

Officer Comments on Objections Raised

APPENDIX 2

Objection	Officer Comment
<p>The provision of a crossing will not solve the traffic issue on The Gravel outside of the school.</p>	<p>The school has been working closely with the residents of The Gravel and Holt Parish Council to reach a solution to the current traffic issues outside of the school. The school achieved funding for a study to investigate the options for The Gravel as part of Wiltshire Council's Taking Action on School Journeys Challenge. Since the issue of the initial report, officers have met with representatives of the school, parish council and residents and it has been agreed that a funding bid for the implementation of 'School Keep Clear' zig-zag markings will be made. The markings would be in place on both sides of The Gravel, outside of the school entrance. This will prevent parking around the school entrance.</p> <p>In addition, the possibility of a short one-way section at the top of The Gravel to prevent vehicles from exiting onto The Common and to deter turning movements outside of the school will be investigated.</p>
<p>The crossing will encourage pedestrians accessing the school to walk up The Common to The Gravel. The footway along this section is narrow and vehicles regularly mount the footway. This increases the risk to pedestrians.</p>	<p>Holt Primary School has committed to promote an alternative walking route to and from the school via Station Road, discouraging parents and children from accessing the school from the top of The Gravel. The school has already begun classroom activities with the pupils to take this forward.</p> <p>New warning signs will be erected on the approaches to the crossing warning of the presence of school children. These signs, along with the presence of the crossing, will deter drivers from mounting the footway as they will be more aware of pedestrian activity.</p>
<p>The crossing would be better located outside of the Holt Superstore or closer to The Gravel/Post Office.</p>	<p>The provision of a zebra crossing outside of the Holt superstore and a build-out, including an informal crossing point near to The Gravel, were consulted upon in 2007 through the traffic regulation order advertisement process. These proposals did not progress due to a large number of objections from local residents.</p> <p>The advertised proposal is intended to help pedestrians crossing in the area of Station Road and is targeted at children going to and from the school. The proposal is not intended to address crossing difficulties at Holt Superstore.</p>

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<p>Access to residential properties/driveways will be restricted as a result of the crossing location. Vehicles currently wait stationary on the carriageway for vehicles to pass before reversing into driveway. There are concerns that this will not be permitted within the controlled zone and/or will be of detriment to pedestrian safety.</p>	<p>Traffic regulations permit drivers to stop within the zig-zag markings for the purpose of making a left or right turn and therefore waiting for vehicles to pass before accessing your driveway is permitted. The regulations also permit overtaking of stationary vehicles within the zig-zag markings on the approach to a zebra crossing.</p> <p>Drivers reversing across the footway to access driveways in any situation have a duty of care and must exercise caution so as to ensure the safety of pedestrians using that footway.</p>
<p>The crossing will have a negative impact upon property values.</p>	<p>There is no evidence to suggest that the installation of a zebra crossing would negatively impact the market value of properties in this area. However, there is recourse through the Land Compensation Act should it be felt that a property has been devalued as a direct result of the physical effects of such a scheme.</p>
<p>There will be a loss of privacy as a result of vehicles stopping at the crossing and drivers looking into the property.</p>	<p>The properties on The Common have front gardens and therefore have some distance between the front windows of the properties and the carriageway.</p>
<p>There will be increased noise as a result of the crossing.</p>	<p>A zebra crossing does not feature an audible signal.</p> <p>The noise generated by vehicles stopping and starting at the crossing when it is in use is considered to be minimal.</p>
<p>The crossing will be visually intrusive.</p>	<p>The belisha beacons associated with the crossing will be sited such that the impact upon adjacent properties is minimised. The beacons can be shaded to ensure that light from them does not shine into windows of adjacent properties.</p>
<p>There will be a negative impact upon the running of a business from the property as driveway access will be restricted and the owner will no longer be permitted to park on the carriageway.</p>	<p>As discussed above, driveway access will be maintained.</p> <p>Drivers will not be permitted to park within the controlled zone; however parking at other locations on The Common will remain available subject to existing traffic regulation orders.</p>

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<p>The crossing will cause congestion/gridlock on The Common during peak hours.</p>	<p>An assessment has been undertaken based on existing peak traffic flows and the demand for the crossing. It is estimated that traffic will be required to stop for approximately 10 seconds three times per minute during peak times to allow pedestrians to cross.</p> <p>It is not anticipated that congestion will be any worse than that experienced currently.</p>
<p>There is limited visibility for vehicles exiting Station Road when looking toward the crossing.</p>	<p>A road safety audit has been undertaken to identify any safety issues related to the proposed crossing location. This was undertaken by a qualified road safety auditor who did not raise any issues regarding the proximity of the crossing to the junction of Station Road. The siting of the crossing is in line with pedestrian crossing design guidance.</p> <p>Visibility of the crossing from Station Road is considered to be good.</p>
<p>The crossing is too close to the junction of Station Road.</p>	<p>A road safety audit has been undertaken to identify any safety issues related to the proposed crossing location. This was undertaken by a qualified road safety auditor who did not raise any issues regarding the proximity of the crossing to the junction of Station Road. The siting of the crossing is in line with pedestrian crossing design guidance.</p> <p>Pedestrians waiting at the crossing point can easily be seen from the Station Road give-way line.</p>
<p>The upgrade to existing street lighting and the additional new lighting will cause light pollution.</p>	<p>The existing street lighting does not meet the current British Standard and therefore requires upgrading should the crossing be provided. This is to ensure that pedestrians are visible to drivers approaching the crossing from all angles. The lighting will be upgraded in line with the minimum requirements to meet the British Standard to mitigate the impact of the additional lighting.</p>
<p>The footway on The Common is of insufficient width to accommodate users of the crossing who are in mobility scooters or have pushchairs.</p>	<p>While the footway width is less than the desired 2 metres, it is sufficient for the provision of a crossing.</p>
<p>There has been a lack of prior consultation with residents.</p>	<p>The advertisement of the crossing is in line with the requirements of the Road Traffic Regulation Act (1984) and fulfils the statutory obligation for consultation on the proposal. No other form of consultation is required.</p>