4	Bloomingtails
5 & 20	Street Thai
6	Claire's Accessories
7 & 8	Vogue Diamond
9	The Classic Watch Company
10	Websters Pens
11	Mazreku Jewellers
12 & 20 MH lane	Angel Bakery
13	Giggling Giraffe
14	LoveFit Cafe
15	Simply the Best
17	Oasis Cafe
18	Quinn Jewellers
19	Rounders Records
23	Fish & Chips
19 MH lane	Jaffa Hair
21 MH lane	Ring Jewellers

## 4) Centurion Group



22<sup>nd</sup> June 2012

FAO: Brighton & Hove City Council

Dear Sirs,

**Old Town Traffic Improvement Proposals – Consultation Response**

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11 Prince Albert Street  
Brighton, East Sussex  
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F +44 (0)1273 434 111

[admin@centuriongroupuk.com](mailto:admin@centuriongroupuk.com)  
[www.centuriongroupuk.com](http://www.centuriongroupuk.com)

On behalf of Centurion Group, a property company based in Prince Albert Street and with vested interest in the City's future through our strategic consultancy with multi-national investment partners and involvement on large scale schemes throughout Brighton & Hove and also, more importantly in this case, through ownership of The Brighton Square Portfolio and properties in Duke Street and Meeting House Lane; we are grateful for the opportunity to provide feedback within a public consultation and welcome the good intentions of this initiative within the Old Town, however I must raise some concerns in regard to this proposal's operational viability.

You will note the feedback from our traders in Brighton Square of their letter dated 22.06.2012; I appreciate these concerns and would like to elaborate on the points raised by them; as their views are influential on the decisions that we make as a landlord. Our traders statement that Brighton Square's footfall is '*considerably lower than the surrounding Lanes and North Laines*' is clearly a valid one and I would ask you to note that evidence supporting this is through the rental levels achieved in Brighton Square being consistent at circa £60 per square foot, In Terms of Zone A (ITZA), as opposed to lettings in East Street achieving a documented level of £210 ITZA. One can also note that lettings to the West and North of Brighton Square achieve rental levels in excess of £100 ITZA, which further supports the shortfall in critical mass drawing to Brighton Square and thus the reduction in demand from traders and the subsequent lower rental levels achieved. It could be argued that pedestrianisation of East Street therefore demonstrates direct benefit to property owners and traders on that road and it would be prudent to explore what the council can offer to reciprocate this benefit to Brighton Square and Meeting House Lane property owners and traders through these proposals?

Our traders also note that the stopping of cars altogether in the Lanes (which I assume relates to the proposal of Option A in particular), will be an additional disincentive for prospective customers travelling into this area. I agree with this point to an extent, however I would be keen to know that efforts have been made to address this point through these proposals and what alternative methods have been explored to replace this loss of trade; of which the answer given will determine the extent to which we are at a consensus with our

Centurion Group is a trading name of Centurion City Capital Limited.  
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traders here. One would envisage that the council could potentially offer an incentivised parking rate in the car parks or even on the seafront, through shopping locally in the Old Town area, possibly through redemption vouchers in shops once a customer spends a prescribed amount? Aside of alternative solutions, one immediate traffic flow solution in relation to Option A would in my opinion be to make better use of the South-East entrance or exit of the Black Lion Street 'Thistle' Car Park (adjacent to the Queen's Hotel); which would subsequently provide an opportunity to reduce the volume of traffic on Black Lion Street, which is sure to be higher in the eventuality of Option A. However I am not sure if Thistle Hotel is obliged to have control of this entrance or exit through their long leasehold rights. Perhaps this could be confirmed in due course.

