

## APPENDIX 2

### Objection

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
1	<p>I am a resident of Littleton Panell and live within 100m from the proposed site of the zebra crossing. Access to parking for my residence is via a lane off the B3098 Cheverell Road. At peak times, access to and from my parking is often affected by traffic congestion at the crossroads of the A360 and B3098. It can sometimes take over ten minutes to travel the 75m to access the cross roads.</p> <p>I do not support the proposed zebra crossing for the following reasons:</p> <p>Pedestrian traffic in the area is generally light. The data used to support a crossing here shows an average of 115.5/120 at peak times well above the average of 50 the council uses as a basis for decision making. However the range of the data readings (values of 25 – 211) clearly show a wide range. As the timings of the two peaks match with the 1400 -1500 and 1600-1700 periods these peaks have probably been caused by the “walking crocodile” of schoolchildren moving from Dauntsey’s school to the playing fields in Lavington Lane and back. Weighting data for vulnerable groups (inc under 16’s as 2) means that fewer actual pedestrian movements are typical. If data had been collected on a non school day the recommendation for a crossing would probably have been negative.</p>	<p>When conducting any survey, it is essential to choose a period which represents the most regular occurrence throughout the year. For all pedestrian crossing assessments this is taken as a normal working day, during school term time, and during periods where light and weather conditions are fair or better. This ensures continuity between all assessments, and represents a time where vulnerable road users are likely to be prevalent and negate against any latent demand, as far as is possible.</p> <p>It is acknowledged that the presence of the school has substantially influenced the results of the pedestrian crossing survey; however, this is to be expected given its proximity to the site.</p> <p>The analysis of the pedestrian crossing survey has shown that a demand is identifiable throughout the whole of the survey period with each one hour period recording pedestrians’ crossing movements (range 8 to 120 pedestrians).</p> <p>During the survey, 325 pedestrians were recorded crossing the A360; of these, 22% were estimated as being over the age of 18, 2% below the age of 11 and 76% in the age range of 11 to 17. It is accepted that the commencement and finishing of the school day will generate significant movement numbers; it is considered unlikely that all these movements are borne through an organised route and consequently the introduction of the proposed facility will be able to cater for all movements.</p>
2	<p>The criteria for a crossing in Lavington Lane also includes a high average (120). However, the recommendation has not been made for a crossing here because it is a B road, there are lighter traffic flows and traffic may queue on the A road as well as impacts on local residents parking and access and general visibility for motorists approaching from the North and south. The critical point here is that movement of schoolchildren in organised groups will require the current crossing patrol guidance to cross the</p>	<p>The decision on the type of facility is based on consideration of a number of factors relevant to a particular location. These factors typically involve the consideration of, location of the desire, proximity to junction(s), distance to be crossed, traffic flow, rather than focussing solely on the recorded pedestrian crossing movements. It is a case of balancing this information, with the constraints of a location and the wider impact on traffic.</p>

