

Comment	Officer Response
No Waiting at Any Time – Bellefield Crescent	
<p>A) as longtime residents of Bellefield Crescent we recall the existing footway pre-barriers with its problem with cyclists and occasional motorcyclists mixing with pedestrians. Your proposal is to return to that free for all.</p> <p>B) the residents of nos 20 and 22 have garage driveway parking , the latter will have difficulty with access without awkward manoeuvring or reversing out of the driveway into the path of unrestricted speeding cyclists. Hardly a safe proposal considering less than perfect visibility in your authorities control.</p> <p>C) You propose a 2.5m wide track for mixed use, 0.5m less than generally accepted width. We understand that existing dwarf walls will remain or be replaced to the widened line leaving no escape for pedestrians, families with children and buggies, OAPs dog walkers etc. Hardly another safety move!</p>	<p>Wiltshire Council is aware of the issue regarding cycle use of the existing footpath link, which remains despite the introduction of barriers. With the current constrained width this can cause conflict with pedestrians. In addition, those with pushchairs, wheelchairs or mobility scooters have difficulty navigating the barriers and using the path.</p> <p>This improvement scheme, in which this link is included, forms part of a County-wide strategy to enhance cycling and walking provision and encourage active travel. Creating safer and more convenient routes for walking and cycling, particularly for shorter journeys, will help our residents to live healthier lives, reduce the number of vehicles on our roads, lower carbon emissions and improve air quality</p>
<p>I am a resident of Bellefield Crescent where the enlarging of the passageway between Hilperton Road and the Crescent is proposed.</p> <p>The passageway is already used by bicycles and pedestrians in a cooperative eco-system that works very well. The off-set metal guards are effective in calming and slowing bikers when mixing with walkers, and it never gets over-crowded, all of which I appreciate when pushing my grand daughter through the passage in her pushchair.</p> <p>I've been a cyclist all my life, and now bike around Trowbridge, and I know perfectly well that when approaching any kind of intersection, and particularly one that includes a very busy road, I'm going to be slowing down, and I don't find any problem in dismounting and pushing my bike the short way through the passage.</p> <p>Neighbours who've lived in the Crescent longer than ourselves explained to us that the guards were placed there in the first place because motor bikes were using the passage, and also because a</p>	<p>The desire to provide a link for cyclists via Bellefield Crescent as proposed was identified in the Council's published Local Transport Plan 2011-2026 Cycling Strategy as it forms a key link in the town cycle network</p> <p>In addition to the identification of the need for links across Hilperton Road via Bellefield Crescent, Stancomb Avenue and Quarterway Lane in the 2011-2026 Local Transport Plan Cycling Strategy, public consultation undertaken in late 2020 found that 67% of respondents favoured the provision of a permanent cycle facility on Hilperton Road.</p> <p>To construct the cycle link, it would be necessary to use some of the grassed area, relocating the existing wall and removing two existing trees. These trees are not subject to any Tree Protection Orders and are not considered by the Trees and Woodland Officer to be species of note. The aesthetic and shielding qualities of these trees are recognised and Wiltshire</p>

