

Support or object	Outline comments received
Object	<p>I would like to start by thanking those of you who came and talked through the councils plans for our street. I am writing mainly because I felt I was un-able to properly express my thoughts on the subject, at the meeting. In previous emails I have tried to explain the socio economic benefits of a strong independent Gardner Street, how its decline would hit the whole city, and with hindsight I can see that there is little short term political advantage in any of that for you. At the same time it was unfair of me to expect you to think about the human affect of what you are doing to us and our families, if we have not explained them to you. Before I can get on with the urgent issues that have been overlooked I want to share how the meeting has affected me mentally. I should start by explaining that I am usually calm methodical and logical. I pride my self on my empathy I always try to see things from others perspective, it is rare that I am unable to put myself in someone else's shoes, even when I disagree with them. It is quite alien to me that others would not at least try to do the same, especially those in public office or employed to serve the community. I think this may in part be of why it has taken so long for me to calm down. I can not remember a time when I have been so angry at work, or a time I have taken this long to calm down. I have not slept since the meeting on Tuesday. It also hurts how you met with us the previous week, to gain information, not for the good of the city, but to use against us. I shouldn't be surprised, its hardly like this is the first time the council have stabbed us in the back. Why is it the independent businesses of Gardner street who are always at the bottom of the pecking order. It is the sheer injustice, and lack of thought that is so hard to take. It is important that you understand how your decisions affect others. I realise these things are not important to you, and why you would want the easiest, most obvious answer. This has been my home, my community, for almost half my life. I may have opened the business in 2005, but I moved into the area, and started working in the North Laine at the start of the century. I know everything and everyone around here. It is my life, I can't sit back and let it be destroyed. Until our family out grew the flat we lived above the shop. We loved living on the street, but there were sleepless nights from the pubs, and the club that opened after we had moved in (now a cinema), combined with early mornings when deliveries started to roll up. This was the nature of living in a vibrant commercial area, we never thought to complain, it was our choice, and we loved it. For at least 20 years traders on Gardner street have been campaigning for the streets pedestrianisation. There have been numerous unanimous or near unanimous petitions, it always felt that it would happen one day, and then like a phoenix from covid's flames we thought we had been given something back, only for it to be taken away. Then there was the hope of the Traffic Order, but before we could celebrate for the city the flawed details were announced, once again businesses would lose out. Although the traffic order was flawed very quickly the advantages of pedestrianisation became even more clear, the street was safer, and more accessible. Encouraging traffic back onto the street will almost certainly end in a fatality. Nearly every evening I see pedestrians unaware of traffic coming behind them almost being killed. Yesterday morning while the street was filled with people a woman drove at speed and almost hit a group of teenagers. Today I saw a near mis with a lady with headphones, this time on Bond Street, Nobody expects there to be cars, because there shouldn't be any cars. The general public will not understand why there is traffic some days, and not others, and only on one street. One of the great things this year has been seeing the ease with which wheelchairs and buggies have been able to get through the North Laine, and how many more we have seen. We had an elderly customer who explained that he used to be nervous when the pavements were crowded. My own brother is severely autistic, the crowded pavements were always hard for him, but now he is far more relaxed about visiting the shop, he often needs to 'pace' the sight of a crowded pavement, stopping him getting out of the shop would be very stressful. There is something very Orwelian about the equalities officer telling us that the needs of one disabled resident is so much more important than everyone else's disabilities, not to mention the 60 businesses hundreds of staff and the rest of the city. I am sure you will hear from many businesses about the financial affects of your proposed 'dangerous, ableist, car park', It is unfair of us to expect you to relate to what these affects mean in human terms.</p>

We are not just greedy corporations. Someone who works in a nine to five job, may not relate to the sacrifices small business owners put into achieving their dreams. We devote our whole lives, literally. There is never a moment when I am not thinking of the business, and the community. We miss large chunks of our kids' childhoods. My kids have grown up in the shop, as much as they have in our home. My daughter recently made a wish, that she could spend a day with Mummy, and Daddy. One of us is always in the shop. I can't expect you to understand, when the wives and husbands of those who own their own businesses often find it hard to understand. I know so many marriages that have not survived, because one partner owns a shop. It's not that the business is the most important thing, but there is a point when you have drained so much blood, sweat, and tears there is no turning back. Believe me there have been many occasions over the last 18 years I have wanted to walk away, but I just can't. So when you see the organisations that are meant to help, they should know how to protect you, making decisions that could kill your businesses, your hopes, your dreams, your family, and the whole community it hurts. If you take this away from me, I doubt I would survive. We give so much to this city in every way, is it not time you gave us something back? The decision to bring back traffic to these streets feels personal, it feels unfair, and mean spirited, and it is certainly disproportionate. Before I beg you to reconsider I have a suggestion. Nobody will love it, but it would be functional, and avoid most of the excess harm of your proposal: We keep the streets clear of all street furniture Tuesday to Thursday each week, apart from school holidays, and the road is still closed to traffic, but can be accessed by blue badge holders. We could literally just close the gates, but not lock them and blue badge holders can stop and open them, if they need access. I am sure this ticks all the boxes, it is disproportionately beneficial for our neighbour. While avoiding all the dangers, the ableism and the majority of damage that re-opening the road would bring. Businesses will still lose considerable income, but not so much that they would be pushed into insolvency, avoiding the repercussions on the rest of the city. Finally, I would like to reach out to our neighbour opposite. We have always been very close to her, we still feel close to her, although recently she has distanced herself from us. It was not long ago, back when we were able to sell cakes in the street, that she would come to her window, we would chat on the phone, she would point out the cake that she wanted. She seemed happy, when the street was more vibrant. She seemed happy looking at the happy people going about their business below. We miss her. When she came out and got into the awaiting car, that morning, we rushed over to congratulate her, we cheered, my wife shed a tear. Who knew that happy moment would create such a change in her. She is still a friend, and I will never let anyone say anything bad about her, I care so much about her, but this situation clearly needs compromise. That compromise needs to be two way. For 18 years I have nicely, calmly respectfully campaigned for the pedestrianisation of Gardner street, I have signed petitions, I've sent hundreds of emails. It should not be this hard to point out what is so clearly better for the city. Being nice, being calm, being reasonable has only resulted in us being ignored. I hope that you can see we are people, we have families, and we do actually matter. I will use all legal means to stop you destroying this street. Do not open the street to traffic. There is no good that can come from it, I have already sought legal advice.

Object	<p>I have heard about your plans to encourage traffic back onto Gardner Street during specific days each week. I urge you to reconsider these plans. While I am sure you are aware of how damaging this will be for our city's independent businesses, it would appear you don't realise how important those businesses are for the whole city. It is the independent businesses in the Lanes and North Laine, that differentiates the city from the rest of the world. More than anything it is those businesses that attract tourists to the city. If those tourists don't feel safe then they will soon stop coming, and with crowded pavements and traffic-filled streets, Gardner street will not feel safe, we are not talking about a wide boulevard with spacious pavements. If you had ever been to the North Laine you would see not only tourists but most locals rightly assume that the street is pedestrianised, they often walk out onto the street, this will result in a fatality, blood will be on your hands. This year disabled and the visually</p>
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	<p>impaired have been able to freely navigate an area that was too busy and hazardous prior to the traffic order. I fail to understand why the council wishes to deter these visitors to the city, divide the North Laine, and risk lives. There are so many benefits to the pedestrianisation of Gardner streets, and no benefits to making it another traffic filled cut through. I understand there is a disabled lady who has been very vocal with her complaints. Damaging the entire city, rather than finding a solution that assists her seems incredibly lazy. Unless this is just a new council wanting to undo all the best work of the previous council. Please Please Please do not destroy the North Laine. Streets all over the country manage to pedestrianise areas of their city centres, Gardner street really lends itself to being traffic free, please dont tell me all those other cities can mange it, but its beyond Brghton City Councils capabilities. How embarrassing.</p>
Object	<p>1, Safer for children, 2, better for the environment 3, reduces reliance on cars 4, businesses have worked hard for compromise with resident on street</p>
Object	<p>I strongly object to the proposed change of prohibition of vehicles in Gardner street. The reasons that are obvious to keep the road closed as much as possible are: 1. A much improved North Laine for pedestrians. Gardner street is a main thoroughfare for tourists who are here to enjoy our city without traffic. 2. Less vehicle pollution. 3. Raising the profile and prosperity of our city and helping the independent retailers that draws so many of our visitors. 4. Stopping it going back to the car park that the loading bay had become for years. Promises of parking enforcement have never come to anything in the past. Without a closure Gardner street becomes a dangerous congested cut through from North Road to Church street. Over the past few months it is clear that a closure works very well for everyone. There has been no instance of anybody suffering from its closure. I have been working in the street for over thirty years and prohibiting traffic has been a massive boost for us all here and the entire North Laine. The bigger picture for everyone is to keep it closed as it is now and let Brighton be Brighton.</p>
Object	<p>firstly just make your minds up. you literally done this 5 times now, flip flopping between pedestrianised and open, it's frustrating. my business isnt even one of the ones with outdoor seating but seen a huge increase in sales since the 7 days pedestrianisation. now you are taking it away in the week again and taking money out of our pockets. dread to think how much of our council tax you waste on this nonsense. make a decision and stick to it. absolutely clueless</p>

Object	<p>Apart from the addition few hours closed on a Friday, this is a regressive and perverse move. I am disabled and I have many local friends of all manner of physical and mental difficulties. Narrow pavements, busy roads, cars, lorries, and parked vehicles all add to difficulties using public highways, especially, on narrow roads. 1 disabled resident who has stairs to reach their flat won't travel the short distance to the end of the road to use their car. They would would much rather privilege themselves at the great physical and mental inconvenience of keeping the road open for the sake of being able to park outside one's front door. A few privileged disabled people who want privileges rather than lifting up all disabled and other vulnerable people using the road. How does the person manage when out of a car? They can't park inside buildings, or directly outside wherever they need to go. Is the government not providing appropriate equipment, or sufficient funding to be able to access moving around without a car? I don't believe it the disabled resident cannot access their car adequately at the end of the road's parking spaces. I had unproductive conversations with anti-pedestrianisation, [REDACTED] I believe this issue is being mis-used to roll-back disabled-friendly spaces to privilege car drivers. The disabilityt is just cover in this case. This is sad, because [REDACTED] who have been very helpful tome in the past with my disabilities, are now actively prioritising a privileged few at the expense of the vast majority disabled and vulnerabled highway users, who also cannot afford, or cannot drive, or don't want to. Disabled people need more space in order to actively travel, and the space to be safe and secure. Pedestrianised roads, and wide segregated cycle lanes give space, security and time to traverse the highways. If the disabled resident really needs a disabled parking space soclose to their front door, and there really is no other appropriate option, then could be given a pass to access the road during closure. The partial closure was only a small advance to a much wider people-friendly plan in the North Laine, but ow even this is rolling back, and the samer tactics will be deployed by the anti-people, pro-car lobby again and again. This measure will make mine and my friends' lives considerably worse for the sake of selfish drivers. I urge you to strongly re-think, and plan advances in future, not regressions.</p>
Object	Should be permantly closed to motor vehicles in shop opeing hours to benefit pedestrians
Object	<p>I object to this proposal because it will be extremely damaging to my business and others on Gardner Street. At The Deli we have very little indoor seating so having seats in the road is a massive boost to our daily revenue. Without them we will lose out massively and I don't think this is fair. Also it looks like we won't be able to use the pavement for seating under this new proposal which will be catastrophic for our business. Since COVID, small hospitality businesses like ours have really struggled and I find it ludicrous that the council is deliberately putting up barriers that will continue to make us struggle. Small businesses like ours are what makes the North Laine an interesting and unique destination for people to visit and I'm shocked that in 2023 in a city centre our council are favoring motorists. The death of the UK high street is well underway in many cities all over the UK, how about supporting businesses or we will face many unnecessary closures in the coming months. The constant changing of rules is also not helpful. We have just spent</p>

	<p>hundreds of pounds on new outdoor dining furniture which will be obsolete if your proposal goes ahead. Please support local businesses and don't allow this proposal to go ahead.</p>
Object	<p>The opening of a road to motorised and in particular fossil fuel burning traffic is a crime against our children. The world is burning and we need to reduce emissions not increase them. We need to restrict traffic not increase it! The disabled access argument is ridiculous and a smokescreen for pandering to the motoring lobby. Reminds me of anti-gun control arguments in the U.S. If a disabled person is able to get from their property to a car then they can surely get to it if its parked a street away. Disabled people need to reduce their co2 emissions as well. There are plenty of manual and electric disability aids available. The public are strongly in favour of tough anti-climate change strategies such as reduction of motorised transport. Why do politicians (of all colours) only listen to the shouting of that minority who refuse to curtail their - literally - planet destroying behaviour!</p>
Object	<p>The city should be reducing the amount of rat running through our narrow streets, not encouraging it! There is zero need for through traffic through the majority of the North Laine. We should be pedestrianising more streets to make for a safer environment for everybody (both physically as well as pollution-wise), especially given how narrow the pavements and roads are for the amount of pedestrians we thankfully have in our wonderful city. You simply cannot live in a major city centre in Victorian/Regency housing and expect to have convenient car access. Widening pavements to make them more wheelchair friendly is a much more sustainable way forward.</p>
Object	<p>I object to the proposal on the grounds of public safety, disabled access. Both will be worsened with traffic having access to Gardner Street during the week.</p>

