

## Summary of representations received to the North Street MPR Road Safety Scheme Stage Two Exhibition

Who	Object/Supports/Comments	Summary
Gehl - Council's Urban Design consultants	Comments	Supportive but the scheme should include other measures that go further towards legibility principles. Favour option 1 for the Quadrant. Should reduce the number of buses in North Street
Cheval Properties	Comments	Supports Option 3 for Ship Street which involves the pedestrianisation of Ship Street to link Union Street and Dukes Lane
Local Chartered Accountant	Objects	Objects to all Ship Street options will restrict access to business and cause congestion on the seafront
Brighton Society	Supports	Favours option 1 for The Quadrant, Ship St and East St.
CAAG	Support/Comments	Should reverse traffic flows in Ship Street and Prince Albert Street to allow for pick up of communal bins by Dukes Lane car park and better turning for lorries at the Ship Street/Prince Albert corner. Ban left turn for vehicles at the Clock Tower to reduce traffic in Upper North Street
Brighton & Hove Transition Towns	Supports/Comments	Supports full length parallel cycle lane in Church Street
Bus Users UK Ltd	Objects/Comments	North Street should not be narrowed further as this is hazardous to Buses and pedestrians, minimum width 7.5 metres. Supports Option One for Ship Street.
Sustrans	Supports/Comments	Favours option 2 for Quadrant , a two way cycle lane should be marked out along its length. Ship Street favours option 1 with marked cycle track. Requests closure of Boyce's Street. East Street - retain mini roundabout
Bricycles	Supports/Comments	Supports option 2 for the Quadrant. Supports Option 1 for Ship Street and closure of Boyce's Street. Supports retention of mini roundabout at East Street. Reduce the number and size of buses in North Street. Widening footways may put cyclists in danger by reducing road width.
Fire Service	Comments	Ship Street options - emergency access is required, access through Middle Street is very difficult. East Street - favour retention of the mini roundabout. Has concerns regarding footway widening as this may put pedestrians at risk from buses and impede emergency response times due to congestion
Regency Ward (Green Party) Councillors - Sven Rufus and Jason Kitcat	Supports/comments	The Quadrant support option 2, Ship Street/North Street Support Option 1, East Street support option 1 retaining roundabout
Residents from Ship Street Gardens	Objects	Ship Street options will restrict access for residents. Kings Road and Middle Street are unsuitable for taking additional traffic. Will be impossible to redevelop Hippodrome
Local resident	Objects	Ship Street should be southbound only from North Street
P Steedman Cllr Queen's Park ward	Supports/Comments	Same comments as ward councillors
Brighton & Hove Radio Cabs	Objects	Objects to all options regarding Ship Street as they restrict access for taxi drivers - further correspondence has been received dated 6th of May.
Local trader	Objects/comments	None of the options are practical in respect of servicing The Lanes
Trader in The Lanes	Comments	Supports Option 1 for the Quadrant - Ship street options 1 & 3 are impractical for servicing of the Lanes, supports option 2 (northbound only)
Living Streets	Supports	Supports option 2 for the Quadrant. Supports Option 1 for Ship Street and closure of Boyce's Street. Supports retention of mini roundabout at East Street.
Resident	Supports/comments	Supports Option 1 The Quadrant, option 1 Ship street, Option 2 East street, concerns about road narrowing - overtaking buses and tree planting - visibility
Taxi driver	Objects	Objects to closure of Ship Street as it restricts access for taxi drivers