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<p>cyclist, at speed, collided with a pedestrian and knocked the person down.</p> <p>Altering this passageway in the way described in your plans: cutting down beautiful mature trees, knocking down perfectly good walls all for the sake of an extra .4 of a metre is wasteful, environmentally damaging and unnecessary. In addition, it undermines the architectural integrity of this Crescent, whose residents have invested in taking care of the original 1950 homes in ways sympathetic to their postwar heritage. The scheme seems to be a way of ticking another box of so-called sustainable planning, and spending money to justify a budget.</p> <p>The loss of trees - which pull carbon out of the air and give back oxygen - is particularly ironic given the desire for sustainable approaches, but tree-loss matters in other ways in urban neighbourhoods, because they protect and shelter the residents from the noise of traffic on what is a busy round-about and main road. Their destruction therefore adds to the degradation to our Crescent neighbourhood which this proposed enlarging would cause.</p> <p>There is no logical reason to do this enlargement and the passageway won't, as it stands, interfere with your plans for a bike path round the town.</p>	<p>Council is committed to replacing these trees with appropriate alternatives in accordance with advice from the from the Tree and Woodland Officer.</p> <p>Cyclists will be segregated from pedestrians and the link will exit onto the carriageway in Bellefield Crescent reducing interaction between pedestrians and cyclists. This layout takes cyclists away from the footpath and as such away from the footway on Bellefield Crescent and further from existing driveway accesses.</p> <p>The cycle barriers are to be replaced with bollards at 1.5 metre spacings. This accords with Local Transport Note 1/20 'Cycle Infrastructure Design' with the removal of barriers being encouraged not only to aid cyclists but to ensure the route is usable for all, including those with wheelchairs, mobility scooters and pushchairs.</p> <p>Highway law states the public highway is for the passage and repassage of persons and goods. There is no legal right for motorists to park on the public highway, nor obligation upon Wiltshire Council (as the local highway authority) to provide parking. Parking within the confines of the public highway is tolerated so long as it does not impede the right of passage along it. The parking of vehicles in the area subject to the proposed waiting restriction would serve to impede access and egress from the proposed cycle link for cyclists.</p> <p>In accordance with the Road Traffic Regulation Act 1984, the introduction of No Waiting At Any Time restrictions in this location would not prevent a vehicle stopping on the restrictions for so long as may be necessary to enable:</p> <ul style="list-style-type: none"> • a person to board or alight from the vehicle; • goods to be loaded onto or unloaded from the vehicle provided that loading is carried out in one continuous operation; • the vehicle to be loaded or unloaded whilst it is in actual
<p>We object strongly to the proposal of no waiting at any time outside our property plus cycle lane for the following reasons:</p> <p>We have parked our two cars opposite our house in line on the far kerb since 2003 as did the owner and owners before that with no safety issues in all this time plus our two cars have not impacted on the parking in the crescent which is already at capacity. This order will have a severe impact on our daily lives.</p> <p>We have a small driveway and can just a car on it but once the gates are shut it impedes access to our garage and we would have to move</p>	