Object	<p>As a senior citizen who walks down Gardner Street on a regular basis, the current daytime closure of the street has been of great benefit as the pavements are narrow and usually very busy even during the week. Although I am not personally disabled, I would imagine this will cause more rather than fewer problems for wheelchair users. I presume it will also impinge on the air quality of the street and the ability of businesses to have outside seating if they are not to block pedestrians. Traffic levels are already sometimes higher than desirable in both Church Street and North Road and I am concerned how this could also affect Gardner Street, especially at the North end. I do believe that this deserves a full consultation before going ahead.</p>
Object	<p>I love walking through the laines when there are no cars. The streets are full of people, strolling, eating, sitting, and relaxing. The air is cleaner, its quieter, it's a space for people to enjoy. The laines are one of the main attractions of the city, they are very busy and the pavements are very narrow. Allowing traffic through the laines is completely unnecessary and only serves a tiny minority who could take alternative routes or alternative transportation. As a democracy if you compare the number of residents who own cars and choose to drive into the city centre against and the number of visitors who come on foot, by public transport or bike surely you have to side with the majority? Why does every single section of the city have to be accessible by cars? Take a look at any great European city and you will find whole sections pedestrianized where communities can enjoy it without vehicles forcing their noisy, dirty, dangerous way through. We are in a climate crisis and caving to a small but loud and powerful car lobby is a terrible backward step. We need to be ambitious, courageous, and forward thinking.</p>

Object	<p>The closure of Gardner street to traffic provides a more enjoyable, pleasant and healthier environment to enjoy the Laines for myself and I think other residents and visitors. To reopen the road seems a backward step that would harm enjoyment of the area and local businesses who're able to use the road for seating and means people stay longer on the street. Whilst I'm sympathetic to the needs of disabled people I believe making this change to meet the needs of one person is not proportionate to the needs and benefits I've outlined above. Other solutions need to be explored for the person. Even if they moved in before traffic was stopped on Gardner street they will have known to great limitations to park everybody experiences and potential difficulties with access and moving round the area. Opening Gardner St to traffic again is a retrograde step and I hope it will be reconsidered by BHCC.</p>
Object	<p>The proposals reduce the total number and total hours that access to the street is restricted for motor vehicles but still leave three days of restrictions and for an increased number of hours. If disability access is the key issue here then why not regulate table placement to allow the popular outside table service to continue daily while restoring daily access to Gardner Street residents and/or those with disability badges? The cafe owners can be given designated street space for their seating and this will allow others to pass along the street more easily than is currently the case. Regulated shared use of an improved surface (as in New Road) and limited vehicular access surely beats a return to conflict between motor vehicle users and pedestrians?</p>

Object	<p>I strongly object to the proposed order as it will ruin one of the most important public spaces in the City. I understand that someone with a disability who lives on the street has complained but their right for a car to transport them to and from their home between 9 a.m. and 5 p.m. Monday to Thursday needs to be balanced against the rights of everyone else, including the thousands of tourists, to walk or enjoy sitting down in a café without being hounded out by cars. There is no automatic right for someone with a disability to expect the road they live on to be open to traffic. The Council can decide to bar personal cars etc from any road in the city based on the wishes of all of the users of it. There is pitifully little pedestrianisation in Brighton & Hove compared to other cities in the UK and in Europe. It's against those cities that we are competing for people to visit and enjoy the best that the city has to offer including the North Laine. In the 2023 Labour Party Manifesto it says: "We will explore the merits of a car-free city centre" and "Labour don't just talk the talk - we walk the walk." If one of the first acts of the new administration is to re-open Gardner Street to traffic it will make Labour's commitment to a 'net-zero city by 2030' sound like just more greenwash.</p>
Object	<p>I object to the re-opening to traffic of Gardner Street. This will increase pollution and traffic and will harm trade in the street.</p>

Object	<p>I wish to withdraw my previous reasons/statement provided on the 14th August and replace it with the following: I object to the proposed order as it will ruin one of the most important public spaces in the City. There are two issues here which need to be balanced. One is disabled access and the needs of those entitled to a blue badge for a car to leave and return to the street when needed. The other issue is the right to fresh air for all and a safe environment free from the noise and pollution of cars. An environment where it is safe and there is a reduced risk of asthma from the pollution associated with cars. Much of central Brighton has poor air quality associated with vehicle use so we need to reduce personal car use and encourage active travel alternatives. I believe that opening the street to all traffic puts the balance in the wrong place and that closing it between 12 noon and 5 p.m. seven days a week would strike a better balance. When the street is open it should have restricted access i.e. delivery vehicles at specific times of the day (early morning or for an hour in the evenings) and blue badge holders only at other times. There is pitifully little pedestrianisation in Brighton & Hove compared to other cities in the UK and in Europe. It's against those cities that we are competing for people to visit and enjoy the best that the city has to offer including the North Laine. In the 2023 Labour Party Manifesto it says: "We will explore the merits of a car-free city centre" and "Labour don't just talk the talk - we walk the walk." If one of the first acts of the new administration is to re-open Gardner Street to traffic it will make Labour's commitment to a 'net-zero city by 2030' sound like greenwash.</p>
Object	<p>Gardner street should remain pedestrianised during business hours. It makes the street much better for pedestrians & businesses alike. It makes a huge difference to the accessibility and enjoyment for visitors. Businesses that must be struggling since Brexit & Covid will be able to put tables & chairs out and make the most of their space and the high rents & rates they pay in the city centre. Allowing more businesses to remain open and not go out of business.</p>

Object	<p>s a blue badge holder with various mobility issues Gardner Street and immediate surround has become a no go area for many of us. Whilst I am pleased amendments to the last TRO are being considered I believe 1) 2 disabled bays are essential. These bays must be clearly marked and enforced. Reopening at 19h would make evenings in this vibrant area more accessible for us. Opening the street on Christmas and Boxing Day would also mean that we could experience the area at its most decorative, whilst most shops would be closed many cafes and restaurants remain open. It is also VITAL that the pavements are kept clear to allow access to those using wheelchairs and using mobility aids, plus no blocking of dropped kerbs. Without these measures in place we are feeling unheard and certainly not included as part of our City.</p>
Object	<p>This is a major reduction in a core North Laines shopping street. Today (a Tuesday) it was packed, due to the pleasant & safe ambience: many tables out, street sellers etc. This benefits the local economy. This review is NOT balancing such considerations with the "needs" of one disabled resident; a solution for her must be possible. Of course accessibility is important, but a reasonable offer, whilst not being her ideal, should enable the existing level of pedestrianisation to benefit the vast majority.</p>
Support	<p>I support the TRO if the following additions are made: - at least 2 disabled bays - a drop off/pick up along the street for when it's open and at either end for the Fri-Sun closed days -reopening at 7pm so that disabled people can go out in the evenings too! - open on Christmas and Boxing Day - there is a clear commitment to enforcement of the disabled bays to prevent abuse and of the pavements to keep them clear - make safe and improve the dropped kerbs which are currently dangerous and often obstructed</p>

Object	<p>The closure of Gardner street has made shopping and eating in the area a much more pleasant experience. The pavements are very narrow and due to the number of people all week, it was difficult to stay on the pavement when cars were allowed. When I had young children and a buggy it was a dreadful street to walk down when cars were allowed - always worried that my young children were going to get hit by cars as they were so close to the road, always dodging people and apologising as people had to move into the road past the buggy. I can't believe that anybody would think it was a good idea to open up this road again. The lack of cars gives the road a feel as if it is in a city that actually cares about people and not just car drivers. People walk slower, browse shops more, plus the added tables for the cafes means that profit is higher. I can imagine it will be difficult for the cafes to survive when over half their tables disappear for most of the week. You should close more roads like this, not open them up.</p>
Support	I am a disabled person I find Gardner street inaccessible. For both road and path
Object	Not a lot of choices for disabled people
Object	I don't know how the cafes in the street will survive without being able to seat people outside. I love the atmosphere of the pedestrianised street.

Support	<p>I support this proposal as I support disabled people's rights to have access to the community. The way the road currently is has made it very difficult, if not impossible, for disabled people to use - there are things scattered all over both the road and pavement, dropped curbs are often blocked and they are steep and oddly shaped making them incredibly awkward to use, if they can be used at all. The proposal is not a perfect solution, as it only gives disabled people clear access during less social times of the week, but it is currently a fair compromise as long as pavements are clear and accessible with no businesses blocking dropped curbs (both when the road is open and closed), and there being adequate space on either end of the street as a drop off point for ease of access to Gardner Street for those who need it during times when the road is closed. There also needs to be exceptions and protocols for if emergency vehicles are needed on the street when it is closed, and more than one blue badge space available. It would also seem that businesses need road access as they often have vans and cars on the road after the gate is closed for things such as deliveries, painting and decorating, shop re-fittings etc, so it would be beneficial to have the road open so they can do these things legally. Extended hours on the weekend are also beneficial to businesses, as this is a busier time.</p>
Object	I think it will be bad for the businesses and cafes on Gardener Street

Object	<p>The reintroduction of traffic during the day along Gardner Street is a regressive step. Without traffic the street is a vibrant pedestrian zone where people can enjoy the shops, restaurants and cafes without fear of injury from motorised traffic, noise and exhaust fumes. The re-introduction of motor traffic - for the sole purpose of convenicing a very small minority of disabled drivers - has the balance all wrong. This is a move in very much the wrong direction. You will hear a lot of passionate voices on both sides of the divide, but I would urge you to look at the evidence before making decisions. Having recently visited Montreal and seen first-hand the hugely positive difference their Pedestrian Streets initiative has brought to the city where implemented - https://montreal.ca/en/topics/pedestrian-streets - please pay attention to the large volumes of evidence that exist there for the positive impacts bold pedestrianisation moves have brought to the city. Schemes such as the full pedestrianisation of the Avenue du Mont-Royal (https://montreal.ca/lieux/avenue-du-mont-royal) - despite initially exactly the same complaints you will hear here, have proved hugely positive for all: businesses have benefited from improved footfall; citizens and visitors have benefited from being able to enjoy the space safely; the city has become more human centred. I understand the competing priorities you are trying to balance here, but cities like Brighton should be leading the way on what can be done to improve our urban environments for all. Increasingly the evidence from cities all over the world that have returned streets once dominated by cars to pedestrian and cycle use, is that they are better, more inclusive spaces for people to enjoy that bring economic prosperity and physical and mental health benefits. If disabled parking is the driver here, then make more space available on nearby Tichbourn St, North Road, Church St or Regent St. Don't trash a whole pedestrian street for this.</p>
Object	<p>My objection is to the opening to traffic all day Monday to Thursday, this is a backward step for the following reasons:- This measure will handicap the businesses in Gardner Street that use the roadway to provide additional seating and give a European street effect. It is already difficult for these businesses to run viable businesses due to the disproportionately high rents in this area, these changes will increase those difficulties. If enacted this TRO will cause businesses to use pavements to site tables, chairs and stalls, making it an obstacle course for the disabled, elderly with mobility restrictions and parents with small children in buggies. Due to the restriction of space on pavements pedestrians will be forced in to the roadway, placing them in danger from traffic. During the daytime Monday to Friday the street will become a rat run, especially for taxis and minicabs. The junction with Church Street will become extremely dangerous for pedestrians and vehicles.</p>

Support

I'm writing to say that I approve TRO-35a-2023 and TRO-35b-2023 for Gardner Street. I think this is an improvement on the restrictions currently in place. I think it is a good move to reinstate one of the blue badge bays on Gardner Street, although replacing both would be better, as would including some drop-off points at either end of Gardner Street. We should surely be working to include all people with disabilities, wheelchair or mobility aid users at the centre of our community, rather than marginalising them by restricting access in this way to 'off-peak' times. This is not best practice in terms of disability and diversity inclusion. I have a friend who had a young son with disabilities. Her family used to live on the outskirts of Brighton and she said the disabled parking bays in the centre of town were a life-saver and crucial to being able to do things with her son in town. Taking away such facilities has a massive negative impact on the people who need and use them. I have another friend who currently lives on Gardner Street. They have mobility issues and require vehicle access outside their door to be able to leave their residence. The restrictions at the moment impose a curfew on them, which is totally unacceptable. TRO-35a-2023 and TRO-35b-2023 for Gardner Street is an improvement, but I question what would happen if my friend needed to leave their flat in an emergency at the weekend, or was required to attend a medical appointment on a Friday, for example? It seems discriminatory that their free movement is being restricted in this way. At the very least, couldn't the closure of Gardner Street end at 7.00pm rather than 9.00pm? I am commenting on TRO-35a-2023 and TRO-35b-2023 for Gardner Street, but I think my arguments apply to the whole of Brighton and Hove - we should be actively working to make the whole city more inclusive and accessible for disabled people.