A further concern raised by our traders was the increased difficulty for deliveries to be made and received in the outcome of Option A; which is an interesting and valid point. One of the main reasons for congestion currently within the lanes is the presence of delivery vehicles at any given time throughout any day. This issue of deliveries therefore poses a very current problem and this problem is likely to be in my opinion, completely unresolved by any options that have been proposed in this consultation, in fact if anything, aggravated further. It is notable at present that due to the lack of time restrictions for deliveries within the Old Town area in question, serious congestion takes place when heavy goods vehicles (HGVs) take to the narrow lanes at any time of day. Due to the nature of the lanes, it is then impossible for other vehicles to travel through the lanes simultaneously when this takes place; especially in light of the fact that the HGVs do not make best use of the prescribed loading bays that are provided through Ship Street, Prince Albert Street and East Street. I would stress that it is paramount for Brighton & Hove City Council to implement appropriate time restrictions and guidance for deliveries (with particular reference to deliveries involving HGVs) in this zone in any case, which will provide a much improved traffic flow throughout the lanes in general. On this note however, it is equally important to note that with particular reference to our traders in Brighton Square, and other local small & medium size businesses operating in the Old Town area, that are operated predominantly by Brighton & Hove residents, it is very difficult to establish the adequate level of bargaining power over suppliers to have them deliver at times preferable to the trader. Our traders in Brighton Square and Meeting House Lane inform us that they are typically inclined to fall in line with the delivery time that they are given by any supplier, at risk of not having a delivery arrive at all! We therefore have to take serious consideration to this when addressing delivery issues in relation to the traffic flow proposals. Furthermore, with our ownership including a private underground car park at present, accessed from Brighton Place (with circa 50 spaces that are let on short term licences), we clearly have interest in the potential methods for controlling access within these traffic flow options and I look forward to learning more about these methods in due course. We would welcome further discussions with the council as and when matters progress in this respect.

As I am sure you will appreciate, all of our traders have specific opinions depending on their own experiences and some will differ slightly from others, particularly those located on Brighton Place and Meeting House Lane, in comparison to those located in Brighton Square

itself; however they all share the same general view, which has been represented in their letter of 22.06.2012.

In respect of Centurion Group's views (aside of our specific responsibilities as a landlord), I believe Brighton & Hove is 'heading in the right direction' through exploring these proposals, however there are certainly some amendments to be made, and perhaps greater thought to be drawn to the utilisation of any pedestrianized space that is created through one the proposals in question, or indeed any proposal resulting in semi or full pedestrianisation; which may in turn help to justify the need for it, to those that are not fully supporting the initiative at present. Our thoughts are outlined below:

Option A presents probably the most drastic change to the lanes in terms reduction in traffic volume; but due to the high number of vehicles that would be required to access these areas for business or residence, it may be very difficult to efficiently manage and police. It would also be interesting to know how Brighton Town Hall is expected to efficiently maintain business for weddings and ceremonies with this closure in place. We welcome further ideas in relation to how this could perhaps be implemented. Option A is likely to provide (particularly for A3/A4 occupiers) the opportunity for increased outside 'alfresco' space; but this must be efficiently managed, to take into account the requirements of emergency services, refuse, delivery and business owner / resident access via the road. With this said, would it be the council's intention to consider changes in policy in relation to the balance of planning use classes for the pedestrianized roads, to promote and draw greater critical mass into these spaces. A good example of this is the work carried out by Horsham District Council in West Sussex in East Street, Horsham; which has subsequently resulted in a complete turnaround in use classes from A1 to predominantly A3; but has arguably provided a draw to Horsham and thus a solution for the area. Has the council explored any street activity / entertainment initiatives for a pedestrianized streets? As it would, at present, be solely a reduction of traffic and no increase in alternate activity to replace this (other than perhaps greater footfall, although this is unlikely at first). On this note, is the council able to provide information on the forecast costs of this Option at this time? It is difficult to scrutinise two proposals without the factor of cost included in the decision.

Option B in our opinion is not likely to reduce the overall vehicle flow as stated and if anything it may increase the intensity of traffic travelling through either Middle Street, Duke Street and Ship Street or Black Lion Street, the eastern part of Prince Albert Street and Little East Street. We believe that the pedestrianisation of Boyce's Street is certainly justified and presents great assistance to businesses on that road through increased footfall that will be resulting from this. A great concern is the volume of traffic likely to be apparent in Black Lion Street, through the increased numbers of vehicles entering the car park from this road and from the increased volumes of traffic entering the Black Lion Street, Little East Street 'circuit' through the Old Town. You might also find a notable increase in congestion at the furthest south end of Ship Street, which is a known difficult junction.

I believe it would be beneficial to see a combination of the two Options with the points raised above addressed, in order to arrive at an acceptable solution for the Old Town.

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Option B presents what would appear to be a reasonable level of access for vehicles but may not appropriately address the needs of those on foot and bicycle. It might therefore be prudent to narrow the roads that potentially are going to be open to vehicles, to provide wider pavements for those on foot and bicycle (with allocated loading bay areas and delivery times / appropriate guidance throughout the routing); therefore still promoting the overall increase in footfall throughout the entire Old Town area and also improving any prospective pitch for retailers. It is also apparent that North Street has not been addressed at all and this provides many important entrances and exits from the Old Town area, particularly from and to the gateway that is Brighton Station (which as we know is also undergoing traffic flow review and should involve some 'joined up thinking' with these proposals). With reportedly 4,000 movements a day (mainly from bus services), it is not an attractive boundary to the Old Town and it would be beneficial to address issues here. It is however noted and welcomed that the entrance to Ship Street from North Street would be closed, which does indeed help to reduce traffic flow; one would also go so far as to encourage vehicles exiting the NCP car park (accessed from Church Street) to use the Church Street exit, rather than the exit into Kings Street, which means that they subsequently contribute to the North Street traffic levels.