<p>the car every time it needs to be opened plus we would have difficulty accessing the side gate, we have 3 bins and a black box to try to get out and house which would be almost impossible .the driveway has a difficult angle to drive onto and is next to the pathway between our house and the Hilperton road .plus a lamp post and hedge which is there to lessen traffic noise and for security reasons .this would be more of a safety issue than the present arrangement this is causing us a great deal of stress and upset</p> <p>We are in our seventies are we really expected to try to find a parking space on an already busy crescent or neighbouring street and carry anything from the car from a distance every time we go out plus causing aggravation to our fellow residents .no services will be able to access our property - window cleaners, gardeners, boiler service etc we recently had to have a repair to roof requiring scaffolding. We have family who visit and offer support. they also will have to find parking in the crescent. This plan also includes our neighbour's frontage plus the next house along has a full width open drive way so even less parking</p> <p>The alley way leading to the main Hilperton road has been used by pedestrians, cyclists and dog walkers all quite happily since the houses were built. The barriers regulate speed. We notice recently there have also been e scooters .should you impose this notice it will mean we will have to exit our driveway across the cycle way every day .Whereas at the present time we have clear view with no safety issues, this proposal will severely impact on our daily lives especially as we are not getting any younger plus devalue our property. We feel this is not in anyway a benefit to the residents of the crescent plus we be the only ones that will not have the use of parking close to our home and singles us out.</p> <p>This also a waste of government money when taxes and national insurances have already risen for our younger generation.</p> <p>The main criteria we have always had when purchasing a property is</p>	<p>use in connection with the removal of furniture and effects from one office or dwelling house to another.</p> <p>In addition, tradespersons may apply for waivers to allow them to park on restrictions during a period of work at a property if required.</p> <p>The removal of parking where the footpath and proposed cycle link exit onto Bellefield Crescent is required to ensure that cycle access to and from the carriageway is impeded by parked vehicles. Blocking of this route could encourage cyclists to use the footway in Bellefield Crescent and continue on the footpath link, rather than use the cycle facility and carriageway as required.</p> <p>The removal of parking also ensures the access to the driveways mentioned is kept clear, allowing residents to reverse onto the driveway from Bellefield Crescent. It is noted that residents have erected a sign in this area requesting others do not park due to the driveway access. A photograph of this is included. The No Waiting At Any Time restriction would formalise this.</p> <p>Wiltshire Council has advertised the intention to introduce waiting restrictions at Bellefield Crescent following the statutory legal processes. This constitutes the required consultation for Traffic Regulation Orders such as the proposed waiting restrictions.</p> <p>Trowbridge Town Council is a statutory consultee; however, changes to the highway network are within the remit of Wiltshire Council as Highway Authority.</p>
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<p>access to parking and would never have bought our house with these conditions .</p>	
<p>I live in Bellefield Crescent where the enlarging of this passage way between Hilperton Road and the Crescent is proposed. The passageway is already used by bikes and pedestrian satisfactorily. The off-set bollards at the ends work well to calm and slow cyclists when mixing with walkers and it never gets overcrowded. I am a cyclist and do not find it difficult to unmount and push my bike through. To alter this passageway as described in your plans is wasteful, environmentally damaging and unnecessary. It just a seems to be a way of you ticking another box of so-called sustainable planning and spending money to justify a budget. There is no logical reason to do it and it won't, as it stands, interfere with your plans for a bike path round the town.</p>	
<p>I would like to oppose the proposed implementation of the no waiting changes to Bellefield Crescent. The proposal seems to suggest the introduction of a cycle link to the main road from Bellefield Crescent and the no parking would be to provide a route through to a new cycle path.</p> <p>Firstly the cycleway is not required as a regular cyclist the current route is sufficient. The sign at the path asks people to get off their bikes and even those that don't are slowed down enough not to endanger pedestrians on the main road side. As a relative of the resident at 22 Bellefield Crescent I know that this would greatly affect them and other residents of Bellefield Crescent. They are in their mid-70s and many of the other residents are in this age group. The crescent is used for parking by people visiting town and residents of the Halve. While they park considerately others may not even if you put in no parking restrictions.</p> <p>Where my parents currently park there is a clear road route through, they always park to the left (there is space for two cars side by side) and as such if you require a cycleway this can be achieved without</p>	

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<p>having to add parking restrictions, you would just need to make the right hand side a cyclepath (paint it so and noone will park there). Forcing them to move their cars would mean they would have to find space to park elsewhere. Given the vandalism to cars in the area in the past as well as the limited mobility of many residents it seems to be that more parking is required rather than reducing it. Residents who can't find a space in Bellefield Crescent park on St Thomas' Road and this is getting more and more congested. During lockdown I drove to visit them and deliver essential food, restricting parking restricts visitors for them. We all are aware of mental health issues this day and care in the community, this adds unnecessary stress for residents who have never had only occasional issues with parking there since 2003.</p> <p>I believe you can easily implement a cycleway without having to add parking restrictions, however this isn't really necessary, and you need to look at bigger projects for cyclists such as your one to connect Hilperton to Melksham or linking Westbury to Trowbridge a route I find very dangerous for cyclist having experienced being hit by a car and nearly killed in another instance.</p>	
<p>The proposal would result in highway safety issues, the requirement for a two-way cycle path on the north side of Hilperton Road has not been demonstrated and the removal of parking opportunities on the cul-de-sac portion of Bellefield Crescent is not justified as the carriageway is sufficiently wide enough to accommodate parked cars and safe cycling space.</p>	
<p>1.Loss of amenity to Bellefield Crescent 2. Danger to Pedestrians</p> <p>1. Addition of yellow lines. These yellow lines have been proposed so that the walkway through to Hilperton Road becomes a cycleway.</p> <p>This is a very ill -conceived plan that will do nothing to increase the safety of cyclists or pedestrians and will further impact on the parking</p>	

