

## **Responses to Representations made on the Pre-submission Draft Stratford Neighbourhood Development Plan**

### **Policy TC13**

Representations: Total received 39

Number in Support: 21

Neutral: 13

Objection: 5

### **Summary of Response:**

Mixed response with some strong objection. However, despite objections there is a significant weight of view in favour of these proposals. Some specific suggestions have been noted.

### **Modification Proposed:**

Despite the general support for the intentions of this policy from residents, the matter falls outside the remit of a Neighbourhood Development Plan to enforce as a policy. However, to retain the initiatives contained within it, this will be converted to a project (TC Project 5).

### Individual Representations and Steering Group Responses

Code Number	Full Name	Organisation represented (where applicable)	Policy TC13	Neighbourhood Plan Steering Group Response
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Statutory Consultees' Comments				
1001	Stratford District Council	Statutory Consultee	<p>It is unclear who will take the lead in progressing such schemes.</p> <p>This policy appears aspirational in nature. Section A (Transport Strategy) of Core Strategy Policy CS.25 (Transport and Communications) states that SDC and WCC will work together to achieve the objectives and implement the proposals in the Local Transport Plan, with particular emphasis on encouraging modal shift with greater use of more sustainable forms of transport and improving the safety of all road users. There may be scope to discuss improvements with WCC, but without WCC 'buy-in' the proposals will not be implemented.</p> <p>When would the 6 month experimental closure of High Street commence?</p>	<p>Due to the aspirational nature of this policy it will be re-designated as a project</p>

**Agents and Developers' Comments**

502	Stratforward BID		We support shared space. Additional crossing areas required at the roundabout linking Bridge Street, High Street and Wood Street.	Supportive
514	Stansgate Planning re Town Trust		The Town Trust support the principle of such improvements stated	Supportive

**Residents' Comments**

010	David Izen		<p>Please do not even think about closing the High St to traffic unless you consider opening the Waterside to two -way traffic. As a resident of Old Town there will be no other way out of town by car. There are four schools in old town if you include Shottery Girls, and parents struggle through the High St to get out of town. If you close the High St can you tell me and all the other car drivers how we can get out of town towards Warwick? I think closing roads thinking that all the cars will just disappear and go somewhere else makes no sense and is not born out by any evidence. In fact closing the Waterside to two-way traffic has forced more cars on to the High St, creating the problems you are now trying to solve. Using the Henley St closure as good evidence is disingenuous as you must know that all the cars have simply gone onto the surrounding roads - they haven't disappeared! We can't look misty eyed back to some bygone age before the car was invented. Closing busy roads to traffic just because you don't</p>	<p>Objection noted. However, the objective of this policy is to provide a balance between modes of transport.</p> <p>Cycling is an important element of the balance- see policy TC16</p> <p>To address these concerns the closure of High Street is being proposed for a trial period and the closure will not apply during peak periods (ie: before 11am or after 4pm). The timing can be adjusted to allow for school pick up and other periods of heavy traffic depending on the results of the experiment.</p>
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			like the cars is like trying to put the genie back in the bottle. Better to accept that cars are a reality and open the Waterside to two-way traffic to reduce the number of cars going through the centre of town - which is what you want to achieve.	
013	Rosanna Dymoke-Grainger		Very important!	Supportive
038	Amanda Waters		Completely agree. But it's key to keep motor vehicle access before and after these times to ease congestion. Also, there should be cycle lanes to enable cycles to continue to use these streets during closure to other vehicles	Supportive
048	David Bowie		This is an absolutely essential policy to improve the town environment. As well as widening pavements etc. I would like to see much more positive intention to pedestrianize the main shopping streets. Despite the whingers, this has worked very successfully in many other towns. The need for different traffic management is recognised, but is secondary to the key objective of making Stratford attractive again. And what about tree planting???	Supportive  Policy makes reference to landscaping which is intended to include tree planting
055	Dr Ian G Heggie		Improvement (b). I would have preferred to see a shared space demonstration scheme in High Street. In due course, it might also be applied to the roundabout outside Barclay's Bank. The demonstration would introduce residents to the concept and, if successful, could then be rolled out to other parts of the town centre.	Noted. Illustrations include in document to show proposed treatment outside Barclays Bank  A shared space scheme would be very difficult to operate on an experimental basis without considerable expense in reconfiguring and reconstructing the road  Policy not inconsistent with a move