Support	<p>Whilst the council have tried to bend to the wishes of the commercial interests in the area they have done so at the cost of those with disabilities. The council's WWW site says "We have disabled bays so Blue Badge holders can park close to their destination." This objective has taken low priority in the Gardner Street scheme. I support the reopening of the road Mon-Thurs as a valid attempt to bring a balance between commercial interest and the needs of the disabled. However the 9.00 pm reopening at weekends treats the disabled as second class citizens and is almost like the council saying "You are disabled, you should be home by then". The reopening time needs to be earlier. There needs to be disabled bays on the road for when it is open and when it is closed there must be some drop off facilities at either end. I recognise the council has a difficult balancing act between all the interestd parties, but the current proposals adversely affect the disabled citizens.</p>
Support	<p>I support the revision of the TRO, as I am aware of the extreme importance of vehicle access for disabled individuals and residents. It would be ideal if the road could be open to vehicles on the weekend also, but this appears to be a reasonable compromise. I would also propose that the blue badge spaces on Gardner Street be reinstated, and that there be allocated drop-off points at the end of the road for on weekends. Further, the current drop kerbs and suggested increased access for disabled people does not appear to be respected whatsoever by businesses - blocking the drop kerb with chairs/rails etc. I feel it is abhorrent for business to be prioritised over the welfare and access of disabled individuals to the extent that the current TRO allows. I am also aware that there is a disabled resident trapped in their own home due to this TRO - this needs to end. There is no moral justification for this.</p>

Support	<p>I support this proposal as it gives back some sort of disabled access to the street and on the caveat that the improvements suggested here. I would also like to see the further improvements/ amendments to be part of the decision: a) Resoration of both blue badge bays so easy access to both ends of the street. b) The closure Friday to Sunday to finish at 7PM. the proposed 9pm seems excessive as most of the premises will be long closed by then and effectively it would be too late for blue badge access to enjoy an evening out. c) Open Christmas Day and Boxing Day this seems logical as nearly all premises are shut. d) General improvement of dropped kerbs and better moitoring and enforcement of street furniture on closure days. I feel it also important to note that Gardner Street has never has an accident when the street was open or when we had the temporary covid closure and blue badge users had access.</p>
Object	<p>I reject the proposal because I believe Gardner street should be closed off to vehicle traffic on ALL days of the week. As a long term resident of North Laine, the cars and taxis driving its streets are a nuisance and a danger, disturbing the peace, forcing people to move out of the way by honking and shouting, and using up precious space. Additionally, I love the small businesses lining Gardner street and want to see them succeed. Allowing extra seating and display space would benefit both us consumers and these businesses. The positive impact would be enormous, allowing Gardner street to flourish, much like Sydney street.</p>

Object	<p>I strongly oppose the revoking of the current prohibition in regards to allowing private vehicles on the street and urge the council to permanently prohibit all private vehicles. This is presented as an entirely false choice between allowing everyone's private vehicle in Gardner Street and quite rightly providing provisions to disabled residents. Any provisions needed for residents is fully achievable without such anti-people restrictions needlessly tacked on. What the council is seriously suggesting is they require most of the space of the street to be hoarded by passing private vehicles, saturated in pollution and overwhelmed by vehicle noise. That the businesses on one of Brighton's oldest, densest and busiest streets cannot have all day, every day access to vital retail and community space. That pedestrians must be constantly on high alert for cars (including parents of small children, people with different mobility needs and all other vulnerable street users), that injuries and fatalities caused by vehicle traffic, pollution and loss of community space should be tolerated ('Local Transport Plan', 2015: 142 people were injured and 3 people lost their lives in road accidents in 2013). If this is what you have to sacrifice for your solution, then this is no solution that works for anyone and never will, least of all in this specific case. The vast overwhelming majority of inner city residents do not own a private car ('Car Free City Centre and Ultra Low Emissions Zone: Initial Options Study' 2020, Final Report & 'Local Transport Plan', 2015 nearly twice as many of us walk to work than the rest of the UK). This forces us to ask: why should all residents, businesses and the community have to suffer all the harm that private vehicles cause? Inducing the demand for private cars on Gardner Street will just invite more vehicles and will choke it. The best solution is any disabled resident gets exclusive use of that space, not absolutely everyone with a private vehicle. It's highly concerning that council would even suggest reintroducing the most dangerous and inefficient form of transport to mix with (according to the highway code) all of the most vulnerable users of public space. Induce demand for people by allowing businesses and residents to use the space, making it a safe, inviting and vibrant community. It's 2023 we cannot be debating allowing private vehicles in dense urban communities. There are no excuses anymore, study after study has shown making streets for people works (see Brighton & Hove's own study on New Road: 'The Social and Emotional Benefits of Good Street Design' by Jim Mayor & Benjamin Coleman). While cities like Delft, Paris, Barcelona, Brussels, London and other UK town centres continue down the right path, we are charging in the wrong direction by even suggesting reintroducing all private vehicles in this consultation. No solution involves allowing every private vehicles back into Gardner Street, it undermines every single way we measure a street's success and the residents need it to be a success. It's entirely possible and necessary to provide provisions that work for disabled residents, people with different mobility needs, businesses and the community. It's very worrying to see two completely separate issues even being compared, when in fact car free streets and provisions for residents are two pieces of the same puzzle for better and liveable streets for all.</p>
Object	<p>The current TRO provides a pleasant ambiance during the week with great opportunities for outdoor dining that would be negatively impacted through revoking this TRO.</p>

Object	<p>This proposal seems disproportionate. This proposal isn't good for business, and will increase air pollution. This will take the city further away from being car free and a more pleasant place to be for people who live here.</p>
Support	<p>I approve the changes to the subject lined TRO. I have good friends that have been affected by this decision and also have experience of working as a disability PA, seein firsthand the difficulties such changes can have. I believe that the city should be inclusive and accessible to ALL residents. I believe that, although the proposed changes are an improvement, there are still some considerations and further changes that should be made. Why is the opening restricted to Monday - Thursday? Access for all should be a given at all times of day and this should be enabled with the use of blue badge bays throughout the week. The street should be safe and accessible to all residents, currently navigating the street is difficult with many obstacles in the way from trader stands - these provide hazardous obstacles to navigate. I am glad that the press has been focussing on this issue and ensuring that disabled residents voices are heard, I hope that more changes will be made to the TRO to improve accessibility for disabled residents and visitors to the street. I'd like to be kept updated on the process of the TRO and hope that measures will be put in place to ensure one of the key streets in Brighton is a space for ALL residents of Brighton to enjoy and access.</p>
Object	<p>The city is choked with traffic everywhere. This rare, traffic free space is wonderful for tourists residents and local businesses. Reverting this positive change would be on direct contradiction to the number one recommendation of the Climate Assembly, a traffic free city centre. Please keep Gardener Street Traffic free</p>

Object	<p>I write as a blue badge holding wheelchair user. I welcome the proposal to reopen access to Gardner Street Mon-Thursday. I object to not being able to access this area Friday-Sunday (and Bank Holidays). I like to visit this area when in town, but find disabled parking and access on the street near impossible. I recognise that traders need to make a living, but feel that it is becoming impossible for disabled people to access some areas of the city - of which this is just one. If I lived on this street I would not be able to access my own home. There are at present 2 disabled parking bays in this road at either end of it. I would like these to be clearly marked out and to stay - and ideally for greater provision to be made. The road needs to be reopened much earlier than 9pm if it is to allow evening access for all to this area of the city. Under these proposals my evening out could not start until this time which does not allow me to get to the theatre, concerts etc.</p>
Object	<p>Disabled people would be unable to access the road properly if it was shut at any time. Gardener street provides parking and a suitable thoroughway for disabled people. Disabled people still need to go places on Fridays, weekends, evenings, and Bank Holidays. Closure at any time suggests this is not the case. Currently traders obstruct the path and road. If there are different rules at different times I believe this will worsen things rather than if traders had mapped out areas they could put things. The general public is responsible for policing how the street is used currently as there is not proper trader support on what they can put and where and there is not suitable rent control and council tax reductions for small businesses/businesses run by residents. Sydney Street has similar rules and wheelchair users and pushchairs are forced onto the road which is painful to travel on. The pathway is flatter and more suitable and should be prioritised for pedestrians.</p>

Object	<p>North Laine is the heart of our independent shopping area. Gardener Street arguably at its heart. The pedestrianisation of the street had a wonderful impact on traffic noises, making space for citizens and visitors, rather than cars. I strongly support more pedestrian areas in our city, not fewer! We need to work towards a walkable, and bicycle friendly city, giving space to people, not cars. A full opening of gardener street during the week cannot be the solution! An alternative should be to resurface the road, making it pedestrian friendly with low curbs, street plants and bicycle friendly infrastructure. It should only be opened to vehicular traffic for delivery and loading in the early mornings and late evenings.</p>
Support	<p>I think it is important to have some access to this road particularly for anyone who is disabled or older living on the road that might not be able to walk far. I am also for there being some blue badge spaces to support people that need them and think it would be discrimination to not have them as you are making access to and from the road impossible for some people. I think some consideration for Fri-Sun too would be ideal, some way to help people access their homes and the shops on the road if they are not able to walk or use a wheelchair. People will want to go in and out of the street at weekends so perhaps the timings could be shorter e.g. 12pm - 6pm (when shopping is at its busiest) and maybe limit to summer time when we know Brighton is busier. I also think some provision for deliveries needs to be considered so that businesses and homes can get things delivered to them. If someone can't leave their home on their own they also can't collect deliveries and need them to come to their door. I am a befriender for a disabled person so I know how difficult it can be for someone to get around the town with roads closed. I fully understand wanting to limit traffic in the town but I think there are cleverer ways of doing this. One suggestions would be a park and ride and other alternatives that make driving less appealing. If you can make the other option more attractive you are more likely to succeed rather than trying to succeed by making driving difficult. That tends to just frustrate and anger people rather than get them on side and in this case can stop vulnerable people living their lives equally. In this case I appreciate that the shops want the road closed for business and that for others it is nice to limit the traffic while shopping so I hope that compromises like this can be put in place to find something that works for both as far as possible.</p>

Support	I approve the revised proposal for access to Gardner street in order to give access to a disabled resident (and others with accessibility issues) who will otherwise be entirely housebound and unable to attend vital hospital appointments, support services and to enjoy the community as they were able to do before the restrictions were enforced.
Support	I myself am disabled and the importance of having easy access to the area is imperative. No-one should be imprisoned because of road closure times to the point of being housebound. Thank you for the above changes being implemented.
Support	I approve the above. I have fibromyalgia and ME and rely on transport for independence and mobility. If I didn't have access to transport I wouldn't be able to go anywhere and would also be trapped in my house. Please give this disabled person their dignity and transport back. Until you suffer with these illnesses, you have no idea how it impacts your life every single day.
Support	I approve the proposal as everyone should be able to freely leave their home and not be restricted. Being disabled is restrictive enough and we shouldn't have other restrictions enforced upon us.
Support	I am in favour of the changes proposed as mobility is an issue for disabled residents. I understand the need for pedestrian priority, but in some circumstances it is essential for vehicular access, as in the the case of disability. Transport is the only way for disabled people to leave their homes for appointments, shopping and leisure. This is why I approve the TRO-35a-2023 and TRO-35b-2023 for Gardner Street.
Object	I do not support the revocation of pedestrianised hours from Monday to Thursday. This is a backward step. It should be possible to be able to experience the improved environment and additional street space which results from prohibiting vehicles every day, not just Friday to Sunday. If we are serious about sustainable transport across the city we need to significantly reallocate space away from vehicular traffic to pedestrians and cyclists. Not the other way round. I am specifically commenting as a visitor/shopper to North Laine, not as a local resident (I live in Hove).

Support

I am writing in my capacity as [REDACTED], on behalf of [REDACTED] members. We are Brighton & Hove's Blue [REDACTED] Community Group and have a membership of est 600 residents. We are broadly in support of the proposal to reopen Gardner Street from Mon - Thurs inclusive, so that disabled drivers and passengers who have restricted mobility can park or be dropped off on Gardner Street to enjoy the many amenities in this vibrant area. Very importantly, we also support the opening of the street to enable a disabled resident to be able to leave and return to their home during these days, be that for medical appointments or indeed any other pursuit that they choose. We politely request the further addition of another disabled bay further along the street so that both ends are served at least with one on street disabled parking space. We would also like to see a drop off/pick up point on the street for disabled passengers, ideally alongside the bay currently proposed. This would also facilitate the resident being able to be collected if the disabled bay is occupied and be useful for the taxi community. To better serve this street on the proposed closure days of Fri-Sun inclusive, we are keen to see the creation of a drop off/pick up point at the entrance to Gardner Street - close to the gate entrance if possible. Turning now to the detail of the closure: we are concerned that a 9pm closure effectively bars some of our members who rely on close parking from being able to access weekend culture as it would prevent them from being able to enjoy entertainment or a meal during the evening hours. We regard this as an equalities issue. We would prefer to see a 5pm (or at worst a 7pm) re-open to give some chance for disabled people to be able to join in with evening activities along here. For reference, George Street in Hove reopens at 4pm. We would also like to see Christmas Day and Boxing Day as exceptions and for the street to remain open on these days. Otherwise the disabled resident and indeed any other residents who may have mobility difficulties will be unable to join family or friends on these important days. Our preferred 'Equalities First' position would be to reopen the road fully every day, as although this TRO offers some improvement on the current TRO, it does still create a weekend 'segregation' which is deeply uncomfortable and not in keeping with the Accessible City Strategy or indeed the Council's pledge to improve access to all parts of the city for disabled people. If the weekend arrangements were reduced to an 11-5pm or 7pm (latest) then this is a reluctant agreement, in recognition of the fact that we are having to work back from a wholly untenable situation. We want to support the street with our Purple Pound, but we simply can't do that, if we can't park or be dropped off close enough to meet our friends, Loved Ones etc. We are pleased to see that bicycles would not be permitted, but we would like to raise a concern about the possibility of scooters being used on Gardner Street, and the risk of collision, as they aren't classed as 'pedal' vehicles, they could potentially still be used at some speed and this is something that is of concern. It is really important that future proposals for our City Centre are disability led, and the history of the Gardner Street changes have been rather questionable. Closed fully during COVID, then reopened to Blue Badge holders in recognition of the need to be able to access; then a Report which did not include the independent [REDACTED] Report that [REDACTED] had taken part in, the wholesale removal of Blue Badge bays which was never discussed as an option, and now the reinstatement of just 1 of the 2 original bays.

