Summary

The consultation on Formosa Street evidenced 80% support for pedestrianisation. Although support was not universal and detailed views of objection were made by some, the clear preference from the community was for a full closure along the lines of Option 1. The traffic study identified some risks, but it did not highlight any issues that would prevent the pedestrianisation from going ahead.

You Said - Consultation results

The consultation received 419 responses. To the question "What are your views on the two outline ideas shown in the drawings", the response was as follows:

Concept 1 – Full Closure/Pedestrianisation (411 resposes)

300 (73%) were "Strongly In Favour", with 27 (7%) "In Favour" giving a combined percentage in favour of 80% which evidences very strong support for the maximum level of intervention.

Concept 2 – Timed Pedestrian Zone (369 responses)

186 (50%) were in favour of a timed pedestrian zone. 67 (18%) were neutral, and 116 (31%) against it.

You Said, We Did - Comments and Objections

271 comments were received.

- **You Said**: 173 comments expressed support for pedestrianisation. Those in favour of pedestrianising Formosa Street referenced its short length and alternative traffic routes nearby mean a vehicle closure would cause minimal traffic disruption (34 comments) while improving pedestrian safety and maximising benefits to pedestrians.

  Our Response: As there is a clear preference for the full scope of pedestrian intervention, this idea will be taken forward to the next stage of design.

- **You Said**: On parking, 35 consultees felt that removing visitor parking spaces on Formosa Street would exacerbate already constrained parking availability nearby and argued that local shops depend on accessible parking for their customers. Eight people raised concerns that the removal of parking would make the street less accessible for elderly residents and disabled individuals.

  Our Response: From the traffic study, parking occupancy on Formosa Street is around three quarters occupied 7am-7pm with some limited spare capacity. More work will need to be done at Stage 1 design to explore options for reallocation of visitor parking alongside requirement to provide loading bays adjacent to Formosa Street.

- **You Said**: 35 people felt that the timed closure idea was confusing and would not deliver enough benefit to pedestrians and the community to justify the intervention and cost and preferred that full closure be considered instead.

Our Response: The full closure idea will be taken forward instead of the timed closure.

- **You Said:** 32 comments questioned the need for pedestrianisation, suggesting that the "expense could be better used for projects that benefit the community" and were sceptical of the cost-effectiveness of pedestrianising a street that some consider already "working well as it is."

  Our Response: While we recognise that some residents questioned the need for pedestrianisation and expressed concerns about cost, the wider engagement showed strong overall support for the concept of creating a safer, more pedestrian friendly and accessible street. As part of the next stage, we will continue to assess costs carefully and ensure the project delivers value for money.

- **You Said:** 20 comments argue pedestrianisation will risk changing the nature of the street from a small business and residential area that functions well, into a destination for tourism with more food and beverage offerings and dining which could squeeze out other essential service providers.

  Our Response: It is difficult to anticipate how businesses will change and develop, and there are wider economic and market factors outside of this project's control that influence the mix of commercial offerings. The public realm design to be taken forward will need to strike the right balance between the provision of public community space with primary uses of the highway for walking, cycling, seating and greening alongside economic opportunities for outside dining and visitor footfall.

- **You Said:** It will lead to an increase of groups of people with associated anti-social behaviour of loitering and increased noise (31 comments).

  Our Response:: ASB related issues can be mitigated by design to encourage positive use of the public spaces for example with careful design of seating, improved lighting and greening. In addition, public realm officers work with Public Protection colleagues and with the local police 'designing out crime' team to ensure the public realm remains safe, welcoming, and inclusive for all users. CCTV can be used to help deter and prevent the recurrence of persistent issues.

- **You Said:** 20 people argued that pedestrianisation, especially full closure, would be disruptive for businesses as loading from side roads would be a problem.

  Our Response: Adequate provision of loading bays will need to be a key part of the Stage 1 design. The design will need to include dedicated loading bays at both ends of the closure point, ensuring businesses can continue to receive deliveries safely and conveniently, allowing essential access for goods and services. We will continue to work with local businesses during the detailed design stage to make sure the loading arrangements meet operational needs and minimise disruption.

  There is also much evidence that pedestrianisation is beneficial for businesses and economic growth. Studies including by Living Streets have shown that investment in

public realm can bring significant benefits in terms of footfall to a commercial street environment (https://www.livingstreets.org.uk/policy-reports-and-research/pedestrian-pound/).

Traffic Study Results

Traffic counts

Traffic counts were taken in Formosa Street between Tuesday 18th November 2025 to Monday 24th. The total vehicles per day, averaged over the 7 days are as follows:

Eastbound	304
Westbound	177
Combined	481

All things being equal, the equivalent of 481 vehicles a day would be prevented from using Formosa Street under the full closure option, and would need to seek alternative routes. Averaged over a 24 hour period this equates to one vehicle every 3 minutes.

Alternative traffic routes under a closure

If Formosa Street is closed, key alternative routes would be:

- North East to South West: Warrington Crescent > Warrington Gardens > Castellain Road/Formosa Street (west)
- North West to North East: Castellain Road/Formosa Street (west) > Warrington Gardens > Warrington Crescent

The above alternative routes are within 60 metres and parallel to Formosa Street, and due to low traffic volumes on Formosa Street, the displaced traffic would be expected to be accommodated on the local road network.

Formosa Street kerbside activity

176 vehicles were observed stopping on Formosa Street 7am-7pm on weekdays, predominantly at Pay by Phone bays (103) or on single yellow lines (64), with similar results on Saturday. The vast majority of these were short stops to pick up and drop off parcels or passengers. Total Light and Ordinary Goods Vehicles observed loading in the street were:

- 7 vehs. on Tues 18th at 8am (2), 11am (2), 1pm (3)
- 4 vehs. on Weds 19th at 8am (1), 11am (1), 1pm (1), 3pm (1)
- 7 vehs. on Sat 22nd at 8am (1), 9am (2), 10am (1), 11am (2), 12 (1)

Parking Occupancy

Average parking occupancy of the 10 Pay by Phone bays in Formosa Street and Warrington Crescent during 7am-7pm was 81% with on average 1-2 bays available at any one time.

A wider parking occupancy snapshot survey at 201 bays on Castellain Road, Pindock Mews, Formosa Street (Castellain to Warwick Ave) and 250m of Warrington Crescent showed 87% occupancy averaged across the two weekdays (suggesting 26 spaces were available) and 83% occupancy on Saturday (35 spaces available).

In conclusion, low traffic volumes mean displacement would be minimal and manageable, with alternative traffic routes close by, and suitable for the small amount of displaced traffic. There is localised parking pressure, albeit there appears to be some spare capacity. The street is busy with kerbside activity but loading by goods vehicles appears to be intermittent and could be accommodated with side road loading bays.

Next Steps

Immediate next steps will be to prepare costs for Stage 1 Feasibility design. Stage 1 Feasibility design will be taken forward in April 2026.