				to shared space in due course
056	Martyn Luscombe	Stratford Voice	Strongly support	Supportive
057	Trevor Honychurch		Agreed. We need to be bold and to break the hold of cars & coaches through the town.	Supportive
064	Richard Eden		A) Sounds good. B) Sounds good. C) See TC8 above. Also, good town centre roads will help cyclists. And possible more cycle rails for locking bikes up.	Supportive
066	Brenda Stewart		As a cyclist I find it dangerous and difficult to cycle. Present cycle provision is very patchy and discourages cyclists. There should be a more integrated approach to cycle provision and more priority should be given to cycles and pedestrians in the town centre.	See policy TC16
070	Matt Sharpe		I would much prefer this area to be entirely car-free, and for use only by pedestrians and cyclists. On the rare occasions such as Shakespeare's birthday when cars are removed from the town centre, the place is greatly transformed.	Supportive. Further options for town centre traffic management may need to be investigated following the trial of closure of High Street.  Prescription of the scheme gives to the County Council a clearer mandate for action. They are supportive
078	Melanie Jane Forse		We need more pedestrianised streets. The proposal is still too cautious. In Worcester the main shopping streets are all free of traffic and it is a joy to walk there. Bridge street should be traffic free after 9am.	Noted. Consideration could be given to expanding the scheme at the end of the trial period

081	Nicholas Oliver		Creation of 20mph zone would be of next to no benefit in improving cyclist experience - the vast majority of traffic already travels at 20mph or less, due to the nature of the streets. In Bridge Street, retention of four lanes of traffic, with car parking at 90 degrees on both sides of the road, does not represent a reasonable, balanced and fair apportionment of the space available for pedestrians, cyclists and motorised traffic. Nothing written in TC13 will be beneficial for cyclists.	Noted. However, objective of this policy is to provide a balance between modes of transport. For additional TC cycling policies see TC16  Proposals for Bridge Street address these concerns. Indicative illustrations will be provided
083	David Sheen	Sporting Barbers	Peoples main concern is the lack of free parking and the lack of available space you seem to want to take away available parking causing more dissatisfaction with the general public	The objective of this policy is to provide a balance between modes of transport. The provision and level of charging, including the introduction of free parking will be a matter for continuous review - See policy TC14
086	Jenny Fradgley		Strongly support a trial of shared space High Street, possibly Sheep Street. We need to understand the impact on traffic before any more permanent schemes are proposed	Supportive
095	Eric Ward		a) Add a pedestrian crossing at Red Lion Square (to reduce jay-walking); b) agree, with misgivings!	Supportive. A pedestrian crossing is an operational matter for the County Council
108	Cheryl Aubrey	Work at The Fourteas, 24 Sheep Street.	Agree that some pedestrianisation would help, but need more parking close to shops if this happens	Parking is retained in the town centre which is at present sufficient to accommodate this policy. It will be kept under review see policy TC14

119	Liz Thompson, Director of Communications	Royal Shakespeare Company	We support broad proposals to improve the balance between vehicles, pedestrians and cyclists and urge planners to actively look at shared use schemes where possible, to slow traffic and improve pedestrian circulation. We do not want to see pedestrianisation which removes cars in the evenings and at night. A shared environment provides greater personal safety for late night visitors in the town centre, for instance, walking to the station after a performance.	Supportive  Closure of High Street would not apply in evenings
121	Helen Rowena Warrillow		I am broadly in favour of an experimental closure for Henley Street but would suggest that only vehicles for emergency or essential access should be permitted thoroughfare at the experimental stage, thus testing it as a true pedestrian zone.	Supportive
125	Mandy Last		Making High St pedestrianised is quite a good idea but must NOT be contemplated or put into practise until the traffic situation has been improved. There is enough chaos when roads are closed for the mop, Christmas market etc. Bridge St pavements should not be widened until there is better provision for buses.	Noted. The trial is intended to be a way of examining the scale of any problem
143	Chris Strangwood		This proposal makes no sense, how do you get from Church street into town except through to Rother street which you are going to redevelop? If you want to pedestrianize an area make it bridge street. Traffic that wants to come into town can go either down waterside or Guild street, , make Windsor street one way the other way and traffic wanting to leave the town can use union street and, Windsor street and Arden street, Rother street.	The NDP calls for a Strategic Plan for transport infrastructure. There is no policy for closing Rother Street as part of any development
147	Cllr Tony Jackson		I am a big advocate of pedestrianisation so in principle a pilot scheme has my full support.	Further options for town centre traffic management may need to be