I look forward to hearing how Brighton & Hove City Council is looking to progress plans in the Old Town and once again I emphasise the fact that we welcome the good intentions within these proposals and see that, with some relevant amendments and stakeholder concerns addressed, it could be of great assistance not only to the traffic flow within the Old Town, but also to improving the quality of live and potential for improved business operations within this area. As you will know, Centurion Group is committed to improving our asset holdings in the Old Town and have a strong dialogue open with the planning department of the council on this at present.

I am always willing to discuss any points in greater depth (in my capacity at Centurion Group and indeed through Brighton & Hove Economic Partnership) and hope that you see the points raised above to be a positive scrutinisation, which is what we have intended to provide on these proposals, that show some true potential.

Yours faithfully,



Ed Allison-Wright  
For and On Behalf Of  
Centurion Group  
01273 434103  
ed@centuriongroupuk.com

cc Cllr Jason Kitcat

## 5) Brighton Media Centre

### RE: THE OLD TOWN TRAFFIC IMPROVEMENT PROPOSALS

As a business operator in this area of the City, we see and experience all that goes on in the way of access for all. We have seen how there has been a gradual closing down of the few roads in the Lanes and adjoining areas, and seen how this has created serious problems for all those living and working in the area. Even now, without these proposals in place, there is regularly a kind of thrombosis sets in, whenever there is a delivery vehicle or a taxi (typically) needing to stop in the road to carry out its mission. This leads to tailbacks, increased pollution, and delays already, so that vehicles are detained far longer than would previously have been required. That means that pedestrians and cyclists have to find their way around those stationary vehicles and their fumes.

By increasing the blocked-off sections, this can only deteriorate.

It may also have been overlooked, but the Lanes etc are certainly places where inhabitants of Brighton, and visitors, love to go and walk around.... yet the only reason that they wish to do this is because of the variety of businesses that are there for them to visit. If the supplying of those businesses is curtailed any further, there is clearly going to be a Law of Diminishing Returns taking effect, and the shops and offices etc will become less desirable, and frustration will increasingly build up.

At present, it is hard enough for these essential supplies to get in, and waste etc removed.

I would strongly recommend that these proposals are set aside, and the real needs to= fop all the users are taken into account.

One possible proposal would be to turn the existing roads into multi-user areas, just as was done in New Road – this would still allow traffic to move slowly through, and would increase the efficiency of delivering etc, and possibly reduce the waiting times for everyone. However, this would be very expensive to replace all the surfacing, and frankly, there are many more important things for the Council to spend its meagre funds on, that are for more deserving of priority.

So this is a plea to at least keep things as they are for now – there isn't such a problem that it needs more meddling!

Don Elwick  
Brighton Media Centre

## 6) Madame Geisha

**Olivia Reid**

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**From:** ji@madamegeisha.com  
**Sent:** 03 July 2012 20:56  
**To:** Olivia Reid  
**Subject:** Re: EAST STREET

Hi Olivia,

Out of the 2 options I am definitely in support of Option B, however am slightly concerned about East Street being closed off for the following reasons:

- Not having any vehicles on streets coming through East Street as normal will probably encourage pedestrians to mingle on and off the streets and make it their during the late/early hours.
- Concerned that taxi drivers will still drive down dropping / picking people up as it will create disturbance but also a health hazard for the above.

That's it really. Hope all is well with you.

Regards,

**Ji Park**  
*General Manager*

**Madame Geisha**  
75-79 East Street • Brighton • BN1 1NF  
t: +44 1273 727494 m: +44 7765 68648



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**From:** Olivia Reid <[Shop@terreaterre.co.uk](mailto:Shop@terreaterre.co.uk)>  
**Date:** Tue, 3 Jul 2012 06:49:00 -0700  
**To:** Ji Park <[ji@madamegeisha.com](mailto:ji@madamegeisha.com)>  
**Subject:** RE: EAST STREET

Hi Ji

Please let me know if you wish to be added to the s list regarding supporting: Option B of the 'Old Town Traffic Improvement Proposals'.  
Email confirmation is sufficient.

