

Recommendations on questions and options put forward during consultation

Question	Options	Consultation results	Officer's view	Recommendation
1	Proposals for new pedestrian signals at the Clock Tower and Dyke Road/North Street junctions. All the signals, at these junctions, would display the green man at the same time, making it easier and safer to cross.	Total responses – 587 Yes – 510 (87%) No - 46 (8%) No reply – 31 (5%)	Improvements to the crossing layout, desire lines and green man times would be highly beneficial to pedestrian safety and convenience at these junctions.	That the principle be supported. In particular this will include straightening the crossing facility in Western Road and providing a new facility at the south west corner of the Quadrant.
2	Proposals for two options for the paved area at the Quadrant (Clock Tower) Option 1 – Making the Quadrant an inviting and usable public space for pedestrians only. Option 2 - Making the Quadrant an inviting and usable public shared space for pedestrians and cyclists.	Total responses – 587 Option 1 – 261 (44.5%) Option 2 – 308 (52.5%) No reply – 18 (3%)	This is not regarded as an absolutely clear outcome. There was also a division amongst the stakeholders as to their preference. Concern has also been expressed by the principal partners, ie, the Bus Company and Sussex Police about the mixing of pedestrian and cycle movements at this location The Safety Audit identified that option 2 would be	In the light of the consultation responses, the conclusion in the safety audit is considered to be paramount in selecting a preferred option. Therefore it is recommended that the Quadrant is made into a high quality public space as per Option 1 with street furniture paving materials and cycle parking access points to be considered and agreed during detailed design.

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3	<p>Proposals for three options for Ship Street. The objective is to make the junction with North Street safer.</p> <p>Option 1 – Closure of Ship Street, to traffic, at its junction with North Street, to traffic except for cyclists.</p> <p>Option 2 – Make Ship Street one way for northbound traffic only at the approach to the junction with North Street.</p> <p>Option 3 – Closure of a section of Ship Street to traffic between Duke Street and Prince Albert Street, except for cyclists.</p>	<p>Total responses – 587 Option 1 – 264 (45%) Option 2 – 131 (22%) Option 3 – 157 (27%) No reply – 35 (6%)</p>	<p>likely to result in a high rate of pedestrian/ cyclist conflict.</p> <p>The survey showed a preference for option 1.</p> <p>Most stakeholders preferred option 1 with some traders preferring option 2. Option 3 was preferred by some traders in and close to Dukes Lane as it would link two areas of the Lanes.</p> <p>Concerns were expressed by the taxi trade, several traders and residents regarding servicing of the Old Town and displacement of traffic along the Seafront and Middle Street school expressed concern about displacement of traffic into Middle Street.</p> <p>The majority of traffic</p>	<p>Given concerns about displacement of traffic to other parts of the road network further consideration has been given to how this junction should be treated. This has included an analysis of more recent collision data which indicate that collisions and casualties have reduced somewhat.</p> <p>However in order to fulfil the road safety objectives of the scheme, some simplification of movements at the junction with Ship Street is still required.</p> <p>It is therefore recommended that the traffic flow in Ship Street is made southbound only from the junction with North Street to the junction</p>

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4	<p>Proposals for two options for the North Street/East Street junction.</p> <p>Option 1 – To leave the traffic arrangements as they are, keeping the mini roundabout.</p> <p>Option 2 – To remove the mini roundabout and replace it with</p>	<p>Total responses – 587</p> <p>Option 1 – 293 (50%)</p> <p>Option 2 – 275 (47%)</p> <p>No reply – 19 (3%)</p>	<p>movements (75%) are southbound from North Street into Ship Street</p>	<p>with Duke Street.</p> <p>Further consideration will also be given to the inclusion of a northbound contra-flow cycle lane between Duke Street and North Street, subject to further detailed design and the satisfactory completion of safety audits</p> <p>There will be a continuity of footway to provide a level access across Ship Street for pedestrians, especially disabled people, using North Street.</p>
			<p>This is not regarded as an absolutely clear outcome.</p> <p>All of the stakeholders that expressed an opinion preferred option 1.</p>	<p>It is considered that the mini roundabout acts as a traffic calming feature entering North Street and assists in the smooth operation of the East Street taxi rank.</p> <p>Therefore Option 1 is recommended in this</p>

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	a T-junction.			location.
5	Proposal to improve pedestrian crossings along the route. These will be made safer, by reducing crossing distances and by widening the crossing spaces.	Total responses – 587 Yes – 537 (92%) No - 41 (7%) No reply – 9 (2%)	This is essential to improve pedestrian safety, and includes the concept of moving or creating crossings closer to pedestrian desire lines.	That the principle be supported.
6	Proposal to widen the pavements. This will increase the amount of space for pedestrians and give more room for cycle racks, trees and seating etc.	Total responses – 587 Yes – 497 (85%) No - 74 (13%) No reply – 16 (2%)	This is a critical element of the Mixed Priority Route concept and is supported by research carried out on behalf of the council by its consultants User Perspective Ltd.	That the principle be supported.
7	Proposal to provide a level pavement across all the junctions. This will allow for a safer and more convenient route for pedestrians to cross the road, with tactile paving to help visually impaired people.	Total responses – 587 Yes – 520 (89%) No - 53 (9%) No reply – 14 (2%)	This is an important element to give pedestrians priority over vehicles at side roads and accords with legibility principles.	That the principle be supported.
8	Proposal to consider tree planting in North Street to	Total responses – 587 Yes – 506 (87%)	Tree planting can create a more attractive	That the principle be supported but that further

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	create a more attractive environment.	No - 68 (12%) No reply - 13 (1%)	<p>environment and create a traffic calming effect.</p> <p>Tree planting is always subject to site conditions and issues of security and potential obstruction.</p> <p>Given the amount of underground services planting may not be practical.</p>	feasibility studies are undertaken to ensure careful and appropriate planting where practical.