<p>issues in Bellefield Crescent.</p> <p>We are used as a parking area for the Town Centre on a daily basis often causing difficulties for residents. The proposed yellow lines will remove 2 existing parking places adding further to problems.</p> <p>Often the density is so bad that emergency vehicles would not have access.</p> <p>2. Change to a Cycle path The connecting path between Bellefield Crescent and Hilperton Road has never been for cyclists. We came here in 1984. We then took part in a successful campaign to have the path designated as for pedestrians with “Cyclists dismount” signs erected at each end and bars to be negotiated.</p> <p>Many more pedestrians use this path than cyclists and it has been reassuring knowing that pedestrians have right of way. Many elderly people use the path to walk into the town centre or to cross to the Tesco Express on Hilperton Road. Many parents with prams and pushchairs also use this path.</p> <p>We believe that it will be a very retrograde step to turn this narrow, walled, path into a route which gives cyclists right of way. It will cause a loss of amenity to Bellefield Crescent and add to a dangerous situation for pedestrians and cyclists. Cyclists will speed out of the pathway straight into a residential road directly impacting pedestrians. The cyclists will also be in danger from cars turning on and off their driveways.</p> <p>The proposed cycle path has no purpose, all it does is take cyclists from a main road into a residential street, it is not a valid route as it does not lead to another cycle path.</p>	
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<p>I strongly object to the walkway becoming a cycleway and to the imposition of the no waiting at any time, double yellow lines.</p>	
<p>The introduction of new no waiting at any time restrictions in Bellefield Crescent:</p> <ul style="list-style-type: none"> • Will further reduce already limited existing on street parking opportunities for residents and their visitors and particularly penalise 22 Bellefield Crescent who will lose any opportunity to park outside their house, something that they have done for 18 years and the previous resident(s) had also done. • Wiltshire Council have not outlined any means to address the loss of parking provision, for example, by providing equivalent car parking elsewhere in Bellefield Crescent. Permanent loss of this parking provision will disadvantage the local residents, including financially. • Are disproportionate – between properties 22 and 24 Bellefield Crescent there is sufficient width of road / pavement (on both sides) to accommodate cycle and pedestrian traffic and retain some form of on-street parking for the residents in that location. Minimising the width of a dedicated cycle lane at that point could be desirable, from a safety standpoint – given the location of driveways within the Crescent and particularly at 20 and 22 Bellefield Crescent • Have not been justified to the local residents - Residents of Bellefield Crescent have not been subject to proper consultation regarding the design of the scheme. No design details, risk assessments or projections of cycle route use have been provided. • Have been formally objected to by The Town Development Committee in their objections to the cycle scheme. 	
<p>Proposed Signal Controlled Crossings – Hilperton Road.</p>	
<p>I would like to make the following points.</p> <p>1. the first installation of cycle paths on this Road has been an absolute disaster. The bollards were very quickly demolished on one side and became an incredibly dangerous obstruction to vehicles trying to avoid this sudden installation and any cyclist using a few yards of cycle path would wonder why bother! There are a great number of very large HGVs who use this main route in and out of</p>	<p>The current cycle facility on Hilperton Road was installed as part of Tranche 1 of the Department for Transport’s Emergency Active Travel fund and as such is a temporary, pop up scheme.</p> <p>The existing temporary scheme between Stancomb Avenue and the roundabout at County Way/Hilperton Road will be removed and replaced by a permanent facility on the northern side of</p>

