



## View Response

### FINAL RESPONSE (CONFIDENTIAL)

Submitted by **Cyclox** on **28 Jun 2010 10:45**

#### About you

To check whether views differ across the community it would be helpful to have some information about you. Any information you give will only be used for the purposes of analysing the consultation results. In what capacity are you responding?

- |  |  |
|--|--|
| Representative of a group/organisation | <input checked="" type="checkbox"/> [ Selected ] |
| Councillor                             | <input type="checkbox"/> [ ]                     |
| Individual                             | <input type="checkbox"/> [ ]                     |
| Other                                  | <input type="checkbox"/> [ ]                     |

#### About your organisation

**You have told us you are responding in your capacity as a representative of an interest group, local business, or other organisation. Your response should therefore represent the views of the organisation for which you are responding, not your personal views.**

Which organisation are you representing for the purposes of this response?

You must provide an answer to this question.

[ Cyclox ]

## Public realm

Below is a series of statements about the current layout of St Ebbe's Street. Please select the option that best reflects your response to each statement.

Please select zero or more of the options in the list.

- |  |                                |
|--|--------------------------------|
| The street is a pleasant place to be                 | [ Neither agree nor disagree ] |
| The paving and other ground materials are attractive | [ Disagree ]                   |
| The street furniture (e.g. benches) are attractive   | [ Disagree ]                   |
| The air is clean                                     | [ Agree ]                      |

## Walking and cycling

Below is a series of statements about the current layout of St Ebbe's Street. Please select the option that best reflects your response to each statement. "Walking" includes mobility scooter and wheelchair users.

Please select zero or more of the options in the list.

- |   |                                |
|---|--------------------------------|
| Walking through the street is easy                      | [ Disagree ]                   |
| Walking through the street is safe                      | [ Agree ]                      |
| Cycling through the street is easy                      | [ Disagree ]                   |
| Cycling through the street is safe                      | [ Agree ]                      |
| There is enough cycle parking                           | [ Disagree ]                   |
| There are no conflicts between pedestrians and cyclists | [ Neither agree nor disagree ] |

## Overall

Overall, how satisfied or dissatisfied are you with St Ebbe's Street at the moment?

Please select one option from the list. You must provide an answer to this question.

- |                                    |              |
|------------------------------------|--------------|
| Very satisfied                     | [ ]          |
| Quite satisfied                    | [ ]          |
| Neither satisfied nor dissatisfied | [ ]          |
| Quite dissatisfied                 | [ Selected ] |
| Very dissatisfied                  | [ ]          |

## Likes

What, if any, aspects of the current layout work well and why? (Please write in)

**[ The fairly muddled and obstructed situation is quite good in that it slows cyclists down, so that they don't really pose any threat to pedestrians. The token cycle logos on the ground legitimise the presence of cyclists so there isn't generally any hostility to cyclists. There is a fair amount of width (with the exception of some pinchpoints), so cyclists feel they don't have to slow to the point of imbalance for long, and can regain their balance and get round the slow-moving pedestrian before the next pinchpoint. In general we support the concentration of obstructions on one side of the street, leaving a reasonable width on the other. The ramp at the end of the paving and the cycle lane markings mean that (most of the time) the route isn't obstructed by loading. The complete lack of markings at the Pembroke St junction seem to effectively discourage speed, despite it effectively being a one-way loop for cars. ]**

## Dislikes

What , if any, aspects of the current layout do not work well and why? (Please write in)

[ The transition from paved area to street isn't done well. Cyclists only have a narrow ramp, and pedestrians often prefer to use the ramp and the street in preference to the pavements. This causes slight conflicts and delays which aren't really necessary. We would prefer the full-width paving to continue to the Pembroke St junction (even if access for loading remained). A level surface (with the distinction between pavement and roadway retained) would be an alternative, but the real change in the nature of the street occurs just south of the Pembroke St junction.

The stall at the north end of the street, while colourful, seems to spread over an ever-larger area, with mobile stands and clutches of balloons. While a pinchpoint is useful for slowing cyclists at a conflict point, this is excessive. We would prefer the stall to be more to one side.

There is sometimes insufficient loading space so that vans double-park (though maybe this was particularly a problem while the MAO entrance was being rebuilt), and we would question whether some of the provision could be adequately relocated south of Pembroke Street. In particular the motorcycle parking, though there might be a case for a more general exclusion of loading.

At the Pembroke St junction, there feels like there should be more of a transition between the pedestrian dominated spaces - the streets where pedestrians generally walk on the road, and the conventional pavement/roadway/pavement south of there. While the St Ebbes / Pembroke corner needs to be OK for M&S delivery lorries, there could be a buildout on the east side of St Ebbes at the end of the parking/loading, with the roadway north of that point given a more pedestrian feel. ]

### Features you want to see

Are there any specific features or improvements you would like to see in St Ebbe's Street?  
(Please write in)

[ There are times when the cycle parking is full, so a little more would certainly be helpful. The public phones may no longer be required, which would free up some space. The motorcycle parking probably does not need such a prominent location. There could be some cycle parking on the east side of St Ebbes, just south of the Pembroke St junction (this has the virtue of being under cover, and closer to the rear entrance of M&S, so it probably would be used).

If nothing else is done, the kerb should be levelled outside Ramsay House, to widen the transition area between the paved area and the street.

As discussed above, we would prefer the paved area to be extended down to the junction (with discreet indications that cycling is permitted), a level surface (similar to New Inn Hall St) created at the junction, and a narrowing on the southern arm of the junction to emphasise the transition to pedestrian space (and maybe encourage some traffic to do a 3-point turn and exit via St Ebbes St rather than Pembroke St). ]

### Features you don't want to see

Are there any specific features you do not want to see in St Ebbe's Street? (Please write in)

[ None ]

### Other comments

Any other comments? (Please write in)

[ None ]