

## **Appendix 1: NORTH STREET, BRIGHTON: SCHEME DESCRIPTION.**

Designer: Urban Movement Ltd.

Client: Royal Bank of Scotland.

Date: 24<sup>th</sup> April 2014.

### **Scheme Extents**

The proposals cover the public footway and carriageway from building to building frontage between the Ship Street junction, in the north, and the pedestrian crossing at the southern end of the street. This section of North Street is 250m long and varies in building-to-building width from 17m to 21m.

### **Existing Conditions**

North Street runs southeast to northwest around 300m north of the sea-front and links the Old Steine with Queens Square, essentially forming the boundary between the (south) Lanes and North Laine. Bus and taxi only restrictions have been placed at either end but general traffic can access and egress North Street from its several side roads.

Six bus stops (three north-bound totaling 66m and three southbound totaling 54m) are located at the southern end of North Street between New Road and East Street.

Three loadings bays, totaling 48m in length, have been located on the southern footway adjacent to the northbound carriageway.

The council are currently finalising designs for the Ship Street junction, which should improve the overall operation of North Street without significantly affecting the proposals described below.

### **Urban Analysis**

Pedestrians use North Street to gain access to some of Brighton's premier attractions such as the Lanes and North Laine districts, the Theatre Royal, Brighton Dome and the Pavilion. The location of all the bus stops at the southern end of the street means that the footways in this area are narrow and congested with people waiting for buses. This arrangement dictates that the carriageway is 'wide' to allow buses in and out of stops. The wide carriageway and bus maneuvers create safety issues for pedestrians trying to cross the road. As the footways are very narrow on the south-side there are no bus shelters forcing waiting passengers to take cover in shop doorways and under awnings.

The effect of this has been to deter shoppers from using the southern end of the street indicated by the relatively high numbers of vacancies and high turnover of tenants.

North Street also causes a degree of severance between the (south) Lanes and the North Laine, as it is busy with traffic and congested with pedestrians. Its somewhat bleak appearance (there are no trees for example) also seems to deter pedestrians and offers no invitations to 'stay' in the form of seats.

The street's (and arguably one of Brighton's) finest buildings, The Chapel Royal, is hidden behind a plethora of street furniture including a bus shelter and pedestrian guard railing.

### **Scheme Aims**

- To rationalise the bus stop arrangements and maintain existing services.
- To reduce pedestrian congestion.
- To reduce the north – south severance effect.
- To improve the viability of the retail units.
- To improve the streetscape quality.
- To improve the setting of The Chapel Royal.
- To provide opportunities to `stay' on the street.

### **Scheme Proposals**

The south-bound bus stops can be consolidated into one long (54m stop) south of Princes Place which improves the legibility for passengers and `reveals' the entrance to Chapel Royal by removing the visual clutter of the bus infrastructure. The north-bound bus stop can be compressed slightly (to 54m) and moved north of Meeting House Lane to eliminate the bus on bus conflicts that the current `opposite' arrangement of stops causes. New shelters can also be installed, as the footways between Meeting House Lane and Ship Street, are sufficiently wide to accommodate them.

Consolidating and splitting the pair of bus stops allows a section of narrowed carriageway to be created between Princes Place and Meeting House Lane. This will make crossing the road easier and allow the southern footway to be widened. The widened footway will help to relieve pedestrian congestion and will provide an opportunity to plant trees and locate seats and bike stands. The relaxed pedestrian character of New Road can be used to inform the design (low kerbs, trees, seats, de-cluttered etc) of this section of the street, to improve the trading conditions for the ground floor premises and reduce the severance that North Street currently causes. To further reduce this severance the pedestrian crossing south of Meeting House lane can be moved south to Princes Place to provide a direct connection to Pavilion Gardens. The crossing at Meeting House Lane can then be widened to improve the connection between the Lanes and North Lane via Bond Street and/or New Road.

The raised loading facilities can be redistributed more evenly by moving the central bay south of Meeting House Lane and the northern bay closer to the Ship Street junction.