

## APPENDIX 3

### Comments Received and Officer Comments:

Ref.	Comment	Officer Comment
1	<p>Waste of money. Changing the current puffin/pelican so that cyclists can cross to go nowhere?</p> <p>Raise entrance to car park to give pedestrians some kind of right of way - unnecessary given the volume of pedestrian's vs cars.</p> <p>Spend the money around the Solstice Park roundabouts which are becoming increasingly difficult for pedestrians to negotiate during weekday rush hours and in the mornings at weekends, with no quarter given by car drivers to people trying to cross. Current revamped lower kerbs and fatuous wooden posts completely ineffective, because the volume of traffic at these times precludes safe crossing.</p>	<p>Objection to this proposal is noted.</p> <p>The funding for this cycle infrastructure project is provided by an allocation from National Highways as part of their designated funds to projects for the wider community benefit associated with the proposed alterations for the A303. The scheme is not being funded by Wiltshire Council and consequently the funding may only be utilised for the purpose set out in the report.</p> <p>It is considered that making improvements to the pedestrian and cycle facilities at this location will encourage more active travel journeys into Amesbury Town Centre.</p> <p>No comments can be made on the facilities around Solstice Park as this is not within the scope of this project.</p>
2	<p>Firstly, I have no objection to the upgrade of the existing Puffin crossing, to being a Toucan crossing.</p> <p>Central Car Park changes: I reject this part of the proposal, as the changes have the potential to adversely affect the safety of cyclists and pedestrians. Due to the location of the bus stop on the northern direction of the A345, any parked bus or buses results in a blind spot for any driver wishing to enter the car park when travelling north. Limited visibility will only become available once the vehicle starts to turn-in to the car park and any fast-moving bicycle or pedestrian (runners, etc.) have the potential to run out in front of a vehicle, due to perceived "right of way" and result in an accident. Also, due to lack of vehicle space at the proposed stop line, any vehicle that has to give way, due to the aforementioned lack of visibility when bus(es) is using the bus stop, could result in a further vehicle "rear ending" the first vehicle. Quite often buses do not fully enter the available bus stop lane and over-hang the main carriageway, exacerbating visibility, traffic</p>	<p>Support for the Toucan crossing is noted.</p> <p>Objection to the traffic calming feature across the access road to central car park is noted.</p> <p>It is considered that any vehicles travelling north and planning to make the turn into the central car park access road will have slowed down and indicated to make the manoeuvre safely and in doing so any pedestrian or cyclist approaching the priority crossing will be visible.</p> <p>The traffic calming feature across the access road to central car park is an approved priority crossing layout as specified in the Department for Transport Local Transport Note 1/20 for options to provide cycle priority at side roads in urban areas. The</p>

	<p>flow, and vehicle user concentration due to the bus parking distraction.</p>	<p>publication of LTN 1/20 by the Department for Transport requests that infrastructure provided for measures of sustainable transport give greater priority to these methods of travel over motor vehicles. In this instance, the road is an access to a Car Park with limited vehicle movements, and the provision of such a facility will be beneficial to the Council in seeking to deliver upon its desire to reduce Carbon emissions by encouraging sustainable measure of travel.</p> <p>This project has been subject to a full road safety audit during the design phase and will also be independently audited following the construction phases, where any issues raised will be investigated and required action taken.</p>
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