<p>Trowbridge. The Road is far too narrow to safely accommodate a cycle lane let alone one on either side. As it goes, the traffic is well schooled in slowing down to accommodate cyclists without the false sense of security created by a small and inadequate cycle lane on a narrow busy road.</p> <p>2. Adding to the poor planning for a cycle lane is the proposal to remove the centre stopping point for turning right into Stancomb Avenue from Hilperton Road. It is difficult enough trying to access our Road because of traffic volume and speed. It would be highly dangerous to sit in the middle of a newly narrowed road. Secondly, we would again be more vulnerable trying to exit right out of Stancomb Avenue. As it is, at busy rush hour time we have to go down to St. Thomas Road and up The Halve to get into County Way. No consideration has been given to the loss of the inside passing space at the junction, which would further hold up the flow of traffic.</p> <p>3. I'm sure the cost of this ill-advised proposal is considerable and there is no need to change the present Road layout. It is counter-productive for cyclists and other road users alike.</p> <p>4. The proposal for a crossing so close to the Junction with Stancomb Avenue will make it more difficult to exit Stancomb Avenue, which is already hazardous due to speeding motorists on Hilperton Road.</p> <p>5. Consideration must be given to the lack of speed control and signage on Hilperton Road as road users including HGVs routinely exceed the speed limit of 30 mph.</p>	<p>Hilperton Road linking County Way, Stancomb Avenue and Quarterway Lane. This scheme has been designed in accordance with the Department for Transport Local Transport Note 1/20 'Cycle Infrastructure Design'.</p> <p>It is proposed to widen the northern footway to create a two-way cycle track alongside the footway. The cycle track will be at footway level, providing separation from vehicles, with cyclists also being segregated from pedestrians, as per the cross section shown below.</p> <p>There will be a requirement to use some of the existing carriageway to allow footway widening. The minimum carriageway width will be 6 metres, with 6.4 metres or greater being provided for the majority of this length of Hilperton Road and aligns with the remainder of Hilperton Road between Stancomb Avenue and Elizabeth Way.</p> <p>The crossing provides an integral link in this proposed scheme and is a facility that has been requested many times in recent years by residents and those crossing Hilperton Road at this location.</p> <p>The right turn lane is provided currently as a measure afforded by the provision of the pedestrian refuge. It is not possible to retain the right turn lane as part of our proposal as the carriageway width would not accommodate the lane and the markings cannot be provided with the zig zag markings associated with the crossing. However, it is likely that the introduction of the crossing will create gaps in the traffic that do not currently exist, allowing vehicles to turn in and out of Stancomb Avenue in those gaps. Vehicles waiting at a red light at the crossing should not queue blocking the junction.</p> <p>Traffic survey data collected in 2021 found that the 85%ile</p>
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	<p>speeds on Hilperton Road in the vicinity of Stancomb Avenue were 34mph. This means that 85% of vehicles were travelling at that speed or below. This is below the Police enforcement threshold.</p> <p>Alterations to the carriageway and the introduction of signal-controlled crossings on this section of Hilperton Road are likely to affect a reduction in vehicle speeds.</p>
<p>I walk along Hilperton Road almost daily, and am pleased to see any proposal to improve pedestrian and cyclist safety when crossing the road. However, I find it disappointing that consideration hasn't been given to improve such crossing further along the road towards Hilperton. It is already easy and quite safe to cross at the proposed location due to the traffic island. It is also safe and easy to cross the road alongside Tesco Express at the town end, and on the zebra crossing by Fieldways at the Hilperton end. Along the intervening 0.5 mile, pedestrians trying to cross the road at busy times either have to take their lives in their hands, wait for several minutes, or divert to one of the existing crossings.</p> <p>Walking along the southern side of Hilperton Road between Goodson Lodge and Stancomb Avenue is unpleasant at busy times due to the narrowness of the footway. It is even worse during wet weather as the storm drains frequently block. A crossing positioned somewhere between Goodson Lodge and Victoria Road would be much more beneficial to pedestrians than the proposed location, enabling them to avoid this narrow section of footway by crossing to the northern side. Thank you for your attention.</p>	<p>The current proposal is to provide improved facilities for active travel between County Way and Quarterway Lane with improved links to the north and south across Hilperton Road in this area.</p> <p>The area between Goodson Lodge and Victoria Road is outside of the scope of this project; however, Trowbridge Community Area Transport Group is investigating the feasibility of providing a crossing facility in the vicinity of Victoria Road.</p>
<p>We fully appreciate and support any actions designed to persuade more people to engage in daily exercise, including cycling. But we do not regard Hilperton Road as an appropriate route for a cycle lane. In our opinion, Hilperton Road is not only much too narrow to accommodate a cycle lane on both sides of the road, but it is also too narrow to accommodate a dual cycle lane on one side of the road. I understand that a one-way cycle lane should be at least 1.8 metres wide, or preferably 2 metres wide, and a dual cycle lane should be at</p>	<p>It is recognised that unfortunately the available highway space beyond Quarterway Lane toward Elizabeth Way is too constrained to allow the implementation of any cycle facility. The proposed scheme extents are between County Way and Quarterway Lane where the carriageway is wider and additional verge space is available.</p> <p>The design of the proposed scheme is being undertaken in</p>

