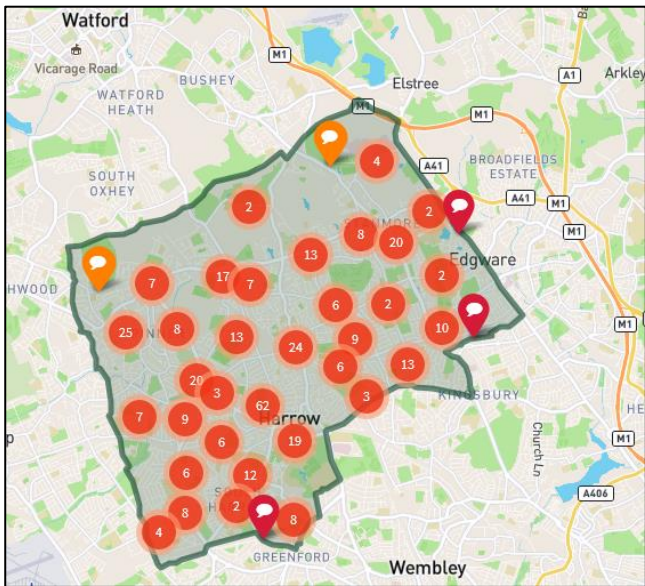


Appendix D Public Engagement Portal Feedback

Harrow Street Spaces Map

The Harrow Street Spaces Map asked visitors to identify areas on a map that were a problem, to explain the issues and to indicate possible solutions. Comments were received widely across the borough as shown in the map below. The following question was asked. Chart 1 shows the results.



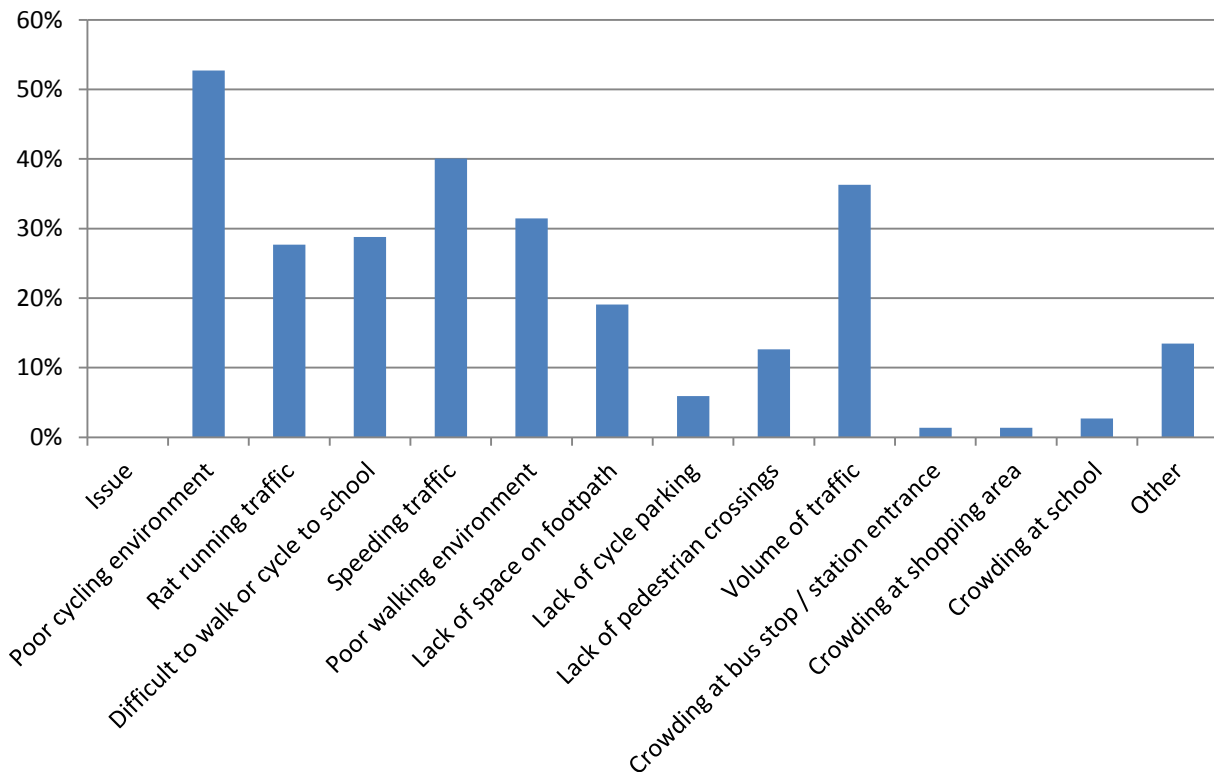
Describe the location you have marked on the map