The consultation deadline is fast approaching.  
Kind regards,

Olivia

Olivia Reid

Marketing & Communications Manager  
Terre à Terre



7) East Street Businesses - Various

Business	Address	Name	Signature
INDIAN SUMMER	69 EAST ST BRIGHTON	P. SPADI	P. Spadi
SCOOP & CREAMS	58 6 EAST ST BRIGHTON	J. DICKSON	J. Dickson
TATTOO TEA	71 EAST STREET	P. TAYLOR	P. Taylor

Additional Comments:

1. Need Bike Racks  
in East Street Area  
as currently lots locked  
to lamp posts

## Old Town Traffic Improvement Proposals

### Q 1 Are you:

A number of businesses on East Street (lower) – to include a list of all businesses supporting this proposal

### Q 2 of the two traffic proposals, which is your preferred option?

Option B

### Q 3 if access to the Old Town was restricted, would you prefer

b) Vehicles requiring access are only permitted in the Old Town at certain times of the day, or days of the week.

Ideally East Street closed between 11-7 pm every day.

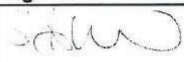
Access allowed before 11 for deliveries etc.

Access after 7pm for taxis and cars etc.

### Q 4 further comments

- Request for clarification on the = symbol used in plans. Closed with access?
- Will there be bollards? If yes to bollards, what will be the specification of these bollards?
- Will it be one way Bollarding?
- (Disabled and unauthorized parking within a pedestrianised hours ) - If parked within the closed area just before 11 and after, will they be fined/ removed etc? Note this happens on George Street frequently.
- Question re: tables outside on pavements. Are they allowed? Will each premises need to apply for a licence?
- Taxis can access from the taxi rank and leave via kings road even if road is closed off at Jones the shoes shop, Is this an issue?
- Add to future proposal – look at possible market or event usage of East Street.

### *'I support the above proposal'*

Business	Address	Name	Signature
Lola Lo	Unit 2 75 - 79 East St BN1 1NF	Saadia Ahmad (Co. Secretary)	

## 8) Food for Friends

**Tom Campbell**

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**From:** Food for Friends [info@foodforfriends.com]  
**Sent:** 04 July 2012 09:09  
**To:** Old Town  
**Subject:** Old Town Traffic Improvement Proposals

Dear Sir or Madam

I am the owner/manager of Food For Friends restaurant in Prince Albert Street. Having traded in the Lanes for many years I understand the issues with traffic in the Old Town very well. Recently I have had damage to the front of the restaurant and my signage many times as result of large lorries coming up Black Lion Street and trying to turn into Prince Albert Street. I have seen them hit my 'A-boards' on the pavement, I have seen them running over plant pots on the pavement, I have seen them nearly running over pedestrians and I have seen them getting stuck and holding the traffic up for hours. Your proposed Option B will make this problem even worse as ALL the traffic to Prince Albert Street and Bartholomew will be forced through Black Lion Street. Most traders I have spoken to on Prince Albert Street are in favour of Option A for a number of reasons:

- Option A will make the old Town a more attractive place for visitors and shoppers and therefore would benefit local businesses.
- Local businesses would like deliveries allowed before a certain time in the day within the constraints of Option A
- Option B is half-hearted and would NOT achieve what the Council and local businesses would want for the area.

Please could you pass these comments on if appropriate.

Kind Regards  
Ramin Mostowfi

Food for Friends  
17-18 Prince Albert Street  
Brighton, East Sussex  
BN1 1HF

Mob: 07818 057176  
Tel: 01273 202310

9) John A Tuffin & Co LLP Chartered Accountants



176  
**JOHN A TUFFIN & Co LLP**  
CHARTERED ACCOUNTANTS

12 - 13 SHIP STREET • BRIGHTON • EAST SUSSEX • BN1 1AD

TEL: 01273 202071 • FAX: 01273 327872

EMAIL: [JAT@JAT.CO.UK](mailto:JAT@JAT.CO.UK) • [WWW.JAT.CO.UK](http://WWW.JAT.CO.UK)

YOUR REFERENCE:

ROGER Q. A. TUFFIN A.C.A., T.E.P., F.I.P.W.

OUR REFERENCE:

RT/Ctr/

PETER J. TUFFIN F.C.A., F.I.P.W.