	<p>B3098 irrespective of the new crossing across the A360. The statistical analysis is also flawed in this case for the same reason in point 1.</p>	<p>The pedestrian survey recorded the pedestrian desire line for pedestrians crossing the B3098 in close proximity to the junction with the A360, suggesting their route follows the A360 corridor. The introduction of a formal pedestrian crossing located within such close proximity to a junction cannot be considered, as either type of formal facility (Zebra or Signal Controlled) would result in insufficient space to adequately accommodate a waiting vehicle between the 'Stop / Give Way' line for the crossing and the Give Way line of the junction; this in turn would result in vehicles being forced to queue across the A360 and is not considered acceptable due to the conflict that may arise with vehicles travelling on the A360. There is also a requirement to ensure that motorists approaching the facility have adequate visibility of the crossing facility, and whilst this can be achieved for vehicles approaching from the east, this could not be achieved for vehicles travelling southbound on the A360 who may wish to turn onto the B3098.</p> <p>Consideration was given to locating a formal facility further to the east (i.e. towards Market Lavington); however, it was identified there are a number of issues associated with this. In particular identifying a suitable location which does not conflict with private accesses, the bus stop and the impact this would have on the existing on-street parking. Whilst it was likely that a location could be identified, albeit with a large impact to residents in the immediate vicinity, the overall effectiveness and usage of a facility would be significantly diminished due to the increased distance between the existing established desire line and facility. This would result in the scenario of pedestrians continuing to cross at the junction rather than use the facility, with motorists' attention likely to be focused upon the crossing facility rather than the immediate environment.</p> <p>In addition, it was also considered that the proposed junction geometry substantially reduces vehicle speed in the vicinity of the existing pedestrian desire line, and combined with the benefit brought about by the proposed kerb line amendment reducing the crossing distance, that a informal facility offers the most appropriate facility in this circumstance.</p>
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3	<p>The councils own guidance on provision of crossings state “They can also be inappropriate where heavy flows of pedestrians such as children leaving school would cause unacceptable delays to drivers.” I believe there is a possibility that if the current data is not based on “walking crocodiles” the number of movements at the mid peak periods if undertaken in small groups would cause significant hold ups to motorists.</p>	<p>It is acknowledged that the presence of the school has influenced the results of the pedestrian crossing survey; however, this is to be expected given its proximity to the site.</p> <p>The analysis of the pedestrian crossing survey has shown that a demand is identifiable throughout the whole of the survey period; with each one hour period recording pedestrian crossing movements (range 8 to 120 pedestrians). In locations where crossing movements relate solely to the commencement and termination of the school day, these are typically confined to two single hour slots.</p> <p>To mitigate against the potential impact this may have on an assessment, the Wiltshire Practice seeks to achieve the minimum number of crossing movements over a four hour period, thus ensuring consideration of other periods in the day. Given the recorded frequency of pedestrian crossing movements throughout the whole survey period, it is considered that a crossing would provide an improvement to all users, and not just those solely associated with the school.</p> <p>In circumstances where crossing movements are concentrated to these specific periods, an assessment is unlikely to recommend a formal facility, and it would be preferable to consider an alternative such as a school crossing patrol.</p>
4	<p>Having regularly crossed the roads at this crossroads and witnessed the procedures for groups of children to cross, there is generally a courtesy by drivers to assist in this by stopping to allow them to cross. This would not be the case in the rush hour peaks as tensions can be running high. However at these times the pedestrian count is between 21 and 43, below the average for a recommended crossing. I therefore suggest that adding a zebra crossing would not significantly improve road safety at these peak times. Indeed the crossing patrol is probably a safer method as the needs of motorists can also be considered.</p>	<p>It is acknowledged that during peak periods where congestion is prevalent, the goodwill of drivers may allow for pedestrians to cross; however, this does not provide the pedestrian with any precedence and can provide a false impression to users. The provision of a formal crossing facility will provide a definitive precedence and clarity for all users.</p> <p>The presence of a school crossing patrol is undoubtedly a benefit to pedestrians; however, their period of operation is limited to the times that school starts and finishes and term periods only, outside of this period the facility is not available. The proposed facility will be operational throughout the entire day and would provide this benefit to all users, including those outside of peak demand, and where greater levels of difficulty is likely to be experienced.</p>

5	<p>The site report indicates that street lighting in the area is below standard. The detailed plans and costings do not mention improvements to this but any improvement could increase light pollution. Presumably bolisha beacons will be required and this will probably be a concern for residents of the Mercers. Failure to upgrade the lighting could make use of the crossing at night hazardous. I believe the provision of flashing lights will detrimentally impact on the street scene of the conservation area.</p>	<p>The introduction of any formal pedestrian crossing facility must be undertaken in accordance with the current design standards. As a consequence, it is necessary to assess the lighting levels and ensure that they are appropriate for the intended facility. If approved this assessment will be undertaken and where required, appropriate alterations incorporated into the design.</p> <p>A fundamental element of a Zebra Crossing is the Belisha Beacon. The potential impact of this element can be mitigated through the use of shrouds to minimise their effect on adjacent property. No objection has been received by those immediately adjacent to the proposed location.</p>
6	<p>The provision of the crossing provides no added safety for pupils of the primary school or the secondary school in Market Lavington. Children walking to the Primary school from Littleton Panell could be more at risk if a crossing is in place because traffic crossing the A360 along the B3098 will look to utilise the gaps in traffic from Salisbury caused by use of the crossing. They may not notice users crossing either at the current dropped kerb or further down Lavington Lane. The crossing will also not provide added safety for Dauntsey's pupils crossing the road to visit the local shop. The pedestrian desire line in this case is away from the crossing and indeed many pupils use an access behind the arts centre for this purpose.</p>	<p>The location of the proposed crossing has been identified following information recorded during a pedestrian survey. During the survey the most common crossing location was noted and the proposal has been developed to suit this established desire line, whilst taking into consideration the surrounding site constraints. Substantial experience in the implementation of formal crossings has shown that relocating these facilities away from the established desire line is unlikely to result in pedestrians adapting their chosen route, and results in an under used facility which, in turn, results in a greater safety risk for all road users.</p> <p>The facility may encourage other users to adapt their routes but it is accepted that the presence of a crossing does not automatically mean that all users will use the facility and there remains an onus on all road users to drive / cross with due care and attention of the surroundings.</p>
7	<p>The decrease in the width of the carriageway at the junction with Lavington Lane will significantly increase the congestion at peak times for traffic coming from Market Lavington. This is because the current width does allow light traffic to queue side by side allowing traffic turning West and North at the same time as traffic turning South. Effectively making this single lane will reduce the capacity of the road at this point and lead to longer queues towards market Lavington.</p> <p>“Pedestrian crossings do not automatically make crossing the road safer; moreover badly sited, underused or misused crossings can detract from road safety, as can an</p>	<p>The close presence of the junction between the B3098 Lavington Lane and the A360 High Street has resulted in the need to provide the additional kerb build out to ensure that vehicles exiting the B3098 have sufficient visibility of the crossing and the footways either side. Failure to ensure this visibility is met will result in vehicles exiting onto the crossing without sufficient time or distance to register a demand on the facility and adjust the actions accordingly.</p> <p>It is acknowledged that the consequence of the proposal is the reduction in the width of junction bell mouth and that this is likely to have an</p>