This is an opportunity to 'put back better' which would at least enable more Blue Badge holders to be able to park and access this area on the days and hopefully, the evenings, when Gardner Street is open. Otherwise it really isn't 'open to all' and that isn't in line with the Commitment to an Accessible City. [REDACTED]

Support	<p>I support the reopening of Gardner Street Monday to Thursday to restore access for disabled people who need to use their Blue Badge to park or be dropped off so they can also be part of the street community. When open, this Street would be more accessible if you put back both the original disabled bays and also add a drop off/pick up point at the Dorset end. This will offset the likelihood that the disabled bay will be in use, and help the disabled resident to be able to get to their medical appointments or just be able to go out with friends (something able bodied people take for granted). An additional drop off/pick up point outside the gated area would improve access during the road closure days. 9pm feels much too late as the reopen time on the Fri-Sun + Bank Holidays. That is too late and stops disabled people from being able to even 'join' everyone else on a Fri Sat or Sun evening. That feels very unfair. A 5pm limit would be more reasonable and then the evenings would be open for everyone to enjoy equitably. Christmas Day and Boxing Day should see the road open. The shops are shut so it's really harsh to block a disabled person in on those Bank Holidays especially. To be clear, an extended road closure isn't at all in line with the intention of the Accessible City Strategy or our City Values and the commitment to improving access for disabled people, so we're making the best of a bad job here. This certainly shouldn't be a 'blueprint' for the city centre. George Street was quoted to us as an example - it reopens at 4pm and this was requested by traders. It also has good disabled parking both in the street and at either end for the daytime when the road is closed. So the proposals for Gardner Street are still very bitter to swallow and are segregating our community. It sends a poor message to visitors that we treat disabled people differently. Please make sure that scooter users are also prevented from riding through the street, and enforcement to prevent abuse of the disabled bay/s, together with clear pavements and dropped kerbs free of traders clutter is essential, at all times.</p>
Support	<p>I am supporting the reopening of Gardner Street for Mondays-Thursdays. This will give the disabled person who lives in the street a chance to get to medical appointments, they can then leave & return to their home on these days at least. Please would you add another disabled bay further along the street for me to use, I am a disabled wheelchair user. A drop off/pick up point would also be very helpful as sometimes disabled people use a taxi or have someone drop them off near where they want to go. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday Saturday Sunday or Bank Holidays. If the road doesn't</p>

open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or 7pm at the latest reopen would be a much more acceptable compromise. Please would you make an exception for Christmas Day & Boxing Day so that the road can remain open, so that the disabled resident can be collected & be able to enjoy this special time with their family or friends. When the road is closed it is important that bicycles & scooters don't use this road & come into conflict with people. During the periods of closure please would you improve enforcement so that uninterrupted pavement access & dropped kerbs (which need improvement as they're very unsafe for wheelchair users) can be kept properly free of tables, chairs or traders racks & stands. I feel that the road should be open over the weekend but I still need to support the TRO otherwise the Monday-Thursday period risks remaining closed. Thank you

Support

I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or a 7pm at the latest reopen would be a more acceptable compromise. Please will you make an exception for Christmas Day and Boxing Day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. Thank you.

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Support	<p>As you are aware, we have vehemently opposed the current restrictions imposed on Gardner Street, which have created many issues for our beneficiaries. We are very pleased that measures have been proposed to return the street to somewhere close to its original state. We agree, in principle with the proposals, however, the new proposals meet only the absolute minimum requirements for accessibility, and we would like to see at least one further accessible parking bay, with a 6 hr maximum stay, as we feel one space for the whole street is insufficient to meet the needs of disabled people. We would also like to see the prohibition of vehicles reduced to Saturday/Sunday. We also would like to point out that whilst lifting the traffic prohibition solves some of the issues for disabled people, there are many other issues which need to be resolved to make the street more accessible. Whilst not necessarily TRO related, the street is in urgent need of better provision of dropped kerbs, and better enforcement of street signage, stalls and outside seating. We would be happy to enter into some further discussions around this and negotiate some user-led accessibility audits of the street.</p>
Object	<p>As busbiebsses having street closure 7 days a week from 11am-9pm would be the best solution. If this cannot be achieved then Wednesday to Sunday plus bank holidays seems a great compromise</p>

Support	<p>I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or a 7pm at the latest reopen would be a more acceptable compromise. Please will you make an exception for Christmas Day and Boxing Day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. Thank you.</p>
Support	<p>I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or a 7pm at the latest reopen would be a more acceptable compromise.</p>

Object	<p>This would be a terrible retrograde step to largely reverse the prohibition on driving on this road. Car drivers in central Brighton are a small minority of residents and visitors and already dominate the physical geography of the town. The current situation already creates huge amounts of noise, pollution and risk to the vast majority who travel on foot through our narrow streets. The council should concentrate on further reducing car journeys in the town centre by closing more streets to traffic, not doing the opposite!</p>
Support	<p>I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or a 7pm at the latest reopen would be a more acceptable compromise. Please will you make an exception for Christmas Day and Boxing Day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. Thank you.</p>

Support	<p>The road is not sufficiently wide to allow a car to pass when cars are parked in the residents' bays as well as off pavement on the single yellow line. As such it has become common practice to park with wheels on the south pavement. For many years we have observed the difficulty created by this with pushchairs and wheelchairs having to leave the pavement to go down the street. We have had to lift pushchairs over parked cars to exit our house. The implementation of double yellow lines will reduce the occurrence (as there are a surprising number of blue badge holders who partake of this practice). Further it will reduce the number of vehicles that drive the wrong way down the street in order to "quickly" get a space.</p>
Support	<p>I fully support these proposals. It is totally wrong and completely unfair to trap people with disabilities in their homes without making suitable provision for vehicle access and parking. Re-opening the road, if only for part of the week, will go some way towards mitigating the difficulties created by the earlier road closure. Blue badge bays are essential for people with disabilities. Please could the Council consider reintroducing both bays rather than just one? Parking and licensing regulations must also be properly enforced to avoid the use of the bay(s) being abused by other road users.</p>
Object	<p>Allowing motor vehicles to use this street during more hours and during more days will have negative effects on the pedestrians which use the road, which is the vast majority of the road users within this area. Allowing motor vehicles to access this road when currently prohibited will detract to from the pedestrian friendly realm which the area is known for along with reducing road safety.</p>

Support	<p>I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or a 7pm at the latest reopen would be a more acceptable compromise. Please will you make an exception for Christmas Day and Boxing Day and New Year's day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. More planning should have been done about this closure, the impact on disabled residents is unacceptable, and I don't think the consultation was adequate. Please consider disabled people before making these decisions in future.</p>
Support	<p>I support this only because it's an improvement on the current situation. Which is clearly unlawful under equality legislation. In addition to what is currently proposed, there should be additional disabled bays for visitors such as myself, no dangerous shared spaces between pedestrians and cyclists, and access for blue badge holders at all times. See other local authorities such as Oxford, which allow blue badge holders into pedestrianised zones at all times. This would be more consistent with the council's accessible city strategy.</p>

Object

Gardner St. is a busy street popular with locals and tourists alike. It is at the heart of the North Laine. The city centre is already busier with motor vehicles than ever before. I have lived in Brighton for 52 years. Opening the street to traffic under the proposals will put pedestrians at risk, increase pollution and deter people from using businesses. Living in Brighton means that more space is given over to motor vehicles than pedestrians, and opening the street to vehicles signals to local voters that the current council are not serious about improving the environment for locals and visitors to the city. Pavements in the city are mostly narrow. There has been no attempt to alter this and this proposal signals that Brighton and Hove City Council favours motor vehicles over residents. I understand access for less mobile residents is an issue, but re opening the street for the amount of time proposed is excessive and a better solution should be explored to solve this matter. At no point should motor vehicles be given priority over people. Maybe a disabled bay should be reintroduced for the affected resident?

Support

I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or a 7pm at the latest reopen would be a more acceptable compromise. Please will you make an exception for Christmas Day and Boxing Day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. Thank you.

Object	<p>There are depressingly few pedestrianised shopping areas in Brighton, those few that exist are a joy. Gardner Street is currently a precious oasis of traffic free calm. To open it up to motorised vehicles is a retrograde step. This new council seems hellbent on prioritising drivers of motor vehicles over other constituents, particularly vulnerable road users (e.g. pedestrians etc). The evidence about the health risks from motor vehicle emissions is too serious to ignore - see the Government's assessment here... https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution . And of course the climate emergency should inform all local decision making. Far from removing those few areas which motor vehicles cannot access, the council should be encouraging all residents to embrace active travel alternatives and discourage the use of private motor vehicles. Active travel and Ultra Low Emmission Zones are the way forward. Other councils are making great headway with this. Why are Brighton and Hove not doing more? I voted for this council and I couldn't be more disillusioned. There's still time to get back on the right track though. Do the right thing BHCC</p>
Object	<p>The council have said this is being done for a resident on the street who needs to access their vehicle on the same street. You are using a sledgehammer to crack a nut. If the resident needs to park their vehicle on Gardner Street, grant them and them only vehicular access. I'm sure there's plenty of ways you could do this - retractable bollard operated by ANPR, code, or key fob, for example. Opening the whole street to traffic again encourages rat-running through a busy pedestrian street. The city desperately needs less traffic in it; making it easier to drive everywhere does nothing to discourage driving. Moreover, the logic here is all skewed - a single resident has asked for vehicular access, so you are opening the whole street up to all drivers. If a single resident said they needed a road to be entirely closed to vehicles for their mobility and safety, would you do it? I doubt it very much. This suggests that the underlying motivation here is not about access for this resident - which could be achieved in a number of other ways - but rather to simply open the road to drivers again, which will make the street less safe for pedestrians, and will only encourage more driving in a city that already has too much of it - and too much of the pollution that results from it.</p>

Support	<p>As a disabled and chronically ill person with high mobility needs, I am writing to you to inform you that I approve the revised TROs for Gardner Street. Mobility is something, understandably, which is very much taken for granted by able-bodied, well people. Unfortunately, for people such as myself, the world is an extremely limited place in terms of accessibility and having access to a car from door to door as a mobility aid makes the world that little bit easier for us to be a part of. The revised TROs would help disabled people such as myself to access not only Gardner Street itself, but the world outside of Gardner Street once I was in Gardner Street. I thank you for your reconsideration on this important matter.</p>
Comment	<p>As a disabled person it was upsetting to hear about this woman who has been made housebound by this regulation order. Too often we are overlooked in favour of other causes and as somebody who was housebound for a long time and felt suicidal and helpless as a result, this is something I feel strongly about. I imagine it's taken all the energy this woman had and more to fight this and she will be even more ill as a result. Please think of the impact of the disabled when enforcing these policies</p>
Comment	<p>We have lived in the Brighton area all our lives - a long time! My husband is now disabled and needs a wheelchair when going out. We cannot imagine being unable to go out at all and know we would become v depressed. We feel the following would help - 1) Access to Gardner Street Mon to Fri. 2) Have 2 blue badge spaces with limited parking time perhaps in road. 3) When road closed over weekend and bank holidays have area as already suggested at end of road. Sadly you have to have experienced a situation as with anything to fully understand the difficulties of disabled people.</p>

Support	<p>I approve TRO-35a-2023 and TRO-35b-2023 for Gardner Street because a woman with severe M.E. a devastating Neuro-immune disease that i also suffer with, is being left without the support, care and appointments she desperately needs. I understand this can be an inconvenience but for this woman this is so much more than that. Not only is it severely impacting her already limited quality of life but it is preventing her from accessing necessary appointments that are hard to come by and to rearrange. Although i do not know her personally, i do know her struggle and as someone who understands the severity of this situation i beg you to please hear her and to approve these policies and procedures</p>
Support	<p>I think we need to allow those who are disabled and house bound to access vital transport to their doors whenever they need it and not be trapped in their homes by road closures. This access is vital for both emergency, health and social activities which should be non discriminatory and equally available to those disabled as well as able bodied. A minimum of 2 Blue badge bays should be available on Gardner Street. As a long time Brighton resident I also think the weekend closure of Gardner street does not need to extend beyond 6 or 7pm at the latest in the summer months as by then all shops and most cafés are closed so footfall is reduced and outdoor seating unnecessary. I also think the weekend street closure hours should be shorter in the winter months to reflect reduced need especially after dusk around 4pm -5pm from November to March.</p>

Support	<p>I am in favour of the changes as laid out above, it will allow the residents access in and out of their homes at certain times. It is far from ideal, but better than it being a full time closure. I have a cousin who lives on this street, she has done for a very long time. She has been desperate for the council to have a rethink of the closure, as it has had a huge impact on her life in recent months. She has many medical issues, which need constant care from a multidisciplinary team, needs visits on a very regular, if not daily basis to her home, and obviously needs to be transported to appointments, therapies etc, she does not have her own transport, so relies solely on others to collect and return her home again, she is unable to walk very far. Blocked entry to her residence is the last thing she needs, she is extremely vulnerable, this has caused much worry and stress to her, which has been very detrimental to her health. Her family have been restricted in visiting her, access has been very difficult. She has become a prisoner in her own home. This I am sure you must agree, is far from fair or ideal for anyone, let alone a person with so many medical issues. It concerns us, her family, that this is happening to her, we are too far away and feel rather powerless to help, the only action we can take, is this, we are desperate for you to make this change. Please help her in some way and consider this change very seriously.</p>
Support	<p>I am frustrated these days by various vehicles for ongoing building work obstructing my gateway, and often think how difficult it would be if I depended on a wheelchair. It must be considerably worse for disabled people in Gardner Street who need transport for hospital appointments or to visit relatives. I understand some feel trapped in their homes. So please accept the recommendations in TRO-35a-2023 and TRO-35b-2023 for Gardner Street. I walked down Gardner Street last Saturday. The atmosphere was great with chairs outside cafes and street vendors. But I wonder, (God forbid), suppose there is a fire in one of these shops in the middle? I'm surprised the emergency services have not insisted on access for emergency access.</p>
Support	<p>However, I feel that it would better to replace both the blue badge bays and open up Gardiner Street Mon-Thursday.</p>