15<sup>th</sup> June 2012

Environment Initiatives  
Brighton and Hove City Council  
Room 501, King's House  
Grand Avenue  
Hove  
BN3 2LS

Dear Sirs

**Old Town Traffic Improvement Proposals**

I am responding to the consultation on behalf of my firm who have an office and car parking at the rear of our building at 11/13 Ship Street, Brighton, BN1 1AD.

**Option A**

We have daily need for vehicular access to our premises as do many of our clients. Arranging for access by the use of barriers, CCTV or permits would place an enormous administrative burden in enabling persons who need infrequent access to have access to our premises.

Furthermore, frequently Middle Street/Duke Street is blocked. Closing the entry point for Ship Street at North Street, would mean that there would be times when we (or our clients) would be unable to obtain access to our building. Closing the North Street/Ship Street junction would also mean that it would not be possible for access by the Emergency services when Ship Street is inaccessible through Middle Street. It could also have the effect of increasing the volume of traffic on Kings Road.

We would not therefore be in favour of Option A

**Option B**

Permanently closing the junction of North Street and Ship Street, which has been considered by the Council in the past and rejected, would pose similar problems for access to our premises as discussed in option A above. In addition, permanently closing Prince Albert Street would provide issues for deliveries to premises in that Street, and prohibit access by Emergency Services.

We would not therefore be in favour of Option B

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**Other Alternatives**

Clearly, many of the vehicles entering the Old Town area will be Taxis collecting or dropping off passengers. Placing signs "For Access Only – no off street Parking (other than disabled parking)" at the junction of Middle Street/Kings Road and North Street/Ship Street and removal of the on street parking (other than disabled parking) in Middle Street/Duke Street/Ship Street would probably deter much of the other through traffic that presently "leaves within 5 minutes", presumably looking unsuccessfully for on street parking. It would also enable road users with a genuine need to use the highway to have access to premises and would make the area more pleasant for pedestrians.

Yours faithfully



ROGER Q A TUFFIN  
JOHN A TUFFIN & CO LLP

## 10) Paul Goble

**Tom Campbell**

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**From:** paul goble [paulgoble1@yahoo.co.uk]  
**Sent:** 04 July 2012 15:14  
**To:** Old Town  
**Subject:** Old town traffic improvement proposals

To whom it may concern,

I am writing to oppose both options you propose regarding the old town. I am a shop owner and need constant access to my shop and our private parking, I understand you will grant this access but please see my concerns below:

The access would be the same and only access to the popular Lanes Car park therefore this would increase the amount of traffic passing through the one street, therefore more congestion and pollution in one concentrated area.

Queues will be long to gain access, resulting in more traffic especially along the seafront.

You state 40% of people wanting access only stay for 5 minutes, I would like to know where you obtained this number, as there are plenty of permit holders and car spaces that are constantly in use. Where due you propose these car spaces to be replaced? As there is obviously a need for them daily.

Permit holders have paid for the privilege to park in these bays will the price for a permit be reduced as the options of spaces are reduced?

I hope you take these concerns into consideration.

Kind Regards  
Paul Goble

## 11) Ship Street, Ship Street Gardens and Middle Street Residents' Association

Tom Campbell

---

**From:** Tony Pol [tonypol@visionantics.co.uk]  
**Sent:** 05 July 2012 14:46  
**To:** Tom Campbell  
**Subject:** Old Town Traffic Proposal

Mr. Anthony D. Pol  
Ms. Carol D. Smallwood  
Ansel Smallwood Pol  
Rafael Smallwood Pol  
5, Ship Street Gardens,  
The Lanes,  
Brighton,  
BN1 1AJ

Tel. Day 670699  
Tel Eve 727060

04/07/2012

Tom Campbell  
Old Town Traffic Improvement Proposal Team  
Environment Initiatives  
Room 501 King's House  
Brighton and Hove City Council  
Grand Avenue  
Hove  
BN3 2LS

Dear Sirs,

Having met with members of our resident's association on Monday we agree unanimously that neither of the two proposed options are acceptable since they both include the closing of Ship Street from North Street and the closing of Boyce's Street. The opinions of Old Town residents have not changed since the closing of the North Street entrance to Ship Street was first suggested in the road safety proposals of 2008. But now the suggested closing of both an entrance and exit to the Old Town would result in an effective strangling and asphyxiation of residents.

Closing the north of Ship Street and limiting vehicular access to the Old Town to King's Road alone would have all the negative effects we explained in our letter of 2008 entitled 'The Distinctly Non Green Option', the closing of Boyce's Street would be a final nail in our coffin.