			<p>However the wording of TC13 is potentially too prescriptive and some flexibility might make the objective easier to achieve. e.g. a) can we also include Sheep St within the proposal as a street for the potential to be pedestrianised b) a successful pilot will almost certainly be dependent on reconfiguration of the existing road network e.g. change of Riverside to two way traffic between Bridge St and Sheep St c) a definite commitment to a 6 month trial will cause significant issues if the pilot is quickly shown to be unfeasible. We need to have clarity over potential break clauses.</p>	<p>investigated following the trial of pedestrianisation on High Street.</p> <p>Detailed points noted. This is s project so there is scope for County council to take appropriate action and build in appropriate safeguards prior to start of experiment</p>
154	Wendy Appleby		<p>I fully support the introduction and reinforcement of proposed and existing cycle routes. There are not enough safe cycle routes in the town and cycling is dangerous and not encouraged. Children should be able to cycle to school safely and pedestrians and cyclists should share common spaces, particularly from Tiddington (where there are 2 caravan parks ) to Stratford town centre.</p>	<p>Noted. This is covered in Policy INF 3.</p>
173	Neil Williams		<p>Bridge Street is unnecessarily wide for vehicles. The footpaths should be widened - it is currently very difficult to walk down there at certain times of the day. It is also often untidy and filthy with a lot of litter (particularly near McDonald's). It is the least attractive street in the centre of town and is in need of an uplift. As long as parking is improved, Stratford can handle further pedestrianised areas. There is a vast improvement in the ambience of the town centre when the streets have been closed (Christmas Market, Car Festival etc.) and it would be nice to have that the whole time. High Street is the obvious choice, Bridge Street should be improved in</p>	<p>Supportive</p>

			terms of pedestrian access and Sheep St could be considered.	
174	Sarah Eglin		I think pedestrianisation of this area is a good idea - I would like to see more street markets and cafe frontage to add to the historical and cultural charm of the area	Supportive
180	Evelyn CONN		My biggest criticism of the plan is your lack of understanding of the benefits and essential need for more cycling in the town. It should be your priority. Other bodies will highlight driving and commuting routes, however you have the most to lose/gain by a much more comprehensive cycling plan. Cycling should be the default way for people in the town to get around the town. It works in Holland, Denmark, increasingly so in Bristol and London but your plan is underwhelming in its plans to embrace the inevitable rise in cycling within the town.	The objective of this policy is to provide a balance between modes of transport. Extensions to the scheme are likely to be considered on conclusion of the experiment.  Further consideration for cyclists is given in policy TC16
205	Trevor Bruce		No private cars should be allowed to park on the street in the town centre. Only public transport, delivery vans and emergency vehicles should be permitted. If cars are removed, people will be encouraged to walk/cycle into town. Historic buildings should not have parked cars in front of them spoiling the appearance.	Noted. However, the objective of this policy is to provide a balance between modes of transport so no change is proposed
210	Rachel Syson		It will be essential to provide additional on-street parking spaces if you remove those on the South Side of Bridge Street (Boots side). These spaces are vital for the quick pop into town for essentials. If we can't get parked, we will go elsewhere, and the town centre shops will lose trade.	Proposal to remove parking spaces on south side of Bridge Street will be dropped. It is acknowledged that some redesign of car parking will be required but project recognises need to provide additional on street

				parking in the Town Centre to accommodate any displaced spaces
217	Karen Wild	Stratford Business Improvement District Ltd	We support shared space. Additional crossing areas required at the roundabout linking Bridge Street, High Street and Wood Street.	Supportive
226	Debs Campton		Given the difficulties experienced by residents in negotiating their way around and through the Town Centre with the current congestion problems I do not think it is a priority to improve the visitor experience by restricting traffic flow with road closures. Think of the traffic disruption engineered during the Mop - a nightmare. Already residents find Stratford a "no go area" at weekends and at times on weekdays before 4pm.	Objection noted.  However, the trial is for six months only and intended to be a way of examining the scale of any problem.  The objective of this policy is to provide a balance between modes of transport
228	John Campton		No already difficult enough to navigate way around and through town.	Objection noted.  However, the trial is for six months only and intended to be a way of examining the scale of any problem.  The objective of this policy is to provide a balance between modes of transport
255	Sylvia Morris		Support pedestrianisation and particularly 20 mph speed limit in the centre. Plans must show they will cope with the extra displaced traffic. On-street parking should not increase - it encourages more traffic on streets where it exists.	Supportive