Support	<p>I approve the above proposals for Gardner Street. The present proposals place severe restrictions on the residents of Gardner street, particularly those with disabilities who are unable to access the services, and the support that they need. The new proposals will enable them to have weekly access to vehicles to allow people to attend appointments, and enjoy and make use of the street that they live in. Under the present restrictions applied to Gardner Street one resident Anne Ingle, is virtually a prisoner in her own home and is unable to attend necessary appointments, access health care and other community resources, or enjoy or make use of the street she lives in. I would draw the Council's attention to its duties under the Human Rights Act of 1998, and the Equality Act 2010 I would appreciate receiving information about the outcome of the consultation and any decisions reached by the Council.</p>
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Support

I am supportive of the changes proposed in these TROs, but with some reservations remaining. My sister was directly and severely affected by the changes made in the original TROs creating the current restrictions. These changes have also affected me when making visits, ensuring the whole process of visiting and supporting my sister became exceptionally difficult. It was abundantly clear that the previous consultation rode roughshod over the needs of disabled residents in particular, and that accessibility needs and requirements were completely ignored. The revised proposals in these TROs represent a broadly acceptable compromise that provides greater accessibility, though still creating restrictions that disproportionately affect disabled individuals. I would accept the proposals as a compromise but would ask that you give further thought on my remaining key reservations: 1. Allowing vehicles to use Gardner Street Monday to Thursday (except bank holidays) is a vast improvement, but this still means my sister cannot get to any medical/ health appointments on a Friday. I have had cancer treatment this year in Leeds and a number of my consultant appointments have been offered only on Fridays or Saturdays, and my radiotherapy was every working day for 6 weeks, so this can be an issue and you should consider what further help you can give such residents in relevant circumstances. Also, I understand shops are closed on Xmas day and Boxing Day, but visitors may call by, so please relax the restrictions on those days. 2. There should ideally be more than one disabled parking bay. It's well enough providing one, but if a disabled visitor to the street takes up the space when it's needed by a disabled resident then it's not a lot of help. It also needs to be clear that 'loading/ unloading' periods also apply to picking up and dropping off disabled residents by vehicles without blue badges displayed. I would reiterate that my sister has an essential medical need to be able to be collected and dropped off very close to her door. 3. The whole process for handling TROs needs much sharper focus and improved controls to ensure it is taking advice from appropriate organisations and individuals, and that critical advice around accessibility cannot be simply brushed aside in a pretence of democracy. The decision making around the original TRO's was absolutely atrocious and the process itself has caused massive worry and an immense amount of work to the very people that the process is supposed to help protect.

Support	<p>I am writing to lend my support for, and say I approve of, TRO-35a-2023 and TRO-35b-2023 for Gardner Street. I am relieved there has been an amendment to the road closure in support of a my befriender who is housebound and lives on Gardner Street. The prospect of her not being able to get out of her home for appointments because of the road closure was, and still is, causing her a great deal of stress. I understand the desire for a car free city centre, and environmental issues are hugely important to me - but this whole episode has made me realise how it cannot be just a black and white no cars policy when vehicles/cars enable those with disabilities to have mobility and freedom that others more able can take for granted. The revised TROs will go some way to addressing this.</p>
Support	<p>I am the niece of a resident who is currently detrimentally impacted by the current situation. As someone who has worked in Human Resources for a decade, I am shocked and appalled by the limited consideration for the residents of the street but above all the lack of reasonable adjustments made for those individuals who are disabled. I would strongly encourage you to consider the impact on the wellbeing and welfare of those who are unable to leave their homes and or get access to medical aid at flexible times, I cannot imagine how those who live on Gardner street are feeling and how trapped and isolated they must feel with the current situation. How would you feel knowing if your health declined and you needed support immediately or out of hours that someone you trust might not be able to park close enough to your home to assist you? Accessibility is critical for these individuals. The restrictions that have been put into place are not right and not fair and certainly go against promoting a community where everyone feels safe and equal. That is all the residents are asking for here, not preferential treatment just being treated fairly. I am therefore fully supportive of the two orders named above and would ask that the amends cited are implemented immediately to avoid further distress to all those impacted</p>

Support

I am writing in my capacity as Chair of the Older People's Council (OPC) to approve these changes. It is outrageous that residents can be denied full access to their property, but even more so when this applies to older &/or disabled residents who rely on vehicles accessing either to exit the street themselves or to receive services. We appreciate that many people can benefit from areas free of traffic but it is simply unacceptable for this to be in a street with residents who may require vehicle access to access the community themselves. This is where the desires of a majority, upheld through democratic processes, can negatively impact the needs of a minority with 'protected characteristics'. The needs of the latter are upheld within The Equality Act 2010 which puts a duty on public bodies to take these into account, not in a tick-box exercise, which unfortunately equality impact assessments have become, but to genuinely uphold the rights of such residents to fully participate in the community. I note that the changes proposed, whilst an improvement, are very much a limited compromise, falling some way short of the Act's intentions as detailed above. Obviously for residents affected a reversal of the Traffic Regulation Order (TRO) put in place in Jan 23 would be optimal but failing that we propose further amendments as follows: 1. Blue Badge spaces to be reinstated to the maximum permissible. 2. Installing drop-off points for non Blue Badge holders (many people who have mobility issues do not meet the threshold of a Blue Badge), taxi users or those dropped off by someone else. 3. On Friday – Sunday having an earlier opening time of 6pm. 4. Open Gardner Street on Christmas and New Years Day and any days when shops are not open. 5. Improving enforcement so drop curbs aren't blocked and walkways are kept free. 6. Making sure bicycles/scooters don't use the road when closed. 7. Ensuring that vehicles do not reverse up the road or use loading bays to park up when closed.

Support

Whilst in general I applaud pedestrianisation it has presented a huge problem of accessibility for my cousin who depends on door to door transport to get out, particularly to medical appointments. I feel that we have to make sure that when decisions are made the health, security and mental health of those with mobility issues are given generous consideration. This TRO proposal goes some way to relieving this issue for my cousin, with access to transport during the week and the blue badge bay at the north end of the street she will be able to get out again. I hope this change has plenty of support as it will make a huge difference.

Support

I am writing to approve the proposed TRO's for Gardner Street TRO-35a-2023 and TRO-35b-2023. I approve of both orders - to open the road for vehicles so that disabled people can use vehicles and taxi's and also to be able to park in the Blue Badge spaces directly on the street. Please note that whilst I approve the above TRO's, I also ask that you take the time to read the following few notes. As a carer I often have to take disabled people to medical appointments and also for being out in the community. I know how difficult it is to physically help disabled people who are not easily able to walk get in and out of cars, in and out of their houses and also in and out of the facility we have to go to. This can mean lifting, getting people into and out of wheelchairs and guiding people into the vehicle. These are not easy things to do. Sometimes people also have behavioural or cognitive problems that make this more difficult, but this is no reason that a disabled person should be excluded from a place. As someone with much experience of this, I wonder if anyone in the council has experience of this? Moving blue badge spaces away from someone's home should not have been done and these should be put back. Vehicle access to a road also allows a carer to get close to a disabled person's home and without this it is very difficult or impossible to do what is needed. The previous council basically trapped the housebound person and this needs to be reversed too. As someone that also drives disabled people into different places in the community, I don't think the council should have made somewhere inaccessible either for disabled people or their family and friends. Council's shouldn't be shutting down roads to vehicles for disabled people. If you don't allow a disabled child somewhere, then their family can't go there either. It takes a good deal of preparation and thinking time by the disabled person and the carer/s to work out how to get to do things. This shouldn't be underestimated, and I don't think authorities have any idea. Sometimes people can't be in wheelchairs or can't walk a long distance, but it's equally difficult to push someone in a wheelchair for a long distance. Lots of disabled people don't have wheelchairs. I probably have a different idea of a long distance to what your idea is, because if you can easily walk you wouldn't have come across this problem. But the people I care for have different needs to you. As a driver of a disabled person that regularly has to go to medical appointments and know how difficult it is, the decision that let the road be closed was not sensible, reasonable or had any understanding of what disabled people need and how they have to live. From a carers perspective it discriminated against disabled people. The newly proposed TRO goes somewhere to rectify this and so I approve of it, but it really should go further. As I am not the person's actual carer I don't feel able to say, but I hope my contribution gives a perspective that you probably don't hear enough of.

Support	<p>I'm a befriender for a disabled person who lives on Gardener Street. In the past months and year even, I've become aware of how restricted her life has become but income ways the extent of this can be changed. I can see that her voice is beginning to be heard, on behalf of others too. Her life could be changed for the better if enabling decisions were made by those who have the power to make a difference. As I'm sure, you will understand what a difference Blue Badge spaces make. What will make her and other disabled people who live in that street, is to have access – and being related to a disabled person, I know how much. And 'proper' ones too, with all that goes along with what that implies (dropped curves etc). It was good to hear of the extension of the hours the street will be open. It will make all the difference to disabled people getting to appointments, day centres and so on. But Monday to Thursday is still restrictive. Let's get Brighton living up to its reputation as an inclusive, welcoming and above all, kind city. It's a pity it's taken so long to get voices heard on these and other related points. We can do better.</p>
Object	<p>I'm objecting to this on the following grounds: - Allowing all vehicles in Gardner St Mon- Thurs will make it less safe and convenient for pedestrians, disabled people and cyclists by introducing conflict with traffic - The previous but one order for similar times restricted access to MOTOR vehicles ie cycles were allowed. The proposed order removes access for cycles thus restricting access by cyclists especially any that are disabled and unable to dismount or walk easily - The proposed measures will make it harder to disabled people to use the street during the hours of operation when tables & chairs will obstruct both the footway and carriageway. There are no proposals to ensure that there is a usable pedestrian width of 2m as set out in Inclusive Mobility. Also If the intention is to allow access to Blue Badge holders this could be done by an exemption to the existing order rather than removing it</p>

Support

I am writing to approve TRO-35a-2023 and TRO-35b-2023 for Gardner Street. I have been a full time Brighton resident for almost a year, and a part time resident for almost 15. I am a PA in adult social care, and I'm keenly aware of how the closure of Gardner Street affects disabled, elderly, and non-disabled residents. At present, ambulances are unable to access Gardner Street. Local disabled residents cannot access each other's homes, be visited by friends or family, access at home medical care or transport to their door to take them to medical appointments. Disabled residents, the ambulance service, and medical professionals who perform home visits were not considered or consulted regarding the closure of Gardner Street. Opening the street via TRO-35a-2023 and TRO-35b-2023 is a step in the right direction. This is however a compromise. Disabled residents and visitors' access is being shunted to the less busy end of the week for the sake of business. I do not feel this is acceptable in the long term. Regarding the closure of Gardner Street, I see many cyclists opposing the new TRO. Mixing cyclists and pedestrians was never a sensible idea. Between pedestrians and obstructions on the road, Gardner Street is not fit or safe for cyclists. Following that, I see no good reason why only one Blue Badge space is being reinstated when there were previously two on Gardner Street. Removing these without sufficient replacements, or consulting disabled residents, is deeply concerning, and leads to segregation. When reinstating the Blue Badge space, or ideally spaces, the size of said spaces must be considered. Residents requiring minibuses, community transport, or hoists, must be taken into consideration. They require more space. Adding drop off points for taxis and other transport for disabled and elderly residents when the street is closed Friday through Sunday would be another step in the right direction. As mentioned before, the size of these points must be considered. It can take time to enter/exit vehicles, as well as set up mobility aids. As a PA in domiciliary care, I must manage whatever situation my client is in. As is, I cannot access Gardner Street with confidence that my clients will be safe. It is in fact a near constant concern of mine when working. My clients have the right to access every and any part of the city, and it is my job to be with them. I feel it is worth pointing out that prior to the closure of Gardner Street there were no traffic accidents, nor were there when the Blue Badge spaces were in place. Another matter for consideration is the dropped kerbs on Gardner Street. As is, they are insufficient. They are not properly sized, some are dangerous, and all are almost constantly obstructed by wares and tables from local traders. I understand the Council must take into consideration traders on Gardner Street, but business should not outweigh access or safety. If the Council considers themselves inclusive of disability, this must be kept in mind. It is vital that licensing and parking regulations are enforced to keep Blue Badge spaces free for Blue Badge holders, monitor the access to dropped kerbs, make sure loading and unloading are kept to the 30 minute time limit, and keep pick up/drop off points clear. Moving forward, there needs to be clearer communication with the traders of Gardner Street as to what is and isn't acceptable for them in terms of road access. As mentioned previously, they constantly obstruct dropped kerbs and pathways, at the expense of disabled residents. This continues even after 5 PM, when traders no longer have access to the road or pavements. Disabled residents and their carers need more space than is typically assumed. I hope the Council will

keep this in mind. A 4 day open is a start. I feel Gardner Street should be open for a minimum of 5 days, if not 7. Anything less than 4 would be utterly unacceptable. Disabled residents have a right to access Gardner Street every day of the week, not just the days that are 'convenient' for everyone else. More and more of Brighton and Hove is being made inaccessible to disabled residents and visitors. Is this the sort of city we want to build? Regarding the opening of Gardner Street at the weekends - Businesses are long closed before 9PM. I feel a 7PM open would be more appropriate, and of benefit to traders on Gardner Street, such as Komedia, Gourmet Burger Kitchen, and The Dorset Bar & Kitchen. I also feel the barrier to Gardner Street should be opened Christmas and New Year's Day. Most traders will be closed, and residents likely will not be shopping. Disabled residents however will be barred from visiting, or having visitors, due to not being able to access the road. While the overall tone of my email is harsh, I want to emphasise that I strongly support TRO-35a-2023 and TRO-35b-2023. My frustration is borne of witnessing my clients struggle, and hearing about experiences of disabled residents regarding the closure of Gardner Street. This is a step in the right direction, and I hope the new Council continues with this momentum.

Support

I work full-time in Brighton, and visit Gardner Street regularly as a befriender of one of its residents. They are housebound and have chronic illness, and due to the current road closure, have been unable to get out of their flat even for medical appointments. This has severely impacted both their mental and physical health as a result. As a befriender, I am acutely aware that some residents are more vulnerable, isolated, and lonely. The proposed changes will have an undoubtedly positive impact on my befriender, as well as the wider group of residents who are currently unable to get out and about due to the road closures. The addition of blue badge spaces for days the road is open, and drop off points at either end of Gardner Street for days it is closed, would also make access easier. My befriender is unable to get out and about unless they have a car take them from door to door – and the use of mobility aids like wheelchairs is extremely difficult on Gardner Street, due to a combination of uneven surfaces, shops and restaurants using the pavements for displays and tables, and very steep dropped curbs. Finally, although opening the road from Monday to Thursday is a move in the right direction, it is still not fully inclusive of everyone who lives on this road. They should also be entitled to a way to get out over the weekends (arguably the more social days!) My befriender has said to me ‘I just want to get to the dentist’ – and it’s quite shocking and disappointing that something as simple as attending a medical appointment has taken this much time, effort and hard work on their part. Just because the residents of Gardner Street who have chronic illness, are disabled or isolated, are in the minority on this road, does not mean that they should not be catered for. Everyone should be able to get to the dentist! And one final, final comment. The process for this could be much more inclusive and accessible – in particular the short time in order to provide comments can severely impact people who require additional time to process information.

<p>Support</p>	<p>I am emailing on behalf of myself and a number of our members who want to support a resident of Gardner Street in Brighton to make a change to current traffic regulations. A Member recently contacted us to make us aware of her story and struggles with access to and from their home. Accessibility and reasonable adjustments for people is something that our organisation, Speak Out, is really passionate about. We work with people with learning disabilities and complex needs who often feel trapped and restricted in Brighton and Hove due to accessibility problems around the city. We would also point out that the current situation on Gardner Street seems to be completely at odds with the aims of the new Accessible City Strategy, which is meant to enable, rather than disable, people in Brighton and Hove. Therefore, we fully support you making the adjustments necessary to allow some vehicle access so that this resident can get out and about more freely. These members would like to support / approve the proposed TRO:</p>
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Object	<p>I don't think that one solitary disabled parking bay, a little closer than other disabled parking bays nearby are to some of Gardner Street, will make much of a difference to disabled people, especially given that it's available for use only during weekdays (when i suppose family and friends are less likely to be available) and when the road is open to traffic and the pavements will be, if anything, more cluttered with A-boards and furniture, than when businesses can put it in the road. I think what would be of more help to disabled people, and other people, is to make sure that the public footpaths and access ramp areas, if not also a strip of the road when it is open to pedestrians, are kept absolutely and completely clear of A-boards and furniture and plants and whatever else. There has been a noticeable increase of footfall and trade on Gardner Street during the period that Gardner Street has been closed to vehicles and pedestrianised for the full week. I would suggest considering providing a time limited parking space during pedestrianised hours, at each end of Gardner Street, flush with North Road and Church Street, for delivery vehicles and the like (of a small enough size), and perhaps also taxis, by moving the barrier(s) slightly further in and along Gardner Street. This might allow the road to be closed earlier than 11:00.</p>
Object	<p>The street should continue to be closed to vehicle traffic during the daytime to allow pedestrian priority</p>
Support	<p>One of our scheme members lives in the area. They are housebound and cannot access important health appointments without access to transport. So having access, Blue Badge spaces back or having drop off points are integral.</p>

Support

I am writing to say that I approve TRO-35a-2023 and TRO-35b-2023 for Gardner Street. I am aware of the issues affecting my friend who has access needs, and who would be adversely affected by limits to vehicle access in this residential area. Therefore, I support moves that enable access for as many days of the week as is possible. Having Blue Badge bays on the street -- at least one on each end -- plus safe drop-off points are important to allow residents to safely get in and out of vehicles and set up their mobility aids. I am aware of how much disability and mobility impairment can impact well-being, and that it is extremely important for those affected to be able to easily access health care and to socialise and travel freely from their homes. Therefore, I urge you to accept the new TRO proposal, which will help enable vulnerable Brighton residents to go about their daily lives with reasonable level of freedom and support.

Support

This email is to say that I approve TRO-35a-2023 and TRO-35b-2023. I am not a resident of Brighton but a family member of mine lives in Gardner Street and is greatly affected by the closure restrictions which mean they are unable to leave their home for any medical appointments or social interactions (which are limited by disabilities anyway). The current situation makes it impossible for any friends or relatives to drive to the street and provide transport anywhere. We also have other family members who have a blue badge. Surely it would be better to have Blue Badge spaces and drop off points so that people were able to access Gardner Street facilities as well as residents being able to leave for medical appointments in particular. The blue badge bay marked at the North End on the diagram is particularly important for my relative. There are a great many disabilities which may mean someone needs to have a guaranteed route from home to a car where they feel safe. Lots of these are invisible and might include mental health issues, autism, hearing loss, sight loss, dementia and ADHD. Keeping the road closed to traffic for the hours when they would be out for medical appointments has resulted in my family member being housebound and under great stress for far too long. It is important for Gardner Street to be open for at least the Monday to Thursday as proposed but would be even better for a change to 7 days rather than the 5. I am very concerned that the other interest groups with greater resources seem to have moved things forward more effectively. It appears that people with disabilities have had less advocacy and therefore less voice in any decisions. It is appalling that there have been no reasonable adjustments made during this period of road closures and that needs to be addressed now with this proposal. My family member has suffered serious mental health problems due to this issue and I hope the Council will now understand the need for supporting those with disabilities rather than disadvantaging them further.

Support

This is to say I approve of the proposed TRO's for Gardner Street TRO-35a-2023 and TRO-35b-2023. The new proposal came to my attention because of the wide ranging and serious negative affect the current situation has on a family member. However, this also has much wider reach than them alone. I am a disabled person myself and understand the various difficulties well. I ask that Brighton and Hove City Council keep information confidential, specifically in relation to any identifiable person. I now live in Australia but retain UK citizenship, several times returning to UK for year long visits. I love Brighton and can see why, over 15 years ago, my sibling, chose to make their home in Gardner Street, where they continue to live.*Please note; when people living with disabilities are mentioned in this e-mail I particularly mean people who are severely restricted when it comes to mobility, when a vehicle is an essential mobility aid. It is too long a sentence to put everywhere.*The reason I approve the above mentioned TRO's is because it is a step in the right direction for the many people living with disabilities who are residents of Brighton as well as for those who are living with disabilities and like to visit Brighton. Likewise it is a step forwards for their carers/families/friends etc. I encourage everyone concerned to take the time to read the few points below. I know Gardner Street to be a vibrant, well established residential and business street, but, for a family member the current road situation since the beginning of the year has been the cause of great angst, frustration and forced exclusion. Increased disablement/increased isolation/increased loneliness and so on. For them, every single aspect of life has deteriorated drastically/become more complicated. The proposed TRO's, if passed, will help alleviate this specific situation, and do the same for others in similar situations. It will not simply allow more freedom of geographical movement, of being able to get to where they need/want to be, it will assist with feelings of safety, of being cared about, of belonging to and being part of a more cohesive and accepting community. People living with disabilities, their carers, families etc should be allowed to live in the mainstream of life. The proposed TRO's are a great aid towards positive messaging. I do want to say that Monday to Thursday does limit people living with disabilities, and for my family member they will not be able to get to Friday Clinics etc. This is a big compromise that I hope businesses/Council understand, because at the same time as being a step forward, the proposed TRO's really push disabled people to the less sociable end of the week. People living with severe disabilities are removed from the mainstream when the road access closes on Fridays. Extending the road closure times from 9am to 9pm on Fridays, Saturdays and Sundays is difficult to comprehend and further excludes many people with severe disabilities from mainstream living. Also, the proposed TRO's cover Christmas Day and New Years Day. This denies my family member the ability to get out and visitors who are disabled from getting in. It also denies people living with disabilities, their family/friends/carers from meetups within Gardner Street or family/friends/carers from visiting Gardner Street on Christmas Day and New Years Day which traditionally, are times for family/friends/carers to visit and in my family members case, perhaps the only days of the year when some members of the family could visit and plan to take them for a short trip out in a vehicle. Shops are closed on Christmas day aren't they? Is there a possibility that the road

could remain open on Christmas Day and Boxing Day. Re; Blue Badge spaces. I understand there are a couple of disabled people on Gardner Street, one is my sibling who needs vehicle access directly from their front door. In such a situation a vehicle is their 'essential' mobility aid. At the beginning of this year two necessary Blue Badge spaces were removed from Gardner Street and were relocated too far away for them to reach. The choice to remove the established vehicular access to a housebound person's front door was poor planning at best and needs to be corrected. Both of the Blue Badge spaces that were relocated need to be put back as they were. If anything, more Blue Badge spaces need to be created on Gardner Street as well as some 'short time drop-off points' for people with disabilities, but not at the cost of the two necessary Blue Badge spaces. Many people living with disabilities have to think harder, plan harder, prepare more to achieve anything, including planning a trip to a medical appointment. These concerns need to be addressed, life shouldn't be this difficult for so many people. Often, whole families miss out because they don't want to leave their disabled loved one at home whilst they go out and enjoy themselves. Equally, carers need access to Gardner Street to do their jobs properly and currently I know this isn't happening. Having various disabilities and impairments myself and being someone who needs to get out everyday I would also stress the need for disability-aware surroundings. At present street furniture is often in the way and the dropped curbs are a problem. Using a Guide Dog or a long white cane, and sometimes a wheelchair with my Guide Dog along side, I know how important clear access is and hope that businesses/Council will start to understand how problematic obstructions and schemes that haven't been well thought through are. Imagine the very real situation of a blind parent trying to navigate their way around the area with young children, perhaps a pushchair, in hand. My hope is that Council begins to consult with disability groups in a more dynamic way with a force that stimulates change or progress in a way that keeps people living with disabilities in the mainstream of life rather than on the edge. In terms of consultation, I feel Council could do more. Work with Disability organisations clearly and in depth, understand that individuals living with disabilities often require advocates during consultation periods. It takes most disabled people a lot longer to put together comments to proposals than it does for most people, some are too ill to create their own input. This is unfair as we already have to work with a lot more administration than most people throughout our daily lives. I feel it is important for Council to ask the right questions, broader questions and say what they intend. To be clear, open and fair. Also, I feel it is important for Council to alert their disabled citizens regarding future TRO changes, perhaps discuss the many different ways to contact/connect with disabled communities and known individuals. I would like to end with the following; "I miss hearing an actual conversation". Think about it for a moment. I replay those words and all I can hear is "I miss life".

Object I enjoy using this street as a pedestrian on all days of the week, and prefer to keep the area favourable to pedestrians over cars. Please do not do this.

Object	<p>The pedestrianisation of Gardner Street has massively improved the experience of those visiting the businesses there, and the businesses themselves. There needs to be fewer cars. Not more. There are a number of streets in the area that cars can use to access the area. This one is not the only one and therefore is not essential to be open to traffic.</p>
Support	<p>I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the early evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm reopen would be a reasonable adjustment. Please will you make an exception for Christmas, Boxing & New Year's Day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. Thank you.</p>

Object

I wish to strongly object to the revoking of TRO-35a-2023, the Prohibition of Driving Monday to Sunday 11am to 5pm on Gardner Street and the commencement of TRO-35b-2023, which reintroduces motorised traffic to a narrow city-centre street, against the wishes of many people, including traders on the street. This is a highly regressive and dangerous step that will have negative consequences for the vast majority of those trading on, living in, and visiting the street. I oppose the change for several reasons: - The removal of vehicular traffic makes the public space on the street much more pleasant, safer to walk in, more accessible to those using mobility aids, and easier for carers pushing children in buggies to navigate. - Allowing vehicles onto the street is likely to increase net carbon emissions, contributing to climate breakdown. - The reintroduction of fumes from car exhausts adds pollution to the air in the street, which is a significant public health issue, particularly for those with respiratory problems. - Reintroducing traffic increases the potential for road collisions and injuries. Many council administrations around the world, as well as in the UK, are demonstrating real leadership by removing traffic from city centre streets for the reasons outlined above. For the well-being of its citizens, Brighton and Hove Council needs to follow suit; the closure of Gardner Street to traffic by the previous council administration was a positive step in this direction, and revoking the previous TRO would be a significant misstep. It's unfortunate that a disabled person living on Gardner Street can no longer be transported by car to appointments from their front door. With the advancements in alternative, cleaner forms of transport, an alternative means of transportation needs to be put into place. However, the well-being of all needs to be considered, which is why the closure to traffic should remain. Of course, disabled parking should remain close by. One of the most difficult but necessary challenges that local administrations face is the urgent need to remove polluting traffic from our city centres. We are being made increasingly aware of the problems - pollution, danger, health problems, and greenhouse gas emissions - caused by fumes and particulate matter from motorised traffic. It is thus highly irresponsible to reintroduce traffic onto a street as central as this, and I urge you to reconsider.