Kings's Road has for many years been one of the most polluted traffic arteries in the South of England. Forcing all vehicles entering The Old Town to do so solely from King's Road would mean all residents', maintenance, delivery and emergency vehicles would have to join the sea front traffic which is frequently gridlocked: resulting in a huge increase in the already excessive CO2 emissions, vastly increased journey time, increased dissatisfaction of visitors and shoppers queuing for car parks, and the compromising of the response time of accident and emergency services.

Paving Boyce's Street and closing it to traffic would also massively increase journey times for residents and people using the car parks in Middle Street.

Aside from leaving all traffic access in the Old Town 'as is', Nick, the owner of The Coach House Restaurant Bar on Middle Street, suggests one reversal in traffic flow which would actually improve traffic access for residents and services. Traffic flow in South Street should be reversed which would mean that vehicles traveling south down West Street could turn left into South Street and then enter Middle Street without having to enter the jams on King's Road thus avoiding an

unnecessary increase in CO2 emissions.

Informed residents who drive know full well that at congested times the area can be reached by driving up Church Street, left into Portland Street, left into North Street and then right into Ship Street. These roads are hardly ever congested. A vehicle in motion is infinitely less polluting than one at a standstill in traffic on the seafront.

Ship Street and Middle Street are, of course, vital roads for vehicular access to businesses' garages and, in our case, disabled access since two of our family are disabled.

Regeneration of the Old Town Area is a very laudable aim but planners and green councilors must ensure that by tightening, constricting and eventually cutting off entirely the town's last remaining traffic arteries they do not create a very sick environment. Jason, our Green council leader has stated that, 'Green thinking is such a positive, joined- up way of looking at the world.' The impact of increased CO2 emissions which would be generated by the suggested traffic and pedestrianisation plans must be fully recognized in any plan that truly considers all relevant connections. Both the proposed options rather than presenting any joined up thinking continue to present divisions, dislocations and disconnections in and of the Old Town: its future evolution should be guided in great part by those who live within it.

Neither of the two 'proposed improvements' are acceptable at all since they would both limit functional access to the Old Town so radically that they would literally cripple it and hold it in a dense ring of pollution.

Mr. Anthony D. Pol

Ms. Carol D. Smallwood

Co-Chairmen Ship Street, Ship Street Gardens and Middle Street Residents' Association



## 12) Ship Street Surgery

10/05/2014

**Tom Campbell**

---

**From:** Stemp Mike (BRIGHTON AND HOVE CITY PCT) [mike.stemp@nhs.net]  
**Sent:** 06 July 2012 12:05  
**To:** Tom Campbell  
**Cc:** Adolfo Gracia  
**Subject:** Old Town Improvement Proposals

Dear Tom,

Further to my call to your office earlier this week we have reviewed the Old Town Improvement proposals and wish to provide the following response.

Ship Street Surgery provides NHS services for patients in the City Centre. We also host the central MSK service, for patients across the Brighton and Hove coming to the practice to see a consultant Physiotherapist for Muscular Skeletal and Knee problems.

To maintain these services it is essential that patients have full access to the practice. Patients with mobility issues will come to the practice by car or taxi and be dropped off in front of the surgery, and sometimes require assistance to alight in or out of vehicle.

Our preference is either Option B with clear communications to patients or C leave it alone.

The surgery is open 8:00am to 6:00pm Monday to Friday and has a late opening from 6:00-7:30 pm every Wednesday. We therefore require full access for our patients at these times.

Please note, we have a private car park in Black Lion Street from which clinical staff need 24 our access for example, when making a home visit to patients.

Kind regards,

Mike Stemp

Practice Manager  
Ship Street Surgery  
65-67 Ship Street  
Brighton BN1 1AE  
Tel. 01273 778622

\*\*\*\*\*  
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**13) Regency Leisure Arcade**

Regency Leisure Arcade  
63-64 West Street  
Brighton  
East Sussex  
BN1 2RA

Mr Tom Campbell  
Project Manager of Transport Planning and Policy  
Room 404  
Hove Town Hall  
Norton Road  
Hove  
East Sussex  
BN3 4AH

29<sup>th</sup> June 2012

**OPPOSITION**

**TO THE APPLICATION TO CLOSE BOYCES STREET, BRIGHTON**

Dear Tom,

Thank you for taking to time to chat through the above proposal last week.