e.g: home, street address, town centre, school, shop

What issue(s) have you identified at this location?

- Poor walking environment
- Poor cycling environment
- Crowding at bus stop / station entrance
- Lack of pedestrian crossings
- Difficult to walk or cycle to school
- Volume of traffic
- Lack of space on footpath
- Crowding at school
- Crowding at shopping area
- Lack of cycle parking
- Speeding traffic
- Rat running traffic
- Other

Chart 1 - Issues



The following questions were asked about possible solutions and views about making solutions permanent. Charts 2 and 3 shows the results.

What measure(s) could help promote active travel and safe social distancing here?

Cycle parking
 School Street measures
 Less vehicle parking
 Pedestrian crossing point(s)
 Cycle Route / Lanes
 Road closure(s) / modal filter(s)
 Low Traffic Neighbourhood measures
 Wider pavements
 Reduction in motor traffic
 Other

Would you support these changes being made permanent?

Please select...

Chart 2 - Solutions

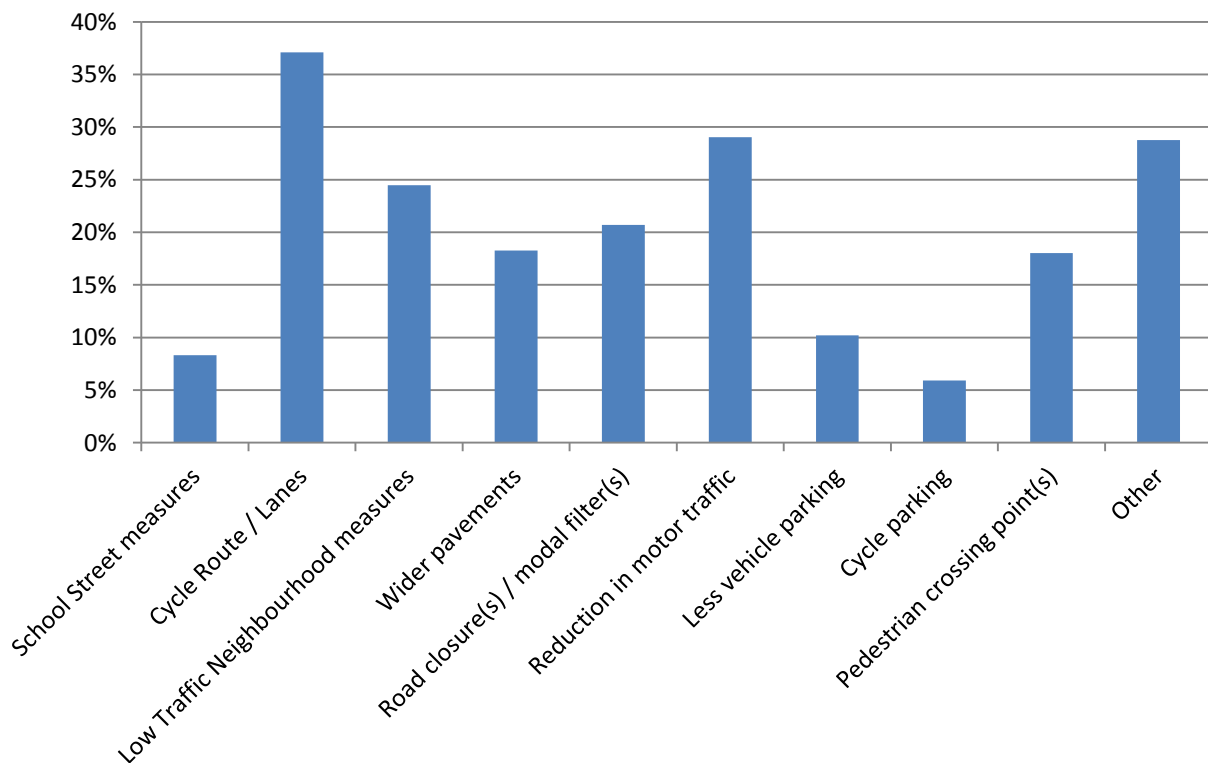
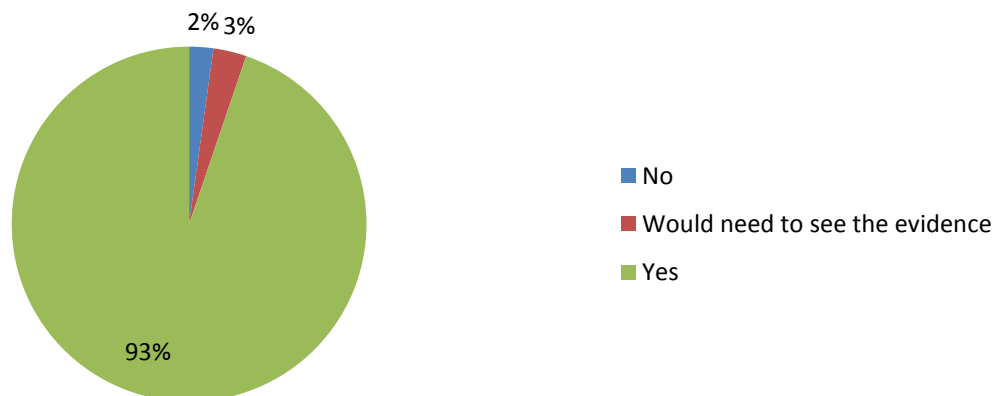