least 2.5 metres wide, or preferably 3 metres wide. Either alternative would reduce the width of Hilperton Road by a minimum of 2.5 metres, and thus increase the risk of a serious, possibly fatal, RTC as vehicles, especially HGVs, try to negotiate a carriageway that has been much reduced in width. As you will be aware, Hilperton Road is one of the main routes into and out of Trowbridge and reducing the width of this main road would be both foolish and foolhardy.

As you will be know, there are cycle lanes on both sides of a short stretch of Hilperton Road adjacent to the Fire Station and the Ambulance Station. However, Hilperton Road is much wider in this particular area. As you drive along the road from the Halve roundabout towards Stancomb Avenue, the road significantly reduces in width. This is clearly why the cycle lanes come to an end before they reach Stancomb Avenue. The road width near the Halve roundabout is over 13 metres, but it very quickly reduces to around 7 or 8 metres near Stancomb Avenue, and is only an average of about 6.5 metres wide along the main stretch of this busy carriageway – see attached table. I have also attached a sketch of Hilperton Road, showing the locations where the road width measurements were taken.

With regard to the attached table, please note that I took great care when crossing Hilperton Road, in an attempt to establish approximate road widths. I initially tried to take these measurements one lunchtime during the week, but the volume of traffic in both lanes made this task extremely difficult. After taking just a few measurements, a rain shower eliminated any enthusiasm that I had to continue with the job. I returned on the following Sunday. Although the traffic was noticeably lighter, nevertheless, I had to be patient and wait for a gap in both traffic lanes before crossing and re-crossing this road. If I wasn't already aware of this, I can now confirm that Hilperton Road is a very busy route into and out of Trowbridge, so any changes to this road that make it less safe for these users needs to be very carefully considered.

compliance with Local Transport Note 1/20 – Cycle Infrastructure Design issued by the DfT in August 2020. The pop up temporary schemes were designed and ordered prior to this change of guidance.

The proposed scheme will provide a segregated space for cyclists, separating them from pedestrians and vehicles, by widening the existing footway on the northern side of Hilperton Road to provide a cycle track at footway level. Cyclists and pedestrian areas will be separated by delineator blocks (similar to a lower height kerb) to ensure cycles do not encroach on the footway. Site observations and collected data show that cyclists are currently using the northern footway in conflict with pedestrians therefore this creation of additional space will reduce this conflict.

The introduction of a 20mph on Hilperton Road would be against the national and local policy relating to the setting of speed limits due to its A road classification and designation as a strategic route. It is also recognised that simply changing the speed limit in locations such as this does not influence driver behaviour and compliance with a lower speed limit is likely to be limited.