Please find listed below our reasons for opposing the road closure of Boyces Street, Brighton. The easiest way to present our views is in the following format:

**CONS:**

1. Very heavy traffic congestion from both domestic and commercial traffic will result if Boyces Street were to close. Due to road closures around the area, such as no access to North Street when travelling from Middle Street coupled with the recent closure of the road that runs through the lanes and out onto the main seafront road. In conjunction with the proposal to close the road that runs alongside Brighton Town Hall means there will be fewer exit points for all traffic around this area. By closing off more and more exit routes, a bottle neck of traffic will result causing delivery drivers and businesses extreme frustration and delays when trying to take deliveries, get rid of their waste and generally operate within accepted parameters for successful trading.

2. Having a substantial number of large delivery lorries with fewer points of exit around this very busy area is, in our opinion, an accident waiting to happen, large lorries reversing, stopping and starting does not mix well with the level of pedestrians and tourists who visit this very desirable part of Brighton. Currently, Boyces Street provides an easy exit onto West Street for all traffic to either get back onto the seafront or travel north and out of Brighton thus easing congestion, helping to keep the traffic flowing.
3. We are extremely concerned that we will be unable to let three rental properties, vital for the residents and the student population who rely on good rentals, conscientious landlords and a suitable place to live. The aim of the Coal Shed and Fiddlers Elbow management is to apply for a license to be able to serve alcohol to the tables outside their premises, making the letting potential less desirable.
4. Promoting a drinking culture on the doorstep of an inner City primary school appears to disregard the needs of the school children. As the children play in the playground at lunchtime, raised voices, cigarette smoke and general adult banter fuelled by alcohol are likely to invade the playground. In our opinion, these two social groups do not mix well when both have the opportunity to be outside and within earshot.
5. Currently, Boyces Street is used as a very effective walk way for pedestrians as well as all types of traffic. No doubt, if the road were to be closed off this would create a bottle neck for pedestrians. Establishments in favour of having the road closed would inevitably take the maximum space available to them, cordon off their own areas with either chairs, tables, ropes, outdoor plants or anything else that could be used as an effective demarcation for their respective plots. Boyces Street is already narrow; anything added to narrow it further would look cluttered, untidy and create a bottle neck for pedestrians. Later on in the evenings, Boyces Street serves as a useful short cut for pedestrians who have enjoyed early drinks in the bars and clubs on West Street. In its current arrangement, provides an easy and effective access and exit routes for revelers to

make their way towards the lanes and beyond without the minimum of disruption and without having to negotiate their way around chairs and tables.

6. A huge number of parents use their vehicles to collect and drop off their children at Middle Street Primary School located on Boyces Street, inevitably there are always parents who for whatever reason need to use their vehicle to collect their child from school. We have been witness to this on many occasions and firmly believe should Boyces Street be closed this will add further congestion around school pick up and drop off times, increasing the danger for both children and parents.
7. We, as a family business have been located in West Street, Brighton for more than 30 years, having opened in 1981. During this time we have needed to access our business premises throughout the day and evening without interruption in order to run our business responsibly. This means planning errands and using Boyces Street in a manner which does not have an adverse affect on pedestrians and traffic. We have done this very well and respectfully since 1981.
8. Should Boyces Street close to traffic, there will be no access to park our Smart Car on our own premises. Currently, we are able to use the side entrance of our business, situated on Boyces Street, for the discreet and secure removal of money to bank which enable us to comply with our specific insurance requirements.

**PROS:**

1. To financially benefit those who are behind the proposal by bringing their businesses out into the street. The main proposers coming from the same property owner (Fiddlers Elbow and their tenant, who runs The Coal Shed). Please note, the tenant of the Coal Shed has

been trading for approximately six months and appears to want to extend his business

potential at the cost of many other long established businesses who have used the street

for its deliveries and through way successfully and responsibly for many, many years.

## **CONCLUSION:**

We are sure you agree that listed above are eight important, comprehensive and valid reasons why we are opposed to the proposal to close Boyces Street.

In our opinion there seems to be a huge divide between the purpose for closing Boyces Street. On one hand a few business's in the street have everything to gain and on the other, many, many established businesses including ourselves which rely heavily on clear access around the old town would be significantly disadvantaged if we are unable to use the road to manage our business effectively.

We appreciate your help in this matter. Should you require further clarification or information on any points mentioned please do not hesitate to get in touch. We await confirmation of receipt of this letter.

