

Comments Received and Officer Comments:

Ref.	Comment	Officer Comment
1.0	<p>Objection: As most people incl school children cross on SW side of St Laurence Rd It would seem to be of more benefit sited at this point. We would then not lose Two VERY Precious Parking Spaces. I hope my views will be considered.</p>	<p>A pedestrian crossing survey undertaken in June 2017 recorded pedestrian crossing movements between 7am and 7pm. During this survey, 480 pedestrians crossing Trowbridge Road to the north-west of its junction with Poulton compared to 108 pedestrians crossing to the south-east of the junction. The single busiest crossing point recorded during the survey was at the existing informal crossing point near to St Laurence Road, at which the signal controlled crossing is proposed.</p> <p>Locating the crossing on the south-east side of the roundabout would be outside of the main pedestrian desire line and would likely result in the crossing not being used. Particularly as the crossing would need to be positioned so as to avoid conflict with driveway accesses and as such would be between 12 metres and 15 metres from the mini-roundabout.</p> <p>Whilst it is understood that the loss of parking is undesirable, it must be noted that there is no responsibility for the Highway Authority to provide on-street parking. Additionally, the majority of properties fronting onto Trowbridge Road have off-street parking to the rear.</p>
2.0	<p>Support: Great to see this proposal, I hope it comes to fruition as soon as possible. As a parent walking and cycling kids to school at Fitzmaurice, this additional crossing on Trowbridge Rd is very welcome. It also permits a safer link between Active Travel routes on the south side of the town and improves the safe routes to schools – especially between Poulton and Southway, and the Culver Rd estates.</p>	<p>Comments of support noted.</p>

3.0	<p>Objection: A pedestrian crossing at that point would make it even more difficult for traffic coming out of St Laurence Road, especially at rush hour when it is already congested. Also, losing two parking spaces in an area which is already used as parking for the railway by people from outside Bradford on Avon, would be make it even more difficult for residents. In my opinion, it would make more sense to have the crossing on the other side of the roundabout where the residents have off road parking and where it would serve to slow the traffic. At present a lot of cars are hitting the roundabout at 30 - 40 mph from the Trowbridge direction which is dangerous for everyone.</p>	<p>Whilst it is understood that the loss of parking is undesirable, it must be noted that there is no responsibility for the Highway Authority to provide on-street parking. Additionally, the majority of properties fronting onto Trowbridge Road have off-street parking to the rear.</p> <p>Residents may wish to request consideration be given to a timed waiting restriction to reduce the all-day commuter parking that takes place. This can be requested via Bradford on Avon Parish Council.</p> <p>Please see officer comments in 1.0 above re: crossing location.</p> <p>Automatic traffic counts undertaken on Trowbridge Road recorded the speed of vehicles from the Trowbridge direction at an average of 26 mph.</p>
4.0	<p>Objection: 1. Impact on Safety</p> <p>(a) The proposed location is very close to an already complicated road layout that includes a mini roundabout, T-junction and bus stop in close proximity. This layout already causes regular minor collisions and near misses and further complication by the addition of a signal controlled crossing at this point will reduce the safety of all road users.</p> <p>(b) Visibility for vehicles pulling out onto Trowbridge Road from Poulton is already severely limited to the right and, when buses are using the bus stop to the immediate left of the mini-roundabout, there will be no direct line of sight to the proposed crossing, or of stationary traffic waiting to proceed through it.</p> <p>(c) If a crossing has to be implemented in this area, a much safer option would be to the Trowbridge side of the mini roundabout where there are no additional complications reducing visibility and where it would have the added benefit of slowing down traffic approaching the roundabout.</p> <p>2. Need for a Pedestrian Crossing at this Location.</p> <p>There is already a signal controlled crossing within a 5 minute walk northwards along Trowbridge Road which is ideally positioned for pedestrians crossing the road to Fitzmaurice Primary School. The pavement on the eastern</p>	<p>1(a) A review of the Police collision database shows that there have not been any reported personal injury collisions in the previous 36 months at or near to the proposed crossing location.</p> <p>1(b) It is acknowledged that visibility may be reduced when buses are using the layby; however, the buses are not present at all times. Drivers will be able to see the traffic signal head and queuing traffic as they exit Poulton onto Trowbridge Road. The distance between the stop line for the crossing and the junction with Poulton is approximately 25 metres.</p> <p>1(c) Please see comments in 1.0 re crossing location.</p> <p>2. As discussed, the crossing location meets the criteria for a signal controlled crossing in terms of pedestrian demand.</p> <p>3. The crossing will be programmed such that it provides a balance between pedestrian and</p>

	<p>side of Trowbridge Road is also much wider than that on the western side, which is narrow enough to restrict access for users of wheelchairs, prams and pushchairs, etc. It therefore makes sense to encourage pedestrians to use the pavement on the eastern side of the road, rather than crossing over the proposed new crossing.</p> <p>3. Impact on Congestion Trowbridge Road is a busy road that already suffers frequent congestion. The addition of another restriction to traffic flow will increase this congestion, with consequential environmental impacts on noise and air quality.</p> <p>4. Impact on Parking There is already insufficient parking in this area for residents and the loss of two spaces will have a significant impact. The parking problem is further exacerbated by commuters and others avoiding charges in the centre of the town by parking here to use rail and bus services. Further reducing the available parking will also put additional pressure on the limited parking available in surrounding streets.</p> <p>Incidentally, the introduction of a permit parking scheme for residents may be an option worth considering and this would also generate some revenue. I for one would be very happy to pay for a permit if it would guarantee the availability of somewhere to park when I get home from work!</p>	<p>vehicle green time. For example, in peak times pedestrians may be required to wait a little longer for a green signal in order to allow improved vehicle flow.</p> <p>The crossing will also use pedestrian detection to detect pedestrians on the crossing, allowing the green time for pedestrians to be shortened or lengthened as required. The crossing can also cancel a pedestrian crossing demand if it detects that the pedestrian has walked away from the crossing.</p> <p>In addition, the provision of improved pedestrian facilities is likely to see an increase in the number of pedestrians choosing to walk, particularly to school, rather than using their private motor vehicles thus having a positive effect on traffic flow and other environmental concerns.</p> <p>4. Please see comments in 3.0. Additionally, a request for residents' parking can be made to Bradford on Avon Town Council; however, it must be noted that any residents' parking scheme is unable to guarantee the availability of parking for individual residents.</p>
	<p>Support: I am writing in support of the proposed Puffin crossing on Trowbridge Road close to the junction of St Laurence Road.</p> <p>This area is very commonly used by school children/parents accessing the bus stop and nearby schools, often with multiple people all needing to cross, perhaps with pushchairs etc. A proper crossing would improve safety. I am also concerned that vehicles often travel at high speeds along this road and this crossing could help improve that situation also.</p> <p>I would also encourage the Council to consider other measures to reduce speeding along this road and also to improve the quality of the 'dropped curbs' on St Laurence Road at the Trowbridge Road end - these dropped curbs are not as low as they should be.</p>	<p>The comments of support have been noted. The comments regarding the dropped kerbs on St Laurence Road will be passed onto the area highways office.</p>