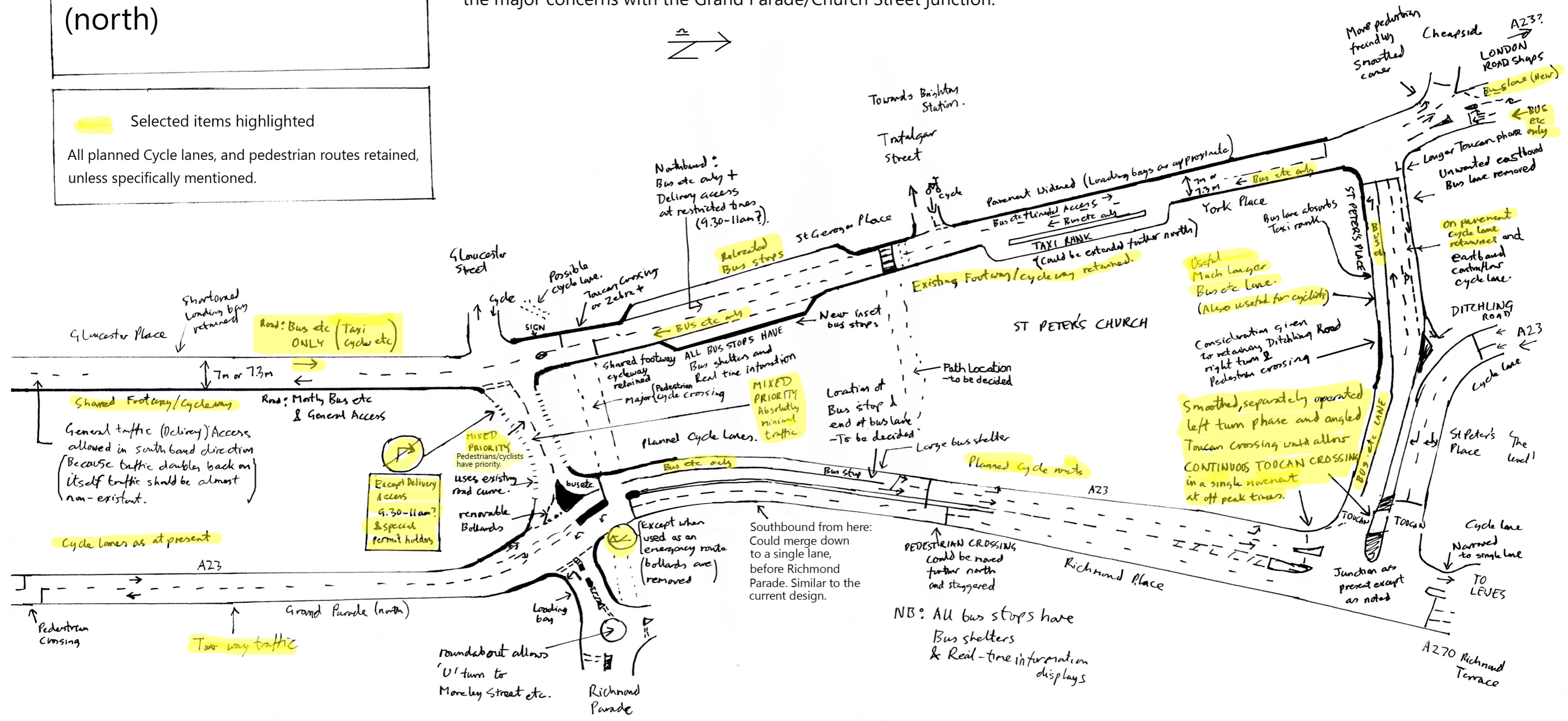


Intermeditate Alternative (north)

Selected items highlighted

All planned Cycle lanes, and pedestrian routes retained, unless specifically mentioned.

It should be noted: the 'Do Minimal' (March) alternative remains the group's core proposal. This alternative would also answer the major concerns with the Grand Parade/Church Street junction.



NB: All bus stops have Bus shelters & Real-time information displays

Southbound from here: Could merge down to a single lane, before Richmond Parade. Similar to the current design.

roundabout allows 'U' turn to Moreley Street etc.

Smoothed, separately operated left turn phase and angled Toucan crossing with allows CONTINUOUS TOUCAN CROSSING in a single movement at off peak times.

General traffic (Delivery) Access allowed in south bound direction (Because traffic doubles back on itself traffic should be almost non-existent.)

Except Delivery Access 9.30-11am? & special permit holders

MIXED PRIORITY Absolutely minimal traffic

Cycle lanes as at present

Two way traffic

Useful Much longer Bus etc lane. (Also useful for cyclists)

Consideration given to retaining Ditchling Road right turn & Pedestrian crossing

Northbound: Bus etc only + Delivery access at restricted times (9.30-11am?)

Towards Brighton Station

Tantalgar Street

St Gerard's Place

York Place

ST PETER'S CHURCH

Move pedestrian friendly smoothed corner

Cheapside

A23? LONDON ROAD SHOPS

Bus lane (New)

Bus etc only

Longer Toucan phase Unwanted eastbound Bus lane removed

On pavement cycle lane retained and eastbound contraflow cycle lane

DITCHLING ROAD

A23

Cycle lane

St Peter's Place

TOUCAN

Cycle lane Narrowed to single lane

TOUCAN

TOUCAN

TOUCAN

TOUCAN

TOUCAN

TOUCAN

TOUCAN