Yours sincerely,

Charles Heal & Jason Heal

Directors and Owners of:

Regency Leisure Arcade, 63-64 West Street, Brighton, East Sussex

62 West Street/Boyces Street, Brighton, East Sussex

14 Boyces Street, Brighton, East Sussex

15 Boyces Street, Brighton, East Sussex

16 Boyces Street, Brighton, East Sussex

## 14) Bricycles



2 Glovers Yard  
121 – 123 Havelock Road  
Brighton  
BN1 6GN

9 July 2012

Tom Campbell, Project Manager,  
Brighton & Hove City Council,  
Hove Town Hall, Norton Road,  
Hove BN3 3BQ

**RE: Old Town Traffic Improvement Proposals**

Dear Tom,

I am responding to the on-line consultation on behalf of Bricycles (the Brighton and Hove cycling group) and Brighton and Hove CTC.

We support traffic reduction and traffic speed reduction. We prefer Option A as we believe this is more likely to enable cycling and walking.

We note that the consultation document includes the following statement on page 2:

### Cycling

The proposed road closures will not apply to cyclists. As part of the detailed design 2-way cycling will be considered for each road within the Old Town.

We strongly believe that 2-way cycling needs to be in place in all streets. We would like assurance that 2-way cycling will be possible on all streets, because "consideration" of 2-way cycling sounds as though there is some doubt that it will be in place.

We would like to raise a point about Question 4 in the questionnaire which asks:

**Q4 Would you support the pedestrianisation of Boyce's Street?**

There are only yes or no options. We would like to suggest that this kind of question should be rephrased along the following lines:

**Q4 Would you like to see Boyce's Street being made traffic free?**

The reasons for this are clear. Why include cycling in a restriction which is essentially about motorised vehicles? Is it specifically necessary to exclude cyclists, or is it simply that "pedestrianisation" is a more familiar term?

Please send an email acknowledgement of this letter. Please keep us informed of progress on this consultation.

Thank you,

Yours sincerely,

Becky Reynolds  
Bricycles Campaigns Officer and Bricycles News Editor - [www.bricycles.org.uk](http://www.bricycles.org.uk)  
CTC Right to Ride Representative, Brighton and Hove [www.communicate.co.uk/sussex/ctcbrighton](http://www.communicate.co.uk/sussex/ctcbrighton)

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## 16) Taxi Forum

Tom Campbell

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From: claire.ottewell@engagesolutions.org.uk  
Sent: 21 May 2012 19:45  
To: Tom Campbell; David Parker  
Cc: nick.mosley@sharpmediagroup.co.uk  
Subject: RE: Old town

Dear Tom & Dave,

Many thanks for inviting me along this morning, its very important to the Tourism Alliance that we work with the Council for the greater good of the Industry and I found the meeting very useful.

After the meeting ended I had a brief chat with Andy and Tony and the following points came out of it, which I hope you will find useful:

- 1) Boyce Street needs to remain open to taxi drivers in order for them to operate and maintain an effective and affordable service
- 2) Ship Street needs to remain open to taxi drivers so they can service the hotels and other key tourism businesses there
- 3) Albert Street needs remain open to taxi drivers

If I had to put my money on one of these I'd say Boyce's Street is the most critical to them with Ship Street coming a very close second. Everything else is negotiable and they're not disputing the removal of private 'visting' vehicles.

This will greatly enhance the area by providing more pavement width and only having requested vehicles present. There will only be pre-booked taxis or drop offs, foot customer can be directed to the well placed ranks on the outside of the area.

I believe if the traffic flow was better managed across the City, thus vastly improving the traffic flow on West Street then the above closures could be reviewed in the future. The Radion Transport Project I am trying to get off the ground with Visitbrighton would solve these problems. The key consideration now and in the future is to ensure we're able to offer an attractive taxis service.

No one can challenge the notion of improving the entire tourism experience in this sector of the City, however a key part of our offer has to be (in this very wet Country) immediate access to taxi transport.

I am concerned that given the problems the Industry is now facing with these enormous parking charges adding another transport issue into the mix is going to cause a lot of damage. Along with the poor weather the Industry needs all the support it can get.

Given that 1800 local individuals are working within the taxi industry we need to protect their incomes. So many of the workers are using this as a means to fund their degrees and make up an important part of our student economy.

On behalf of the Tourism Alliance with many members in this central part of the City I believe the best solution would be to turn the area into something akin to the very successful New Road. I appreciate there just isn't the funds to do this in the short term, perhaps this can become a long term goal. Indeed if the way Tourism is managed in the City, reference the recent Destination Management Organisation Event, that goal may be achieved in a shorter time frame with a combination of public private funds.

Please advise when the consultation has gone 'live' and I will ensure it's

publicised within the Tourism Alliance and that you get the responses you need to make an informed decision.

Kind regards

Claire