

## Summary of objections and representations received to the North Street Road Safety Scheme Stage Two Advertised Traffic Orders

Who?	Objection or representation?	Details of Objection or Representation(s)	Officer's Response/recommendation
		<b>Proposed Ship Street One way southbound, contra flow cycle lane and associated parking changes</b>	
Brighton & Hove Bus Company	Objection	The objection is to one way southbound operation in Ship Street. The proposal was not put forward as an option in the original consultation. It will not reduce rat running between Windsor Street and Ship Street and together with the pavement widening will cause delays to buses. The treatment at the junction of North Street and Ship Street will increase hazards to pedestrians and cyclists.	The proposed changes to the Ship Street junction will have a neutral or beneficial effect on capacity at the junction and should not delay buses. The signal operation will incorporate facilities to manually clear any vehicles stopped at the junction and waiting to turn right. Safety for pedestrians will be improved at the junction by introducing puffin crossings on all the arms of the junction and incorporate facilities for the visually impaired. Pavements will be widened in Ship Street and North Street and a level surface introduced across the junction to promote pedestrian priority. Collisions and casualties will be monitored as part of the ongoing review of high priority casualty reduction sites and this measure does not preclude the opportunity to undertake further works to improve the safety or operation of the junction.
Bricycles/CTC	Representation	Supports the inclusion of a contraflow cycle route and asks that it be mandatory.	The contra flow cycle lane will be mandatory.
Sustrans	Representation	Supports the inclusion of a contraflow cycle route and welcomes the on demand cycle facility at the traffic signals.	No comment

