

Brighton Hippodrome CIC



TRANSPORT STRATEGY

DRAFT

R944 HIP

Understanding the area



Brighton's Old Town area

Brighton Hippodrome is at the heart of the Old Town Conservation Area (OTCA). The streets run north-south, with east-west routes mainly confined to narrow alleys (twittens). The streets are narrow and form a complex one-way system.

Existing vehicle traffic flow

Vehicle traffic in Middle Street is one-way northwards, Ship Street one-way southward. Black Lion Street is one-way northwards. The continuous route through Prince Albert Street, Bartholomews and the southern part of East Street is one-way from Ship Street to the seafront. South Street and Boyce's Street are one-way east to west and Duke Street between West Street and Middle Street is pedestrianised. The southern section of East Street is currently pedestrianised at weekends.

Access to the northern end of Ship Street between North Street and Duke Street is restricted by removable barriers.

Car-free town centre proposal

In January 2020 Brighton and Hove City Council voted unanimously to commission a report on the feasibility and costs of creating a car-free town centre by 2023¹. This could open up the opportunity to designate the streets of the Old Town as **shared space**, still allowing access for commercial vehicles but eliminating most on-street parking.

Brighton & Hove already has a far higher proportion of households with no car (38.2 per cent) than the average for England (25.8 per cent)².

The traffic restrictions introduced in the Old Town area from 9 July 2020 permit vehicles for delivery and collection from premises in the area and for access to off-street and disabled-bay parking but do not permit other vehicles.

Visiting the site

Public transport

As far as possible, **visitors to the venue will be encouraged to use public transport.** This will mitigate the severely limited on-street parking in the vicinity.

The Old Town area is well served by public transport.

- Most cross-town bus services are available in North Street or Old Steine, a five-minute walk away.
- Brighton railway station is within a 15-minute walk.
- The National Express coach station at Pool Valley is within a five-minute walk.

Local foot traffic

Conducted in 2006, the *Public Life Public Space* survey of pedestrian traffic in the city centre showed over 25,000 movements a day in East Street, 36,000 in West Street, 14,000 in Duke Street, over 15,000 in Prince Albert Street, none in Middle Street⁴.

A major place of entertainment in Middle Street will of itself generate footfall. To improve this, we propose the possibility of a link between Ship Street and Middle Street on the north side of the Hippodrome site—a new lane (Hippodrome Lane), an attractive and inviting route, well-lit at night. Initial discussions have been held between the CIC, our development partner and architects and DTZ, managing agent for the adjacent Dukes Lane shopping/residential street.

Such a public walkway would speed dispersal of audiences leaving the theatre. As at the Theatre Royal, audiences might be expected to emerge from the theatre with refreshments during the interval. This lane and designation of Middle Street as shared space would significantly enhance the safety and attractiveness of the area.

Local parking standards

This note has been prepared in accordance with Brighton & Hove City Council's SPD14: Parking Standards (October 2016).

On-site parking

There will be **no on-site parking** for visitors. To protect service access for the theatre in accordance with the Old Town Conservation Area Management Plan, it is unlikely that even minimal on-site parking could be provided.

SPD14 proposes for D2 Places of entertainment in the central area:

- disabled user car parking only: 3 bays or 6% of total capacity, whichever is greater. *The latter implies 90 disabled bays, which is clearly not achievable in this city centre location.*
- 1 cycle space per 5 staff (long stay) + 1 space per 30 seats (short stay). *This implies 12-20 staff cycle spaces and up to 50 visitor spaces, which is not achievable in this location.*

Two possible mitigating strategies are proposed:

- creation of a single disabled parking space within the service bay of the theatre when not occupied by delivery vehicles;
- negotiated use of the proposed Hippodrome Lane for limited cycle and disabled vehicle parking.

City centre car parking

The Old Town is in Controlled Parking Zone Z, modified by TRO-11-2020³ 'to support social distancing and active travel'. **On-street parking** was not permitted throughout Zone Z except in a limited number of disabled, permit-holder and pay-and-display bays, the latter now restricted to Middle Street. The vicinity has three loading-only bays: one each in Middle Street and Duke Street and two in Prince Albert Street. The solo motorcycle bay in Duke Street has been removed.

The nearest public car parks to the Hippodrome are at Churchill Square and The Lanes car park in Black Lion Street. Concessionary rates for ticket holders at the Odeon cinema are currently available at Churchill Square car park; similar concessions will be sought for Hippodrome audiences.

Nearby on-street parking

Middle Street

- outside 5-6 and 12-13: 4 PH
- outside 17: 1 ♿ + 1 p&d
- outside 20: 1 ♿ + 1 p&d

Duke Street

- outside Fabrica: 1 ♿, loading

Ship Street

- outside 52-53: 2 ♿

Prince Albert Street

- outside Friends Meeting House: loading
- across north end of Black Lion Street: loading

West Street

- outside 65-68: 3 ♿

PH: permit holder (4); ♿ disabled (9)
p&d: pay & display (17)

Servicing the site



Operational vehicle access

Critical for the successful management of the Hippodrome as a large-scale theatre is access for unloading and loading of large trucks (up to 14.5m articulated) used to deliver and remove sets and other equipment.

Use of the service area to the rear of the Hippodrome, accessed from Ship Street, is essential for deliveries to the scene dock. This will be enclosed, reducing and potentially eliminating the noise of delivery activity.

Delivery vehicle access

The route from the seafront to the service yard following the one-way traffic system contains a pinch-point at the junction of Middle Street and Duke Street [2]. Smaller delivery vehicles, such as laundry and catering vans would be able to negotiate this route.