256	Valerie Ansfield		The High Street is the most sensible access route by car to Chapel St. Sheep St. Church St. areas and should not be closed to traffic. Movement keeps it looking like an alive Market Town! Short term parking is the key to use of these shops by RESIDENTS.	<p>Noted. However, the objective of this policy is to provide a balance between modes of transport. To achieve this balance and to make the town centre a more welcoming place for the shopper and so improve economic vitality of the town centre decisions have to be made which make the visitor experience more comfortable with the minimum of inconvenience to the car user. Peak time traffic arrangements will be undisturbed.</p> <p>The importance of short term parking is accepted and will be a matter for continuous review - See policy TC14</p>
257	Bennet Carr, Headmaster	King Edward VI School	Improving the balance between Vehicles, Pedestrians and Cyclists. We strongly support the two proposed schemes. Widening pavements in Bridge Street will provide more space for passengers (including our students) waiting for buses. We strongly support the proposals for High Street and WOULD SUPPORT AN EXTENSION OF THIS PROPOSAL ALONG CHAPEL STREET.	<p>Supportive</p> <p>Expansion of the scheme could be considered at the end of the trial period</p>
282	Anne Marian Kiely		In HIGH STREET, a pedestrian / zebra crossing is required b) between exit from Town Square (opp. Tesco proposal store) to get across road in relative safety. Pedestrians in rush hours rely on drivers being considerate (huh!!) This is even more the case at roundabout between High Street / Wood Street / Union Street / Bridge Street - utter nightmare in the	<p>Noted.</p> <p>A pedestrian crossing on its own is an operational matter for the County Council.</p> <p>The presence of cars other than</p>

			summer, pedestrians feel like skittles waiting to be mown down. Policy TC13 Explanation:- balance in Henley Street now seems to have been lost? With cars able to drive through here at any time of day?	exempt ones in Henley Street is a matter of enforcement
293	Dr Freer-Hewish		<p>Amend/add to title - Improving the balance between motorised vehicles, pedestrians and cyclists (shared space) -<i>use this term – it is the national terminology now.</i></p> <p>Prioritise your a, b and c by all means but do include all the streets identified in the excellent report – Walkable Core by Arup (2009), also refer to comments below on this report. The objectives of this report are succinctly written and would be brilliant in this part of the NP if not in an introductory section where I do not get the feel of ‘shared space’.5 a) Comments on the Arup final report on the ‘Stratford walkable core, 2009’.</p> <p>Copies of this report appeared to disappear with World class Stratford and I have finally managed to get a copy.</p> <p>This, in my opinion, is an excellent report bearing in mind it was presented in 2009 and appeared to be with wide ranging town support. It really has core material for our NP and is more significant today than when it was presented.</p> <p>It introduces the issues in a rational and clear way that would be useful to incorporate into the NP.</p> <p>1 Executive Summary</p> <p>Spot on aims</p> <p>Has the recommended, scheme option 2,</p>	<p>This response is predicated on the assumption that the Walkable Core project had support when introduced. But it has to be remembered that after public consultation it was decided not to adopt it and this plan needs to take that decision into account. Nevertheless, we have judged that some measure of greater pedestrian priority as included within this policy is appropriate and would be welcomed. It is perfectly possible that once these schemes have been shown to be successful further measures within the concept of the walkable core project might well be considered.</p>

			<p>disappeared with the demise of 'World Class Stratford?'</p> <p>There appeared to be widespread discussion and acceptance of the recommended scheme if not the time frame. P8 and p 19</p> <p>The historic spine route and sign de clutter are the only adopted elements of 15 recommendations. One more is pending (High Street 'pedestrianising') P7</p> <p>What happened to the recommended delivery programme? P8</p> <p>2 The Introduction</p> <p>The wording here is just what is needed for our NP</p> <p>3 A Strategic Business case</p> <p>Stresses the need for 'a vision' as a constant check for the business case /funding based on the 'Shakespeare asset'</p> <p>4 Consultation and liaison</p> <p>Option 2 favoured – what happened to that? P 33</p> <p>5 Shared space</p> <p>This has been clearly identified here. Let's use this term more.</p> <p>6 Development of assessment and monitoring criteria</p> <p>Objectives set perfectly and then an excellent tabulation of assessing each objective resulting in Option 2. Can we not learn from such rationale?</p>	
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293	Dr Richard Freer-Hewish	Policy TC13	Wish to see the words: Improving the balance between motorised vehicles and pedestrians and cyclists (Shared space) as this is a recognised term	Noted
295	Cllr Charles Bates		<p>The idea of closing High Street to traffic between the hours of 11am and 4pm is totally impractical (indeed stupid), if Waterside continues to be one way towards Old Town. However, it could be acceptable, should Waterside be returned to two ways between Sheep Street and Bridge Street. I would dispute the fact that Henley Street has achieved a successful balance between day time and evening use. Although very well used during the day, it becomes a dead area in the evenings, and appears to be a no-go area after about 7pm. This, I would suggest, is due to the design and layout of the street.</p>	<p>Noted.</p> <p>The closure of High Street is not at peak traffic use times. The experiment will demonstrate how the other routes will cope when the street is closed.</p> <p>High Street will be open to traffic in the evenings.</p> <p>No change to policy is proposed.</p>