Support	<p>I am a befriender of someone living on Gartner Street and a former Brighton resident. I am writing to you to express that I approve TRO-35a-2023 and TRO-35b-2023 for Gardner Street. I think that the street should be opened throughout the week to enable all residents easy access to the vehicles. The partial closure of the road does not seem to be a reasonable solution since there are unexpected events which could happen anytime and I would expect the city of Brighton to take that into consideration.</p>
Support	<p>I have previously worked with a housebound/ disabled person on Gardner St and for other disabled people in the city and I am aware of the difficulties they face trying to access their community, appointments and getting around in general. Please keep our city accessible for everyone to use and enjoy, be ensuring enough Blue Badge Bays, keeping areas and streets open and accessible for wheelchair and mobility aid users. Lets keep Brighton accessible for all to enjoy!</p>
Object	<p>I object to Brighton & Hove (Prohibition of Vehicles) (Gardner Street) Order 202* (TRO-35a-2023) but this is not an objection to the prohibition of driving motor vehicles as long as cycling is not also banned. The issue in this TRO is the change of use of public space. The footway is not adequate space for people to get about during TRO 35a's proposed hours of operation if the carriageway is going to be totally blocked with street furniture. I see that on Bank Holiday Monday 28/8/23, the businesses had already adopted the arrangement proposed in TRO 35a prior to approval, and the result was that the carriageway was barriered off and people were passing with difficulty on the pavement as though on a narrow peripheral walkway. Under these conditions, taking any wheeled equipment (buggies, wheelchairs, mobility vehicles, cycles etc.) along the narrow pavements results in obstruction to others. Recent observation on Bank Holiday Monday 28/8/23 showed that business people are placing things on the pavements in addition to on the carriageway in an attempt to attract customers, but this is resulting in an unacceptable loss of public space. There are points on the pavement in Gardner Street where dropped kerbs have been put in and the useable pavement width is reduced further. There should be an adequate thoroughfare for people to wheel, cycle or walk in comfort in the streets of Brighton and Hove. Cycling should not be banned on the days of operation. This would be a retrograde step and counter to many local BHCC and national policies to increase active travel, enabling the use of cargo bikes for deliveries and reducing the many disbenefits of car-dependence. It is important for the centre of Brighton to be permeable to cycling and wheeling. Access for disabled people needs to be retained.</p>

Support

I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the early evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm reopen would be a reasonable adjustment. Please will you make an exception for Christmas, Boxing & New Year's Day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. Thank you.

Support

I approve of both TRO-35a-2023 and TRO-35b-2023 for Gardner Street. The proposed TRO's will allow much needed access to the road for at least part of the week and put back at least one Blue Badge. In general this will help both disabled people that need vehicular access to the street, as well as businesses that have shown themselves to need vehicles during the day (as there's been countless infractions). Disabled residents would be able to access vehicles to get to medical and community appointments for four days of the week. Although it is welcome, there are a number of problems with the TRO and it's obvious it's very much a 'compromise'. It also allows any business that put things on the road more time at their monetarily profitable times of Friday/Saturday/Sunday/Bank Holidays. Disabled people have made a big modification, and 'editing' of their life that shouldn't be happening. I hope this will be fully pointed out. There are a number of problems with the 'compromise':

- It means that disabled people (themselves, or those who rely on others) who have mostly weekday working/caring practices or medical/community appointments would not have any access to the road. These repercussions should not be ignored or seen as 'okay'.
- There's an assumption/prejudice that disabled people 'do nothing' and therefore can 'fit in with everyone else'. This shows a disparaging approach to issues concerning disability and mobility and displays ableism. Often the significance is dismissed altogether or considered negatively by raising the 'proportionality argument' from the Equalities Act 2010 and therefore displays disablism. Minorities will never be proportionally 'bigger'.
- This is not to be seen as good practice and does not give licence to this happening in other parts of the city. The problems this causes should be seen as a loss to be taken seriously and discussed within the Accessibility City Strategy. This is segregation for disabled people within the community. Mobility is a vital and urgent need for disabled people.
- It goes some extent in recognising that disabled people need vehicles/taxi/community transport. The current status of Gardner Street shows a denial that different disabilities, impairments or health conditions necessitate individualised transport suitable for individuals needs. The question remains of why this isn't an automatic consideration in Transport Policy – as 'Transport' is also a social asset. This truth cannot be superseded by say the EEC need to 'influence people's travel choice' or suggest that mobility-disabled people who need vehicles should try 'active travel' instead and get in a wheelchair. We simply get stuck in our homes.
- As it stands it doesn't let disabled people to go out and be social like others at the weekend.
- Over the past few years there has been widespread reporting in disability groups of people not now going into The South Lanes/Sydney St etc. after road, pavement or pavement-use changes have made this very difficult. This denial of health needs and the culminative effects of these changes is very worrying and originates from an acceptance of ableist policy and culture.
- It needs to be recognised that the proposed TRO hasn't been returned to the original Monday-Friday or indeed consideration given to include Saturday and Sunday. The proposed TRO needs to be passed as the road changes made since January haven't worked: There were still often vehicles on the road after the January daytime closure. Vehicles remained after the barrier was closed (sign writer/van there whilst working all day, carpenter mending benches, food truck parked up doing rounds, vans loaded from shops) and they proceeded to drive the length of the road when it was 'legally closed'. Further down there were often personal/business vehicles parked in the loading bay (building, roofing and management contractors etc.) that reversed up the road when closed. So there is obviously a need. Delivery mopeds/motorbikes often appeared. Weirdly hardly any bicycles. Emergency vehicles had to reverse the entire way up the street – and frighteningly there seemed to be no Emergency or Medical Transport plan developed beforehand. The last eight months has been a really confusing and changing-daily situation for all disabled people (not solely wheelchair and mobility scooter users) on Gardner Street. The previous Council's approach points to lack of disability knowledge within and between Council departments. Wheelchairs aren't suitable for many as people that find mobility difficult could have dementia, learning difficulties, energy limiting conditions and pain, neurodiversity, mental health or cognitive concerns etc. We may use other types of aids, if any, such as a Rollator, car, cane or support animal. Since January Gardner Street has become like some strange, confused obstacle course. This wouldn't be tolerated if the equivalent happened for non-disabled people. If you have balance problems it's a nightmare. I know people with sight loss that won't come along anymore (and Sydney St.). It is an environment that changes daily so it is impossible to 'learn a 'map' and there's no longer any 'shore-line' to follow. The new drop kerbs can be quite dangerous, contrary to guidelines at being less than 1200mil against road

surface/'bull-nose'. They are quite steep - which is also a problem travelling along the pavement. If it's drab display tables are suddenly taken from the road and put on the pavement under awnings (or visa versa). This isn't indicative of all traders, but some seem to have 'taken ownership' of what is public space, and do with it what they will. Some have consistently placed their clothes rails or display tables onto the drop kerbs, making them unusable. There is often too narrow a space between a drop kerb and cafes tables/chairs. At 5pm a couple of shops immediately put tables on the pavement and block it entirely. The 'cross-over points' get covered. Residents front doors get blocked. At the Committee Meeting accepting the road closure, the BID representative said businesses would do what is asked regarding disability. This clearly hasn't happened. There is minimal understanding and an attitude of 'it doesn't really matter', it seems socially accepted and even a bit of a joke. There is no recognition for what this does for disabled people's safety, peace of mind or ability to use this public space well -we can't be here if it changes day-to-day due to staff preferences. Most disabled people have to plan continually to do day-to-day things, and all this makes it impossible. Hopefully the new TRO will go through with a sensible audit (maybe in two parts) from an outside agency. Measurements need to be taken of the physical installation of drop kerbs etc, for example whether any 'bull nose' is too high. And an audit also needs to take place when the road is 'in action', on a busy Saturday in good weather to allow the problems to show up properly, maybe allowing different comments to be included from different times of the day/changing weather conditions. BHCC need to take it's Duty of Care seriously: Brighton is supposed to be inclusive. The Council needs to be much clearer, and state that disabled people or older people are welcome residents and act on it. Drop kerbs should feel safe to use, whereas they seem to have been used to say 'look how good we are'. They seemed to have been installed in relation cafes needs (for decades Fabric Fair had goods neatly placed outside, but the recent drop kerb installation has created this into a hazard). The focus should be on disabled persons needs (the drop kerbs aren't opposite each other) and the lack of this shows a cynical, derisory approach making it acceptable for disabled people to be 'shamed'. Whether this is putting obstacles directly on drop kerbs or indeed posting on social media that disabled people are lying about the situation in Gardner Street. The Council need to take this seriously. Associated BHCC plans and policies that support acceptance of the proposed TRO: BHCC fair and inclusive action plans & diversity policies recognise disabled people don't enjoy inclusion as other groups do and that there is community/corporate ignorance of this. The Equality Act 2010 is nearly 15 years old but there is no sense of belonging for disabled people unless we are the 'easy kind of disabled'. The January closure created many problems and there has been ample time to correct them. Unfortunately the last Council exacerbated problems leading to a belief that certain things are acceptable. Brighton thinks itself an inclusive city, but discriminatory practices are simply named as 'proportionate'. The Equalities Impact Assessment process for Gardner Street was disrespectfully treated and missed out whole groups of negatively affected people such as older residents, family and professional carers/PA's and neurodiverse people. The EIA itself was found to neither have been reviewed nor signed off by the Equality Lead or Integrated Care Board as necessitated by the Act. The Public Sector's Equality of Duty is supposed to eliminate discrimination, advance equality of opportunity and foster good relations between different people. The previous Council enabled divisions to occur. The whole point of anti-discrimination legislation is to ensure equity between disabled people and others, in this case some disabled people need cars, therefore BHCC need an equitable traffic/mobility policy that is fair and includes us. BHCC are supposed to facilitate Independent Living. The current road situation consciously curtails our experiences and stops us from being independent. Obvious in the case of not getting to medical/community appointments, but socialising, working or shopping are affected too. The damning irony of the Komedia building being one of Brighton's few fully accessible venues but (with the current Gardner Street policy) disabled people aren't able to get there or park outside as the Blue Badge was cruelly removed, seems to have occurred to no one in power. Disabled people notice though when we turn up and then have to go home immediately. At least both Blue Badge spaces need to be put back. The Healthy, Caring City Strategies are supposed to ensure that health and care services meet the needs of all to live independently, including disabled people and carers that need vehicles as mobility aids, or to have at home medical services get to them easily. The Climate Assembly's workshop on Inclusion repeatedly endorsed that 'exceptions must be made for people who need to use their car, like disabled

people' and also said 'in areas that are pedestrianised, allow access for vehicles carrying people with disabilities who won't otherwise be able to access those places'. Equally during BHCC's 2020 Emergency Active Travel Measures concerns were raised about the negative impact on, and 'distress and upset caused' to disabled car users. It recognised it should meet the different needs of people from protected groups. BHCC designing places where they know mobility-disabled people can't go needs to be stopped. We need to occupy public space like everyone else. The Accessible City Strategy that states BHCC will 'improve access to all parts of our city and our services for people with physical, sensory and learning disabilities; we recognise the value of all people and are keenly aware of stigmatising societal stereotypes that often represent disabled people as 'less than'; identifies and addresses ableism, inaccessibility, and inequity in our service.' Discrimination has occurred here and it is disabled people that notice, we were patronisingly told no discrimination had occurred and the available Complaint procedure was obstructive and worrying. My concern as a disabled resident of Gardner Street: I am a housebound long-term resident of Gardner Street who needs 24 hour vehicular access to/from my front door. There is no other entrance. The vehicles are Enterprise Cars, Medical or Community Transport, taxi and friends/family. The Blue Badge space needs to be re-installed as indicated on the plans (3 hours), so I can return safely to my home. There are likely still two other residents that need this Blue Badge space. I simply became very poorly one day and that was it. It is something that could happen to anyone, no matter how healthy you are. I've included very limited information on my health here as this will be public - and people seem shockingly happy to deny and dismiss my disabilities. I am a registered vulnerable adult and a Blue Badge holder. It is a basic human right to get to medical appointments, dentist/opticians and preventative treatment etc that NHS requires. If I need to get to the bank to prove who I am I can't. I can't predict when I will need such access to/from vehicles. I have mobility, balance and neurological conditions amongst other disabilities and am physically unable to walk/use wheelchairs in street environments. Simply being able to live and access services is always difficult as a disabled person. I am not going to be too emotional here, but the current situation has made things very frightening. I have needed to attend my GP surgery and not been able to. I have not been able to talk through diagnosis directly with my doctor, or press for hospital appointments to be quicker. I've not had new or existing symptoms treated. All the GP's I have talked to cannot believe the diabolical situation (I have personally been told off by a GP who can't understand why the Council voted for this) and even worse they can't believe reasonable adjustments have been refused. It has caused difficulty for At Home services and I have had to explain/apologise profusely - such as when At Home services have had problems carrying all their equipment, I have had physiotherapy sessions cut short and not been able to let Medical Transport know how to enter the street. The GP's PCN Social Prescriber didn't have her emails replied to by the Council when asking about this last issue. I already have a much restricted life. Having limitations on how I can be mobile is devastating - I have not been able get to friends funerals, not able to engage in society and equally others have not been able to get to me if they need vehicles to be mobile. I have had PA/Carers not being able to get to me in their vehicles and deciding not to work here as the situation is unpredictable. PAs worry as they don't know how they are able to do their job properly. The current road restrictions put me at significant disadvantage and risk compared to others. The whole situation for residents needing medical care seems to have not been planned for. I am as much part of this community as everyone else and my (and others) access rights need to be returned. Being a resident, high pedestrian noise levels and a street full of tables: The proposed TRO needs to go through as the noise pollution levels have increased substantially for every day of the week. It only used to be at weekends. Currently it is basically like living in the middle of an outdoor market every day - but without any of the consultation or consideration that a new daily market has to have. It is like some of the cafes have assumed 'rights' to extra road space, pushing as many tables and chairs in as possible. Entertainment venues are forced to consider their noise pollution and their affect on residents, this is not the case for traders and cafés. Having really noisy large cafes and crowds every day of the week in a partly residential road, and an otherwise residential area, is a really invasive and lousy idea. This doesn't make an emotionally sustainable community. This is equally problematic to more intimate premises which encourage in-the-week quieter shopping or working environments. In any warm weather people are sitting down at these large cafes, not moving along the road, and with cafés alcohol licences it gets very loud - whereas if