Chart 3 - Would you support these measures being made permanent?



Questions were also asked about how comfortable people felt about walking and cycling. Charts 4 and 5 provide the results.

How comfortable do you currently feel walking in the area?

Please select...

How comfortable do you currently feel cycling in the area?

Please select...

Chart 4 - How comfortable do you feel walking?

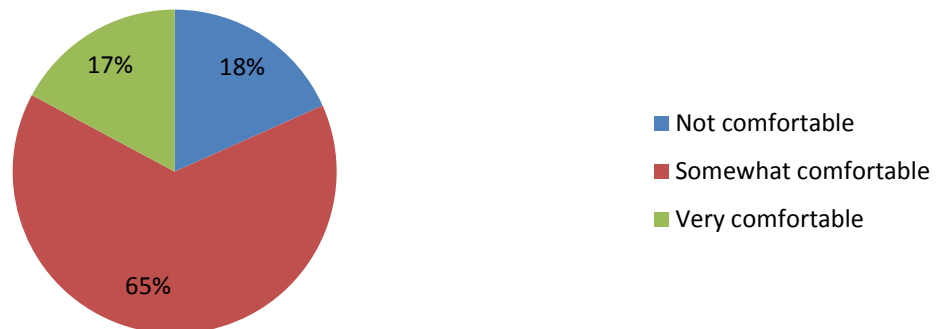


Chart 5 - How comfortable do you feel cycling?



Harrow Street Spaces Proposals

The Harrow Street Spaces Proposals website provided information and detailed plans about the specific schemes developed in four different categories and gave a option to provide comments. The categories are:

- Low traffic neighbourhoods
- Pedestrian space measures
- School Streets
- Strategic Cycling

The responses have been assessed based on people living in the directly affected areas via their postcode and where responses have been confirmed.

For low traffic neighbourhoods the following options were available on the form. The responses are shown in chart 6.

