

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
		Clock Tower Junction/North Street Quadrant Proposals	
St Peter's and Regency Ward Councillors	Representation	Wish to keep the current crossing position by 'Waterstones with an additional crossing from Air Street to facilitate pedestrian desire lines. Support 'straight across' crossing at Churchill Square. Support high quality landscaping but wants to see reduction in scale of seating area. Would like traditional dolphin railings and inclusion of cycle parking. Support all turning movements to be opened for cyclists and Advanced Cycle Stop Lines. Want West Street closed to traffic at northern end.	Recommend that current crossing at Waterstones is maintained and improved and that an additional crossing at the Air Street end is introduced. It is agreed that the scale of the landscaping should be reduced and desire lines given higher priority. It is agreed that traditional dolphin railings are appropriate at this location. It is intended that cycle parking is provided in the vicinity and the location will be discussed with stakeholders. It is not possible to provide for all turning movements at this junction for safety and capacity reasons. There are no current proposals to close West Street.
Gehl Architects	Representation	Combining the two crossings into one in North Street does not meet the desire lines, the design is cluttered and the space should be kept simple with reduced seating area	Agreed
Public Realm Information and Advice Network	Representation	Proposed landscaping is too big and cluttered and should be reduced in scale.	Agreed
Sustrans	Representation	Support removal of right turn ban for cyclists, would like all movements for cyclists enabled at this junction. Feel proposed seating area is too large for the setting and would like smaller seating area to allow for pedestrian flows. Would like additional cycle parking in the vicinity. Review bus routes to make the area more pedestrian and cycle friendly.	It is not possible to provide for all turning movements at this junction for safety and capacity reasons. It is agreed that the scale of the landscaping should be reduced and desire lines given higher priority. It is intended that cycle parking is provided in the vicinity and the location will be discussed with stakeholders.
Bricycles/CTC	Representation	Support removal of right turn ban for cyclists, would like all movements for cyclists enabled at this junction. Request a feeder lane from North street westbound into the Advanced Stop Line. Request additional cycle parking in North Street.	It is not possible to provide for all turning movements at this junction for safety and capacity reasons. The feeder lane will be considered as part of detailed design. Additional cycle parking is to be provided in North Street.