people are eating inside this goes to buffer noise levels. If this was New Road where it is much wider and cafes are only on one side then noise can dissipate, Gardner Street is narrow and the buildings are three storeys high so the noise reverberates. Some of the eating places are almost 'industrial', getting to be large businesses only because of their expansion into the street (doubling or tripling). I am not sure why this singular use of business premises has been encouraged as Gardner Street is narrow. It feels like cafes have been buying up shops hoping that Licensing will be lax and then presuming 'ownership' of the roadway/pavement. Roadway/pavements are public space - they are not owned by business and are not part of their premises. Brighton was traditionally an eclectic town with a thriving imagination, but feels like it's lost it's way. We have British seaside weather and for the last year there has been so much rain and dankness that for many days the tables/chairs have been empty, piled up or covered in plastic sheets, which makes Gardner Street really unattractive. It's not an inviting environment for tourists to mooch around and buy things. Some traders are really mindful, staying more or less to their premises too, others (a second hand clothes shop) consistently obstructs a drop kerb and treats the roadway as a mini-warehouse. A residents' doorway is continually obscured by display tables. Why is this okay? I don't think such traders are remotely attempting to understand their negative impacts on other people, including residents. Road opening times Friday - Sunday: The road should open earlier than 9pm as the TRO proposes. As a resident having the road open on Friday - Sunday from 6pm onwards (after shops have shut) would be more acceptable. Having the possibility of cafes open till 9pm means high noise levels into the evening for three or more days in a row. Logistically if the road opens at 9pm we miss the beginnings of Komedia 'performances' and hinder being social in Gardner Street venues. It is of business interest to allow disabled people access. The current position on Gardner Street is discriminatory and so does need rectifying. I support the road being opened, although believe this should be for longer than 4 days/week. The proposed TRO is a starting point, but does not offer longer term solutions. Traffic flow was very light on Gardner Street (the one way system being limiting). There have been no vehicular accidents (only cycle and pedestrian). I do think the speed limit could be reduced along the street as it always was a 'slow road' in the day. And, as was found since January too, vans do seem to park up - so maybe finding a workable solution to reduce vans/lorries 'parked up' all day - unless working at a premises, could be found. Being a resident of Gardner Street: A nearby neighbour is in their mid 80's having lived here for 40 years. Most people have lived here between 5 - 20 years. Myself and at least one other housebound person lives on Gardner Street and needs 24hr direct car access to our homes. The new proposed TRO will mean:

- Since January carers/Personal Assistants have found it difficult to do their jobs. The new proposal means disabled people can employ services/individuals that have to use vehicles to do their jobs and at the times they need. This allows for a wider range of PA skills to be accessed. It also means if a Carer/PA finds their disabled employer in 'distress' they know they can get to a medical centre or have At Home services easily attend (as any resident would expect). The current road situation has a negative and lasting impact on Carers/PAs and results in them feeling unable to do their jobs properly or safeguard their clients. Medical Transport could get to our front doors which currently they don't now how to do.
- With the proposed TRO, it would be possible for any resident with a health issue to have a taxi/friend to get them to appointments. Currently the only option if really poorly is to stand at the end of the road and wait. This is equally the same for anyone with a longer term injury and needing a taxi for day-to-day living purposes.
- Having the road closed as it is now every day of the year is much too restrictive for residents. We have basically been asked to permanently re-organise our life around the road closing for businesses, which is unacceptable. Residents whole lives shouldn't be disrupted because some cafes want to put tables/chairs in the road. Weekend activity is very different from weekday activity, we can't make rules for weekdays based on how things function at weekends. The new proposed TRO allows for simple things like residents to get heavy goods/bulky shopping into their homes during the day when shops are actually open or moving house/changing furniture in daylight hours when these activities usually happen.
- Blue Badge holders are not currently able to visit residents of Gardner Street at all, this could be friends or relatives who they never get to see (either because the road is closed, or because of the removal of the Blue Badge spaces). Disabled residents similarly do not get out to see their friends/family or develop friendships and this increases isolation. Since the January changes many people I know who use wheelchairs/electric scooters don't come along

Gardner Steet anymore and so the social isolation increases. It is good having diverse people on our street, I like fellow disabled people being around. The TRO should exempt Christmas, Boxing and New Years Day for the road to stay open: Currently disabled people needing cars or taxi's cannot leave/enter Gardner Street on Christmas, Boxing and New Years Days. This is both for residents and for visitors to residents. The new TRO needs to include an exemption for these bank holidays as the traders are always closed and the road barriers would be open in the morning anyway. The proposed TRO will help disabled people access Gardner Street itself: In Brighton 16,379 people have mobility components for DLA/PIP assessments. There are 13 500 resident Blue Badge holders in Brighton and Hove. This doesn't include visitors or tourists, people employed or having a pension-age benefit-income needing help with mobility etc. Of disabled people that could 'automatically' receive a Blue Badge only around half apply, so we need other provision too such as taxis/community transport or drop off points. Blue Badge spaces are supposed to be where amenities/activity are as this helps us be in the centre of community. With the proposed TRO we will be able to buy goods, go to specialist traders and the optician's. Often a Blue Badge user will carry out several nearby tasks as Gardner Street is an 'all-in-one' environment. Here we can park, have access to friendship and shared activity/culture - before January it was a place where people had come for years and was part of a safe routine. This TRO would help recreate some equity with how non-disabled people organise their lives. As most Blue Badge holders are assessed by being unable to walk over 50m it was obvious Regent Street was too far away to park. When Gardner Street is open currently, the full length of the road is for continuous loading and unloading only. The proposed TRO also partly redresses the strange situation of being told that disabled drivers would be able to use Gardner Street outside of the current hours of 11am - 5:00pm, but the removal of Gardner Streets two Blue Badge spaces then made this impossible to park and use the street at all. This incongruity belongs to the same 'group- think' that generated the unsound Equalities Impact Assessment - and indicates a lack of inter-department thinking regarding disability and mobility. The proposed TRO needs to bring back more than one Blue Badge space: Ideally there would be more than the two Blue Badge spaces reinstated as Loading Bays can be used only for 'pre-ordering'. Most Blue Badge holders are only able to walk from 0 - 50 metres, having at least both Blue Badges spaces means there's one at each end. The reasons why they were placed there originally haven't changed. The Blue Badge space indicated is near Infinity foods, The Dorset and other cafes are close, the bay is near both opticians and equally will serve myself, disabled people and residents at this end of Street. The other Blue Badge space once served the Komedia/South end. The Komedia's building (venue, cinema and restaurant) are all fully accessible - so to not have a Blue Badge space directly outside makes a mockery of the Komedia's 'accessibility status'. I know a number of people that have turned up believing the Blue Badge space is there and have had to go home immediately. This does not make for a welcoming Accessible City. Further, I would say all venues that are fully accessible should have Blue Badge space outside their main entrance. The proposed TRO needs to include drop off points to help those without Blue Badges: Drop off points on the street when it is open and at the ends if possible when closed would allow disabled people using taxis (or friends/family/community vehicles) to facilitate their own mobility directly from door to destination. Other issues the TRO processes have brought up (as TRO's consultations need to be accessible):

- BHCC and [REDACTED] discussion/giving feedback/resolving issues, why not use them more. They need to be involved from the start of any process and then continuously consulted.
- BHCC could outline a well thought-through advocacy route for older or disabled people and 'not-heard-from' groups to comment. This could help those unable to comment due to disability, feeling alienated, not understanding the process or not wishing to put in the public domain specific personal/medical situations. The advocacy route could de-personalise comments and maybe give numbers of people concerned. The Accessible City Strategy states: 'If diverse voices do not have equal power in accessing the council or key spaces/groups, it is critical to intentionally include and diversify any groups the council creates and ensure we are reaching out and working to platform diverse voices.'
- State example's of the reasonable adjustments available e.g. be able to copy/paste/add in an extra comment; say you're poorly and have one very short comment; to put in group comments from discussions and still be counted as an individuals; having group comments if people aren't able to write. It needs to be recognised - people aren't all able to use digital media or social media, mobile phones, have

access to computers; some people need others to help them and the short time period can make this impossible; need others to interpret if someone doesn't use written or spoken words as part of their language. BHCC needs to realise age or disability is a real lived situation and as a group we are unable act as non-disabled people can, and not recognising this is ableism and disablism. Mobility is a vital practical and ethical issue and road/pavement/transport issues massively affect us. Many of us get repeatedly left out of all such conversations. • BHCC word's need to always endorse the desire and need to have disabled people within every aspect of our city. BHCC could publicly state that there will always be a percentage of Brighton's population that need access to and use privately owned vehicles in all parts of the city - and that this is necessary to an equitable society, it's not 'an added-on option'. • There is no traffic/mobility strategy concerning mobility-disabled people for the city (let alone in the North Laine). Bit-by-bit individual decisions are taken that severely affect older or disabled peoples mobility - whether this is road, pavement or business use of public space. These decisions tend to favour non-mobility-disabled people/people that are not older citizens. As mobility-disabled people are the amongst the most disproportionately negatively effected why aren't we being designed in, we need to be named in the cities reports. There isn't the data on us, and especially for housebound or bedbound people. We aren't placed in the administrative and strategic environment where we have the moral and legal opportunity to be considered as everyone else. We need vehicles as mobility aids. • For the Accessible City Strategy to provide a clear and consistent mechanism to connect BHCC departments of Traffic/Highways and Disability Inclusion Officers. Equality Impact Assessment's need to be used as a proper tool for investigating a situation, finding solutions and they need to be reviewed and signed off properly. • Provide a clear mechanism for disabled people/carers/friends to tell BHCC about the failure of road changes. The Formal Complaint process is unnecessarily gruelling, punishing and obstructive. BHCC need to acknowledge that they are in a position of power and should not be leaning on this power when receiving criticism. There needs to be a simple advertised feedback process - not through local councillors or other hierarchical procedures - where residents can easily let BHCC know that changes have made a mess of their lives. BHCC need to listen, act responsibly and not be dismissive.

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Object	Gardner Street is a narrow pedestrian-centred shopping and cafe street. It's much nicer without cars driving down it and parked there. Cafes could start putting tables out on the street!
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Object	<p>The current street prohibits motor traffic and should be maintained as such. With improved design there could be better access for those using wheeled access eg wheelchairs, pushchairs and bikes as well as allowing space for cafes to put out tables and chairs. There could also be limited vehicular use every morning, but having vehicular use for several days a week would be a retrograde step and discourage locals and tourists using the street and businesses being supported.</p>
Support	<p>Keep the road free from cars for as much as possible. Business can use the road for stalls, chairs and tables, and so on.</p>
Support	<p>I am in support of the reopening of Gardner Street for Mondays - Thursdays. This means that a disabled resident will be able to get to their medical appointments and leave and return to their home on these days at least. Please can you add another disabled parking bay further along the street for me to use. A drop off/pick up point would also be helpful as sometimes disabled people use a taxi or are dropped off by someone else and they need to be dropped off outside their destination. I would at the very least like to be able to access Gardner Street during the evenings if I'm not able to during the daytime on the Friday, Saturday Sunday or Bank Holidays. If the road doesn't open until 9pm that will stop me from being able to enjoy Gardner Street in the same way as others can. I'd like to be able to meet friends for an early evening meal. For this reason, a 5pm or a 7pm at the latest reopen would be a more acceptable compromise. Please will you make an exception for Christmas Day and Boxing Day so that the road can remain open, so that the disabled resident can be collected, and enjoy this special time with their family or friends. When the road is closed, It is important that bicycles and scooters don't use this road and come into conflict with people. During the periods of closure, please will you improve enforcement, so that uninterrupted pavement access and dropped kerbs (which need improvement as they're not safe for wheelchair users) can be kept properly free of tables, chairs or traders racks and stands. Thank you.</p>
Object	<p>This road is a key part of the network for people who ride or would like to ride bicycles in the city centre. It's vital to retain passage for these people on bicycles 24/7 so that they can ride safely and easily through North Laine. There is no publicly-owned and managed route nearby that permits people riding bicycles to travel south from North Road to Church Street. The only other possible low-motor traffic route is via Jubilee Street which is neither publicly owned nor managed. Therefore this TRO should not affect all vehicles and should be amended to only prohibit driving. Otherwise it would be increasing the danger of serious injury to people who ride bicycles by requiring them to find routes that are more hazardous as they carry much higher volumes of motor traffic. It is a significant safety issue so this TRO cannot be permitted to progress.</p>

Object	<p>I strongly object to the closure of Gardner Street to vehicles until 9pm and see no reason for the road to be closed between 6pm-9pm. As a resident, this would be extremely inconvenient and the only beneficiary of this change would be The Dorset pub as all the shops and cafes close at 6pm. This is an excessive restriction for residents that benefits so few. I understand that the disabled person's freedoms are currently limited due to the present restrictions but this does not seem like a sensible solution - they may well gain some freedom during the week but at the weekend they would be even more limited in their ability to leave the house. I have no objection to the road being closed to vehicles between 11am-6pm but these added hours in the evening are completely unnecessary.</p>
Object	<p>I've been running a Cafe for over 10 years and after consulting with customers and other traders in the street, they all agree that it's much better to leave the street closed during the week. From the customers: Most think it's confusing to have some days open and others closed, also dangerous because customers will walk in the street regardless. They also prefer the cafe life style that they would expect in the North Laines area, they say it doesn't make sense to close the street during the week. From the Traders: This has been the most difficult last few years for everyone, especially small businesses. The street being close all week has been a life line to us. Lots of them are holding on hoping to make it through the coming winter and the extra trading the street closures has given us, has been vital. Please revisit this plan because there are other options, for example leaving the loading bays clear from North Road end to the bike bays, that would give access 24 hrs a day to anyone that end of the street.</p>