An alternative route for larger vehicles existed from North Street through the barrier-restricted northern section of Ship Street [3]. However, this is no longer permitted under the current traffic regulations³.

The optimal option would be a temporary (30-minute) closure of Ship Street to allow trucks to enter from the eastbound carriageway of King's Road [4] and advance northwards to the junction with Prince Albert Street, where the slightly wider roadway will assist the turning angle for reversing into the yard.

On-site theatre staff members will be designated and trained to manage traffic movements of large vehicles.

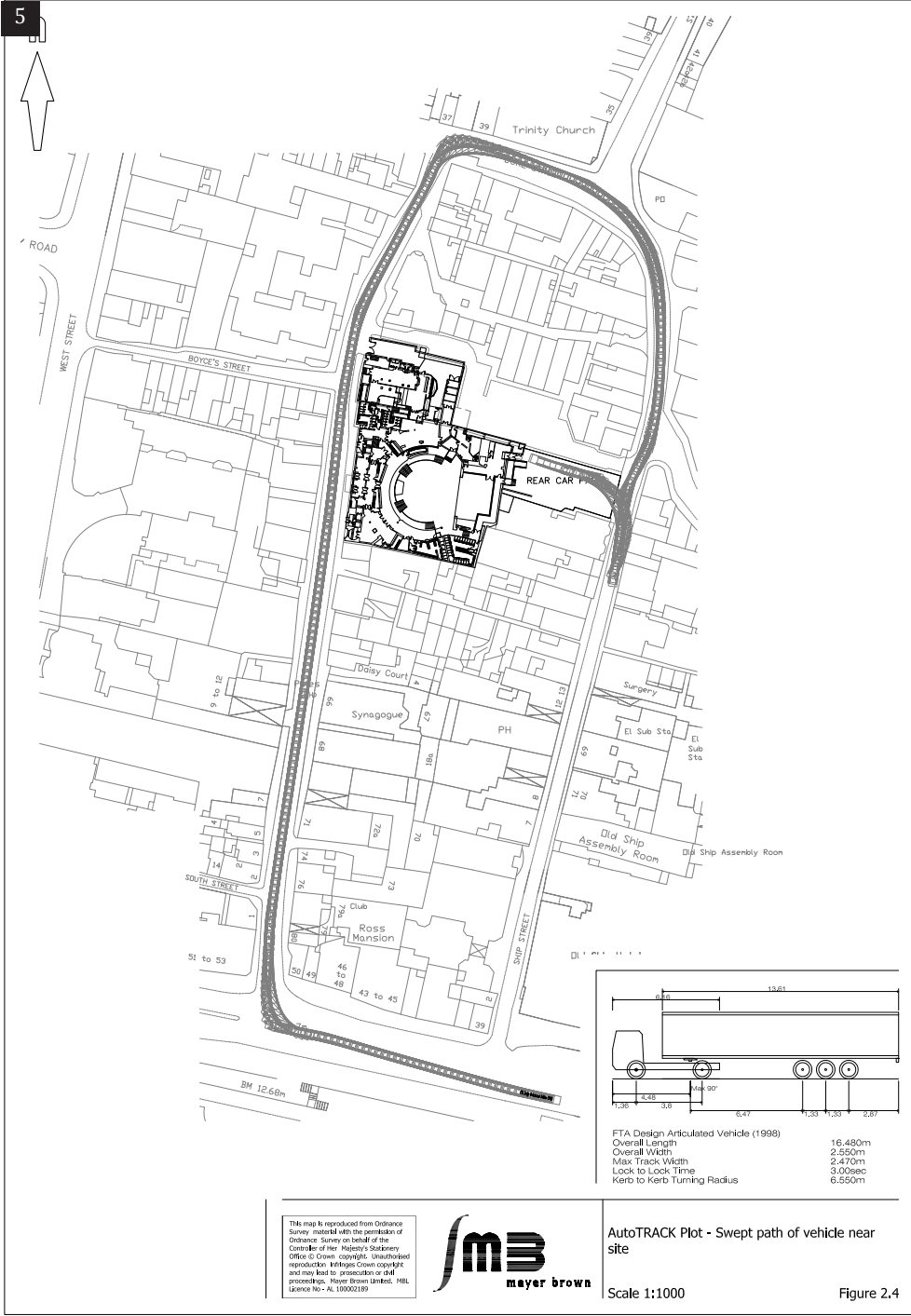


Tracking diagrams

These AutoTRACK Plot charts were produced by Mayer Brown to show the swept path for two different types of vehicle:

5: a 16.5m articulated truck,

6: a 10.5 small articulated truck.



Notes

- 1 Brighton & Hove City Council press release, 27 January 2020 (new.brighton-hove.gov.uk/news/2020/council-exploring-car-free-city-centre-2023)
- 2 OCSI: 'Local Insight profile for Brighton and Hove area'. Oxford Consultants for Social Inclusion, March 2018 (brighton-hove.communityinsight.org/reports/516/LocalInsight-Brighton-and-Hoveha05166915_fd12c4808136307f40a566d02f578058-20180302095952715.doc)
- 3 TRO-11-2020. Brighton & Hove (Various Restrictions) (Old Town Area) Experimental Order 2020
- 4 Gehl Architects: *Public Life Public Space*, 2007. brighton-hove.gov.uk/content/parking-and-travel/travel-transport-and-road-safety/public-life-public-space

Image sources

Numbers refer to images

Google Maps: all except
David Fisher: cover
Mayer Brown Ltd: 5-6

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