	<p>inappropriate choice of facility.” This is a quote from the councils own report and I believe the current proposal is badly sited, will be under used as the analysis of the use data is based on a single sample and will add to the potential for grid locking the crossroads. It will damage the street scene of the conservation area and inconvenience local residents.</p>	<p>adverse impact on the ability of two vehicles exiting on to the A360 High Street. However, this needs to be balanced against the improvement offered to pedestrians and the improved safety afforded by the presence of a formal crossing facility.</p>
8	<p>I think that the crossing is too near the junction from Lavington lane and the A360 As it is also near the Bus Stop and the entrance to Dauntsey School and the parking outside the shop I can see traffic problems getting worst than they already are. In the mornings at the moment traffic can sometimes come to a standstill with the volume of traffic through the village by having a crossing at this junction Cars from Lavington do not always pause before turning on to the A 360 going in a southern direction and I feel that with this crossing so close to the junction an accident could happen</p>	<p>The bus stop for vehicles travelling in the direction of Shrewton is located approximately 30 metres from the proposed crossing location, on the exit side of the crossing. Public Service vehicles are permitted to alight passengers on the exit side of a formal crossing facility, and given the frequency of this occurrence, it is not considered to be detrimental to the operation of the proposed facility.</p> <p>For buses travelling in the direction of Devizes, the bus stop is located approximately 50 metres from the proposed crossing and approximately 30 metres in advance of the controlled zone, thus ensuring that adequate visibility of the crossing exists. Again, this is not considered to be detrimental to the operation of the crossing.</p> <p>The shop is located on the north-east side of the A360, approximately 120 metres in the direction of Shrewton. There is already significant on-street parking undertaken directly outside of the shop. Given the substantial distance between the proposed crossing and the shop, it is considered that it is highly unlikely the introduction of a formal crossing will be adversely impacted by this occurrence.</p>
9	<p>At its meeting on Tuesday 15 April, Market Lavington Parish Council considered the proposed Zebra Crossing on the A360 in West Lavington opposite the entrance to Dauntsey School. The Councillors wish to draw attention to the use of the B3098 Lavington Lane as the only western approach to the village. The road also serves Lavington School as well as a number of villages and communities to the East of Market Lavington. Lavington Lane is therefore a heavily used route, particularly at peak times, and the junction with the A360 acts as a bottleneck, with vehicles stacking back, on occasions as far as Lavington School.</p> <p>While the Parish Council fully supports the</p>	<p>Support for the provision is noted, and the rational for the location is covered in point 1.</p> <p>The geometrical layout of the proposed location, and neighbouring land uses are such that a high demand for both vehicular and pedestrian traffic is experienced during peak times. It is acknowledged that the introduction of further infrastructure has the potential to adversely impact on users, and that the effect of this will vary during different periods of the day. To assist in mitigating against this concern, the crossing has been positioned as far as practicable from the junction of the A360 / B3098. It is, however, a delicate balancing act between the conflict movements. Extensive</p>

	<p>provision of pedestrian crossing facilities on the A360 in West Lavington they must object to the siting of this particular crossing on the following grounds.</p> <ol style="list-style-type: none"> <li>1. The main pedestrian use of the crossing will be at peak times when traffic is at its worst. Queuing vehicles on the A360 will block Lavington Lane making an already unacceptable situation worse.</li> <li>2. The current proposal involves the narrowing of Lavington Lane at the junction with the A360. