

**COMMENTS**

<b><u>Ref</u></b>	<b><u>Comment Received</u></b>	<b><u>Officer Comment</u></b>
<b>1</b>	Bradford on Avon Town Council welcomes this proposal and requests that a review of the parking is completed in this area due to the loss of 2 parking spaces. In particular at the top of Frome Road near the Youth and Community Centre whether parking could be opened up. It has also requested that there is no bleep to alert people when to cross but a push-button unit is fitted with a tactile knob under the unit which rotates when the user may cross.	Comments noted.
<b>2</b>	<p>At present the various delivery vehicles servicing both the Lock Inn and Canal Tavern providing both food and drink and hygienic services stop across the access between the two properties. The zig-zags will prevent this and the nearest available location is immediately south of the zig-zags. This is on the sharp bend between the canal bridge and the Lock Inn. Northbound traffic will not be able to see around these delivery vehicles to safely negotiate a route forward.</p> <p>The delivery vehicles for the bike shop on the opposite side of the road, (this includes lorries and private cars dropping off and collecting bikes for service) will also have to relocate because of the zig-zags and there is nowhere safely they can stop in the vicinity.</p>	Delivery vehicles will have opportunity to park on the east side of Frome Road a short distance to the north of the crossing location. This location has marked parking bays allowing vehicles to park for up to two hours. Delivery drivers will be able to cross Frome Road using the proposed crossing to access The Canal Tavern and The Lock Inn.
<b>3</b>	The location of the crossing does very little to help the significant number of pedestrians, including those with push chairs and wheelchairs, that cross between the two sections of canal towpath. (often in the summer in the region of 20 people can often be seen waiting to cross by the lock access.	<p>It is recognised that a reasonable number of pedestrians wish to cross directly from the lock access on the canal bridge and that crossing at that location can be difficult. Due to the carriageway geometry at that point, visibility between pedestrians and vehicles is significantly compromised. It is for this reason that a formal crossing cannot be provided at that location as minimum visibility requirements are not met.</p> <p>It must be noted that the priority objective for the crossing is to provide a safe crossing facility for pupils on their journeys to and from school. It is an additional benefit that the crossing will be located to assist those who wish to cross between the two sections of the canal towpath.</p>

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		<p>The location of the crossing has been chosen such that it best serves the pedestrian desire line for school access while also serving the crossing between canal towpath sections. The crossing is immediately adjacent to the route to the towpath between the Canal Tavern and Lock Inn and as such is likely to be a desirable crossing location favoured by pedestrians over their present crossing locations.</p> <p>The crossing location has also been dictated in part by engineering constraints and best practice. Due to the geometry of Frome Road at this point, the presence of vehicle accesses and junctions and statutory utility apparatus, it is felt that this location is the only suitable position for a formal crossing that would achieve the objective of providing a safer crossing point to Fitzmaurice Primary School.</p>
4	<p>All these problems could be avoided if instead of the proposed Puffin crossing, two ZEBRA crossings were to be installed. There would be very little difference in the overall cost.</p> <p>One could be sited immediately on the Town side of the access to the towpath by the lock. The horizontal and vertical alignment keeps actual speeds to about 20mph so there is adequate visibility. This would also cater for the children to/from school from south of the bridge.</p> <p>The other could be sited somewhere north of the bike shop, even as far north as the refuge by pound Lane. This would cater for the pupils from north of the school and also when the school classes go for swimming lessons. It would also help pedestrians using Pound Lane to access Barton Park.</p> <p>If these crossings were to be installed as suggested then the considerable amount of loading/unloading that occurs for those three businesses could continue as at present.</p>	<p>The visibility for vehicles approaching a crossing location to the north of the canal towpath has been measured in both the horizontal and vertical planes and is substandard even for a vehicle speed of 20mph. Particular concern is raised that child pedestrian waiting to cross would be obscured by the canal bridge parapet walls and would not be seen by motorists. Especially when oncoming vehicles obscure offside waiting pedestrians.</p> <p>Pedestrian surveys, undertaken as part of the study, show that there are insufficient crossing movements in the vicinity of Pound Lane to meet the criteria for a formal crossing. Furthermore, it is unlikely that pedestrians currently crossing closer to the advertised crossing location would change their behaviour to cross at a facility closer to Pound Lane.</p>