It is intended to remove the existing refuge island near the Stancomb Avenue junction to replace with a signal controlled crossing. This requires the removal of the current right turn lane as this is facilitated only by virtue of the refuge island having been provided for pedestrians. The crossing provides an integral link in this proposed scheme and is a facility that has been requested many times in recent years by residents and those crossing Hilperton Road at this location.

The provision of a signal controlled crossing will create gaps when the signals are on red to traffic in which vehicles will be able to turn in and out of Stancomb Avenue unopposed.

If a 2.2 metres wide dual cycle lane was to be installed on Hilperton Road, this would be a smaller width than is recommended by cycle lane design experts. They recommend a minimum of 2.5 metres and ideally, 3 metres, for a dual cycle lane. So, a 2.2 metres dual cycle lane would be inadequate and pose a genuine risk to cyclists who meet when travelling in opposing directions. This is especially the case for young children, who might use this narrow cycle lane.

And a 2.2 metres loss of road width, would leave less than about 4.3 metres for TWO lanes of traffic, (or around 2.15 metres per lane) on a busy main road! The average car or van is about 1.8 metres wide, although some large SUVs can be almost 2 metres wide, not including wing mirrors. Commercial vehicles can be up to 2.55 metres wide, plus wing mirrors. Refrigerated vehicles can be up to 2.6 metres wide, plus wing mirrors. Clearly an overall road width of about 4.4 metres for two lanes of opposing traffic would be totally inadequate to cope with two average-sized cars from passing in opposite directions, let alone two commercial vehicles. And if safety posts were installed to segregate the cycle lane from other road users, as has been done on one side of Hilperton Road, opposite the Fire and Ambulance Stations, then this would make driving along this road even more uncomfortable. The proposal is, in short, utter madness for Wiltshire Council to even contemplate.

Note that I measured the cycle lanes adjacent to the Fire Station and Ambulance Station, and I found them to be about 1.65 metres wide. So, these cycle lane widths are less than the recommended preferred width of 2 metres, and even less than the minimum width of 1.8 metres. Wiltshire Council should not be ignoring these recommendations, simply to push through a proposal for cycle lanes that are not only of an inadequate width, but also severely reduce the lane widths for a range of vehicles, especially HGVs.

If it is determined that a cycle lane is required on Hilperton Road, then

As part of the design process, we are ensuring minimal impact upon the existing mature trees at the top of Stancomb Avenue. This includes specifying a 'no-dig' construction to ensure tree roots are not damaged where required and by designing a scheme that avoids the removal of the existing trees where possible. There is one tree to the north east of the junction with Hilperton Road that may require removal to allow footway widening.

The proposed scheme is intended to provide a link to and from the carriageway in Stancomb Avenue to enable cyclists to use the crossing on Hilperton Road or to access the cycle track. This will not take the form of full cycle lane facilities on Stancomb Avenue, but a transition arrangement with lowered kerbs to allow ease of access. Stancomb Avenue is lightly trafficked and cyclists will be encouraged to cycle on carriageway. While residents report not seeing many cyclists use this route at present, the scheme is intended to provide the facilities to encourage greater uptake of cycling (and walking) and provides a currently 'missing link' in the provision.

Trowbridge Community Area Transport Group has funded a review of the speed limits on St Thomas' Road and the roads leading from it, including Stancomb Avenue, to determine whether this area meets the criteria for the implementation of a 20mph speed limit. This review is currently in the data collection stage and a report will be prepared outlining a recommendation with regard to any change to the speed limit and any need for traffic calming measures.

an alternative option might be to do as has already been done along a section of County Way, or so I have been informed, and use one of the pavements alongside this road to create a path that can be used by both pedestrians and cyclists. This would keep the cyclists safe from other road users, although it would also, of course, pose a risk to pedestrians, especially elderly people or those walking with young children or dogs, if the cyclist fails to give way to those on foot, or fails to take adequate care when passing pedestrians. But, on the whole, we feel that this would be a better option than reducing the width of an already narrow main road. If a dual cycle lane is created by removing one of the pavements along Hilperton Road as the chosen option, then clearly, only the pavement on one side of Hilperton Road would be adversely affected. This would be far from ideal, but would be a better option than inconveniencing, and posing a danger to, far more people who use this important road by reducing the widths of the traffic lanes.