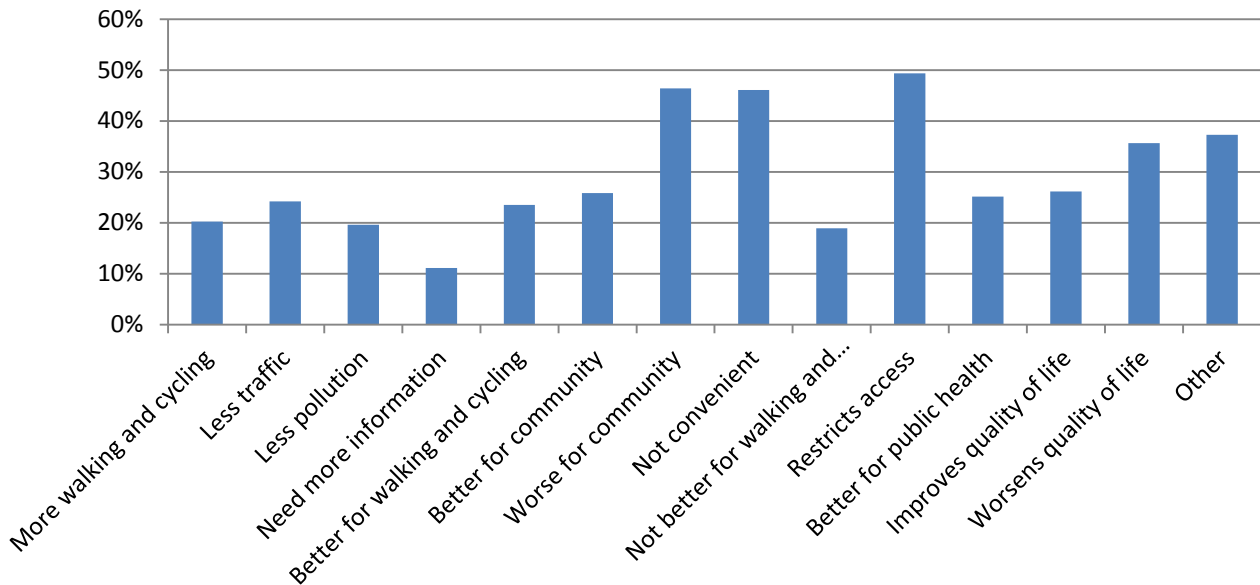
Your comment

Not convenient
 Need more information
 Better for community
 Worse for community
 Restricts access
 Worsens quality of life

Improves quality of life
 Less traffic
 More walking and cycling
 Better for walking and cycling
 Better for public health
 Less pollution

Not better for walking and cycling
 Other

Chart 6 - Low Traffic Neighbourhoods - comments



For school streets the following options were available on the form. The responses are shown in chart 7.

