

Bond Street Project –WCC Initial Stakeholder Engagement Summary

(This section sets out how the issues raised during WCC’s July initial stakeholder consultation has been addressed).

Consultation comments on the Design and Responses.

| Concern | Response |
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| <p><u>Street furniture</u></p> <p>Seating may encourage ‘loitering’ rather than ‘dwelling’</p> | <p>Seating will be addressed during the detailed design stage and will be designed carefully to ensure that it is not used for antisocial purposes.</p> |
| <p><u>Town scape area</u></p> <p>Several residents suggested that the Town Square would benefit from full pedestrianisation</p> | <p>Full pedestrianisation would cause many problems for the area:</p> <ol style="list-style-type: none"> 1. Access is required for many businesses and organisations in the area (such as the Royal Academy) and full pedestrianisation would negatively affect them. 2. The shops and businesses within the Town Square require nearby parking for customers, areas close to the store for people to be dropped off and picked up, as well as loading access. 3. This change would require strategic changes to the wider area to ensure that all areas could still be accessed in some way. This would have a severe negative impact to the operation and capacity of the surrounding road network. <p>For the above reasons, the intention in the design is that the area will be more pedestrian pre-dominated but not that it is promoted as a shared surface or that it is fully pedestrianised.</p> |
| <p>Several residents were concerned about Town scape area and its usability for visually impaired.</p> | <p>This area is a conventional road, with a separate carriageway and footway. The same high quality materials are used across the entire space.</p> <p>There is to be a 50mm upstand between the footway and the carriageway. There will be distinction by using smaller sized granite pieces on the carriageway, with larger pieces used on the footway.</p> <p>The proposals seek to discourage rat-running by giving the impression of increased pedestrian priority, however, there will be no physical restriction to prevent vehicles accessing the street.</p> |

| Concern | Response |
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| <p><u>Maddox Street / Grosvenor Street junction</u></p> <p>Some residents and businesses, have expressed concerns about the operation of the Zebra crossings at this junction and a concern that pedestrians will cross the road where they want if the pedestrian desire line is not readily available to them, which has safety implications</p> | <p>The proposed Zebra crossing arrangement will reduce vehicle speeds on Bond Street and will contribute to a greater priority for pedestrians across the whole street. The Zebra arrangement has effectively zero delay for pedestrians. This would not be the case with a signal controlled arrangement which would re-prioritise traffic movement. The modelling shows that the zebra crossing can accommodate the pedestrian demand and the vehicles on Bond Street. The design team have reviewed the junction to improve the existing zebra crossings. This includes:</p> <ul style="list-style-type: none"> • Reducing the quantity of road markings. • Included the high quality granite sets on Maddox Street as well as Grosvenor Street. • Relocating the zebra crossings closer to the junction • Simplifying the design at the crossings. |
| <p><u>Green spaces</u></p> <p>Some stakeholders expressed disappointment about the lack of green spaces/ a desire for more trees to be included in the proposals.</p> | <p>The scheme removes some trees that are not performing well. However, the scheme is also introducing trees in more suitable locations. Overall, the scheme will retain the same number of trees.</p> |
| <p><u>Traffic Movement and Kerbside Management</u></p> <p>New Bond Street left turn into Clifford Street – Concerns were raised that drivers would continue into the pedestrian/cycle area, rather than turning into Clifford Street.</p> | <p>The issue was raised as a potential safety risk by the safety audit and the design option is considered to address this issue. Bollards and signs are also being used to ensure that drivers are aware they must turn left. There is no increased risk to cyclists over the current layout.</p> |
| <p><u>Traffic Modelling</u></p> <p>Concern about impact on traffic flow (reducing to one lane will cause congestion)</p> | <p>Traffic modelling has been undertaken that confirms that the capacity on Bond Street in the new design will be sufficient for the traffic movement that will take place.</p> |
| <p>Clarification was requested about how the proposals will reduce traffic along Bond Street.</p> | <p>The scheme does not prevent traffic from making any existing journeys. Shoppers will still be able to access Bond Street as they currently do.</p> |

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| <p>Parking and Loading People were concerned that people would not be able to drop off and pick up at shops.</p> <p>There was some confusion about the exact nature of the parking and loading.</p> | <p>The scheme introduces an additional taxi bay (from 9 to 10) and distributes them more evenly along Bond Street. It is not expected that there will be any reduction in overall taxi movement through the study area. Drop off and pick up is allowed anywhere throughout the scheme as long as this does not result in an obstruction. The stakeholder engagement session was not focussed on parking and loading. Additional information will be provided during the Traffic Management Order (TMO) consultation.</p> |
| <p>Concern</p> | <p>Response</p> |
| <p><u>Bruton Street</u></p> <p>Businesses on Bruton Street were concerned that they would not be able to be able to load.</p> | <p>The cycle feeder lane on Bruton Street has been reduced in length to ensure that existing loading activity patterns can continue to operate in the same way as it does currently.</p> |
| <p><u>Disruption during construction works</u></p> <p>Concern about disruption to trading during peak seasons and at key hours.</p> | <p>The Communication Plan for the Bond Street Project requires stakeholder engagements before works commence and throughout the construction period.</p> |
| <p><u>Delivery of objectives</u></p> <p>That the objectives of the scheme conflict – maintaining traffic flow while also improving conditions for pedestrians</p> <p>Scheme fails to go far enough</p> <p>More effort should be focused on restricting through-traffic</p> | <p>The comment was made by a pedestrian organisation promoting a greater degree of pedestrianisation. The suggestion was countered by businesses and their views that were strongly expressed that Bond St and its success was greatly dependent on vehicle access as well as a good pedestrian access.</p> <p>The Bond Street design aims to strike that balance.</p> |

