

Levelling Up public highways consultation

BID response

General feedback

- Engagement as the work progresses
- Consider how the designs can support the businesses in the surrounding areas
- Wayfinding
- Disruption, hoarding strategy and proactive communication
- Seating and planting: fixed furniture reduces usability of space for events, whether on the space or passing through. This is especially true of suggested planting around the Westgate Towers area / St Peter's Street. Another example is the fixed seating and planters on George's St which has reduced space for the Christmas market by a quarter. Planting needs to be carefully considered as some planters in the city are unsustainable (planter in front of the Westgate Towers is often neglected and the planters on St George's Street look like bins and are used as bins).
- Lighting:
 - Lighting is extremely poor in some parts of the city and has a negative impact on safety.
 - Please could any new lighting fixtures include double spur sockets so they can be used for Christmas lights

Westgate Towers area and footways on Pound Lane between The Causeway and St Peter's Lane

Stated aim: to reduce the dominance of vehicles in the space between the Westgate Towers and St Peter's Street (the High Street) and create a more friendly pedestrian area that could also be used for occasional events and food and drink concessions like stalls or stands.

Feedback:

- Reduction in vehicle dominance needs to coincide with an improvement in frequency, routes and timings of public transport.
- Introduction of new trees, planters, seating, food & drink concessions and cycle hub, on top of proposed seating area outside Okabasi, will not allow for occasional events and could negatively impact on the city's biggest events that pass through the Westgate Towers / St Peter's Street area. We do not believe the area could not be a staging area for events. Have event providers been consulted specifically on what could be achieved in the space?
- Has the economic impact of nearby businesses been assessed?
- Have tourists been consulted?
- Carriage and footway materials – concern about amount of traffic and size of delivery vehicles. This is normally a high traffic area with the Pound Lane car park as the primary car park for the Marlowe, Curzon and Westgate Hall, including customers and suppliers (Marlowe in particular has large lorries delivering sets for shows) .
- Road layout – recommend a clear delineation of the paved areas for cars, bicycles and pedestrians, due to the high volume of traffic a
- Daytime visitors / coach visitors and locals often use this route coming from the Coach park or St Radigund's Car Park, either via St Peter's Lane to the High Street or Pound Lane to the Westgate Towers area / St Peter's Street. At the moment this route is dangerous due to very poor lighting (pitch black in places during the winter months which coincides with Panto season) and narrow or non-existent pavement along St Peter's Lane and parts of Pound Lane. Tour groups, including children, the elderly, and families with pushchairs and young

children often use these routes. From this perspective, pedestrianizing Pound Lane would be welcome.

- Extending the pedestrian pathway on the corner of the Causeway and Pound Lane is welcome for pedestrians. What is the impact on vehicle access for suppliers and contractors, for example waste removal for residents and businesses, and supplier access for the Curzon and Westgate Hall?
- A large number of vehicles leave the Pound Lane car park after a show at the Marlowe Theatre or the Westgate Hall. From this perspective, not being able to turn left on Pound Lane will continue to create traffic congestion.
- Lighting: Uplighting and additional lighting is welcome. The lighting along St Peter's Lane, St Peter's Street and Pound Lane is very poor and is an ongoing public safety issue.
- New food and beverage concession – not clear where this would go and how it would work in such a high car traffic area.
- Timing of any works would be business critical for the Marlowe, Westgate Hall, Curzon and The Pound – plus proactive communication for businesses in St Dunstan's and St Peter's streets, and any business who regularly accesses St Peter's Street for deliveries.

St George's Lane and to bus station

Stated aims:

- Improve the ability for people to walk between the bus station and routes through to Whitefriars Square
- Improve the flow of people in and around the bus station and reduce congestion whilst waiting for buses, making it safer for all users
- Provide a green and welcoming arrival point for people arriving by bus;
- Improve pedestrian routes and available space both along St George's Lane and on the bus station side of the bus shelters;
- Improve bus access turning into the bus station
- Improve cycle facilities.

Feedback

- Improved bus shelters would be welcome, but consideration needs to be made to the design, particular regarding designing out overcrowding and ASB. There is currently not enough space for the volume of people to queue effectively.
- Green roofs is a good idea but consideration needs to be made to the weight of the roof when wet and ongoing maintenance of them.