

County Hall,
Bythesea Road,
Trowbridge,
Wiltshire
BA14 8JD

Ms B.T Beck
Kimberley
West Overton
Marlborough
Wiltshire SN8 4ER

Your ref:
Our ref: /MR/009754/MARL/1

28 June 2010

Dear Ms Beck

Thank you for your letters dated 02/04/10 and 15/06/10.

Firstly I would like to apologise for the tardiness in providing you with response to your letters. In normal circumstances we endeavour to reply to all correspondence within 10 working days of receipt. However it would appear your original letter was mislaid between our Browfort Office at Devizes and County Hall, Trowbridge. Again I apologise for this.

I'm sure you can appreciate Wiltshire Council receives a large number of requests every year for highway schemes including new pedestrian crossings. The way in which we now deal with new requests has changed since the formation of the 'Community Area Boards' in June 2009. In order to ensure decisions on local issues are made locally and to encourage community engagement, requests must be raised in the first instance through the relevant area board.

For your region the Marlborough Community Area Board plays a key role in deciding what schemes are put forward for further consideration and possible funding. Individuals can raise new requests via the '*raise an issue in your community*' form which can be accessed on the Wiltshire Council website using the following link:

https://forms.wiltshire.gov.uk/area_board/areaboards.php and clicking on 'Marlborough'.

The form can be printed off and posted or completed online and emailed. The issue will then, where possible, be included as an agenda item at the next Area Board meeting which for information will be held at Lockeridge Village Hall on the 31 August 2010. Alternatively if you prefer you can contact the area board co-ordinator Alison Sullivan on 0791 722 1371, who will be pleased to assist you. alison.sullivan@wiltshire.gov.uk

Turning to the point raised in your letter I would offer the following comments:

The existing zebra crossing on George Lane was installed back in 1995 to facilitate the movement of pedestrians between Figgins Lane and Ducks Meadow and provide a controlled crossing at what was already a clearly established crossing point, particularly for local school children. Unfortunately over the proceeding years a combination of increased traffic

Continued overleaf.

volumes and inconsiderate driver behaviour has contributed to a number of ongoing problems during the morning and afternoon peak periods. On receipt of your letter I personally visited the site to witness for myself the problems you describe. The congestion I witnessed was significant but not unexpected; however the situation was made worse by numerous instances of parents stopping illegally on the zig-zag marking in order to collect children and obstructing the exit from the side roads. I will as a consequence endeavour to speak to my contact in the Traffic Police to see if increased enforcement activities would help.

Unfortunately the way in which zebra crossings operate means that at peak periods they can result in increased vehicles delay and congestion as the higher flows of pedestrians result in fewer gaps for traffic. In this instance a signalised crossing such a 'Puffin' (**P**edestrian **U**ser **F**riendly **I**Ntelligent) could help by facilitating greater control of pedestrian movement although it's worth noting their provision is not without significant financial cost. Puffin crossings typically cost in the region of £50,000 - £60,000 dependant on the individual site.

It was clear from my own observations that your suggested relocation of a new crossing at a point south west of the Ducks Meadow junction would pose a number of difficulties. Firstly as I mentioned earlier the existing zebra crossing is located on an established pedestrian route and simply moving the crossing away from this location is unlikely to result in the transfer of pedestrians to the new crossing. My own experience tells me that pedestrian behaviour is such that individuals will always seek out the most obvious and direct route in order to cross the road with the vast majority unlikely to divert more than a few metres from their preferred route.

There are also two existing bus stops immediately south west of the junction at this location. The stop on the south side permits buses to pull off the main carriageway without adversely affecting the through flow of traffic. As such it is impracticable to allow both a new crossing and the bus stops in the same location and both stops would require relocation. In the absence of a viable site nearby the only location would be adjacent to the 'Vauxhall' garage site which would almost certainly lead to increased congestion at certain times of the day.

I fully accept a number of issues you make in your letter, in particular your belief that a signalised crossing would improve the issue of congestion, however I firmly believe that despite the ongoing problems, the existing crossing is in the best location to accommodate the majority of pedestrian movement across George Lane in the vicinity of the Ducks Lane junction.

On a slightly more positive note I have been made aware that plans for the redevelopment of St Mary Infants School will include improvements to the Ducks Lane / George Lane junction, however at this stage it is unclear what form any improvement will take. I will as consequence of your letter speak to my colleagues in 'Strategic Property' in order to make them aware of your concerns.

If, after consideration of the points raised above you still wish to make representation to the Marlborough Community Area Board I would refer you to paragraph 3 of this letter for further information on how to do this.

I hope you find the above useful. If I can be of any further assistance please do not hesitate to contact me.

Continued overleaf:

Yours sincerely,

Martin Rose IEng, FHIE, MCIHT
Principal Highway Engineer
Traffic & Network Management

Direct Line: 01225 713476

Email: martin.rose@wiltshire.gov.uk

Website: www.wiltshire.gov.uk