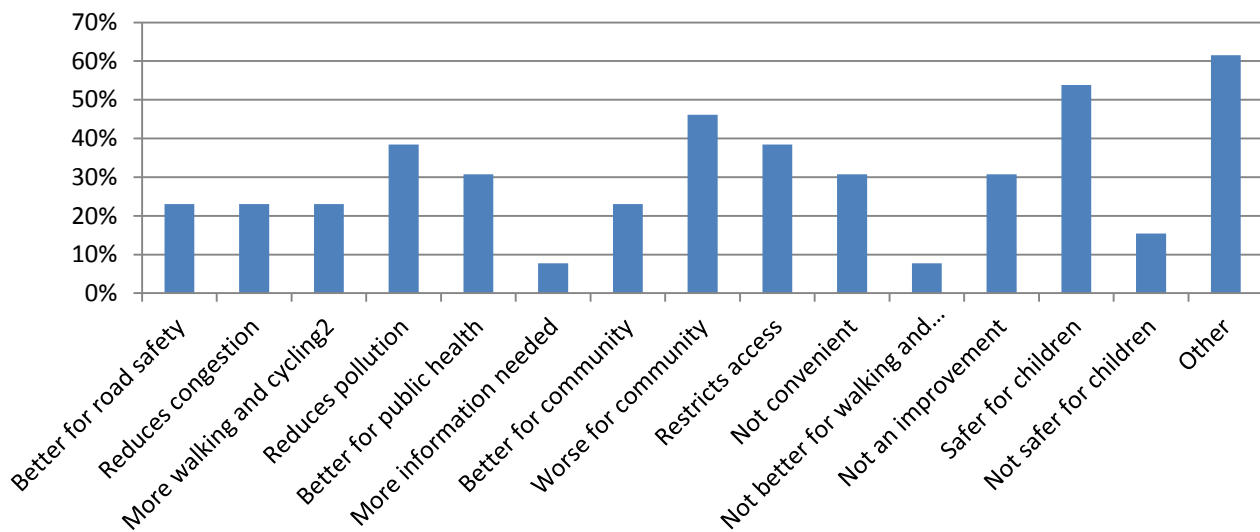
Your comment

Reduces congestion
 Restricts access
 Not better for walking and cycling
 Better for community
 Not convenient
 Reduces pollution

More information needed
 More walking and cycling
 Worse for community
 Not safer for children
 Better for road safety
 Better for public health

Not an improvement
 Safer for children
 Other

Chart 7 - School Streets - comments



For strategic cycling schemes the following options were available on the form. The responses are shown in chart 8.

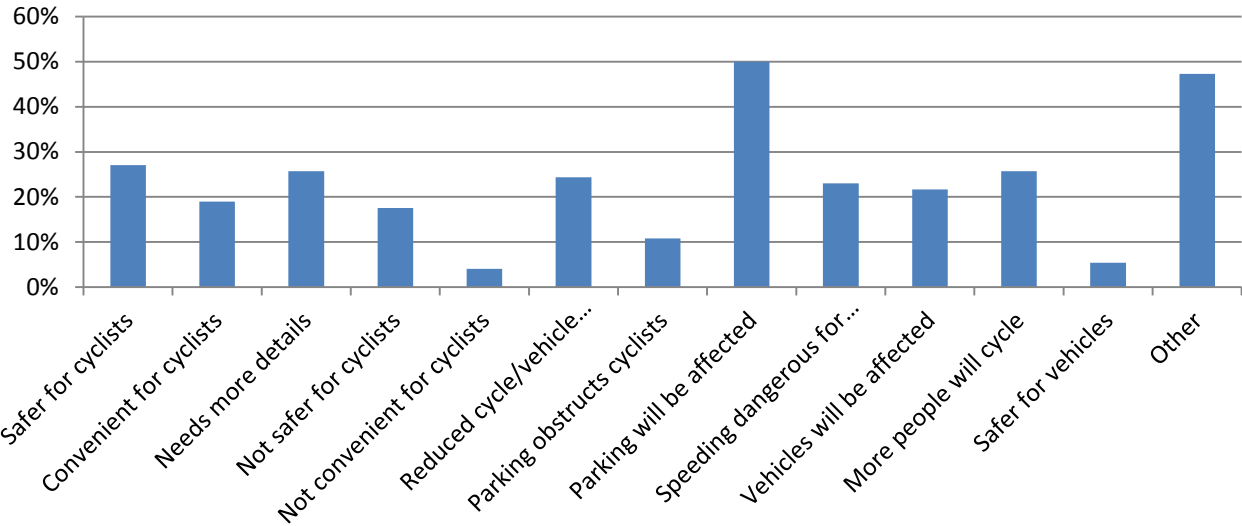
Your comment

Speeding dangerous for cyclists Not safer for cyclists Not convenient for cyclists Safer for cyclists Convenient for cyclists

Parking obstructs cyclists Reduced cycle/vehicle conflict Safer for vehicles More people will cycle Vehicles will be affected Needs more details

Parking will be affected Other

Chart 8 - Strategic Cycling - comments



For pedestrian space measures the following options were available on the form. The responses are shown in chart 9.

Why do you feel this way?

Safer to visit shops Difficult to load / unload for shops Relocating bus stop provides more space Removing parking is inconvenient

Needs more details Moving bus stop is inconvenient Not safer for pedestrians Safer for pedestrians Removing parking provides more space Other

Chart 9 - Pedestrian Space - comments