Another option for the Council to consider, in my view, would be to reduce the road speed limit on Hilperton Road from 30mph to 20mph. This would make the road safer for all road users, including cyclists. This option, in a period of politically-motivated austerity, would not only be the most simple, but also the least expensive option to implement. And even if the road is severely reduced in width, in order to accommodate a dual cycle lane as per the proposal, then I believe that the road speed limit should be reduced to 20mph, in order to help reduce the major risk of collisions.

I understand that the bollards on Hilperton Road, at the junction with Stancomb Avenue, would be removed if this scheme goes ahead. This would make turning right into Stancomb Avenue from Hilperton Road much more difficult and increase the risk of a serious RTC. It would also result in regular queues building up on Hilperton Road because, quite clearly, any vehicle waiting to turn right at this junction would block traffic flow towards the town centre. So, this would have yet another negative impact on traffic using this main road.

It has been suggested that a positive impact of the removal of this waiting area would be a reduction in the use of Stancomb Avenue as a cut through to St Thomas' Road. But I see no evidence for this allegation, and I believe that the removal of these bollards would have minimal impact on Stancomb Avenue being used as a rat-run from Hilperton Road to St Thomas' Road. And it would certainly have zero impact on the volume of traffic using Stancomb Avenue as a cut through with respect to vehicles that enter this road from St Thomas' Road.

The diagram of the Hilperton Road/ Stancomb Avenue junction that I have seen appears to show two cycle lanes going part way down Stancomb Avenue from Hilperton Road. I understand that a number of trees would have to be felled in order to achieve this aim. But, as a resident of Stancomb Avenue for almost 9 years, I can verify that I have seen very few cyclists using this road. And even if more cyclists did start to use this road, assuming that the scheme is approved, I don't believe that a road like Stancomb Avenue needs any cycle lanes, even for a short length near the junction with Hilperton Road. And it would certainly not justify the removal of trees from this area. We should be planting trees, not cutting them down. I have measured the width of Stancomb Avenue and the mean value was about 5.5 metres (or 8 strides), so a 2.2 metre dual cycle lane would reduce this road to 3.3 metres – for two lanes!

If Wiltshire Council wishes to make any alterations to Stancomb Avenue, then I would suggest that the installation of traffic-calming measures would be far more useful, and would represent a greater deterrent to those who use this road as a cut through, as well as improve the safety of the occasional cyclist on this road. As long as these road humps are not too high, and allow rain water to flow into the gutters, then I feel sure that most, if not all, residents of Stancomb Avenue would welcome such a measure. If traffic-calming measures were introduced on this road, then I would agree with calls to install

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double yellow lines along both sides of the road. But if traffic-calming measures are not installed, then I would be opposed to the use of double yellow lines along Stancomb Avenue, on the grounds that irregularly-spaced, parked cars along both sides of the road do, to some extent, help to dissuade drivers from exceeding the speed limit.

So, in summary, we are opposed to the scheme for a number of reasons as detailed above, but mainly on the grounds that a dual cycle lane on Hilperton Road would reduce the width of Hilperton Road to such a degree that the space provided for vehicles, especially commercial vehicles, would be totally inadequate and, in addition to posing a very great risk of a serious, if not fatal, RTC, it would have a severe, negative impact on users of this major route into and out of the county town of Wiltshire. It must be opposed.

Photo 1 – Sign in Bellefield Crescent

Appendix 3 – Comments and officer responses

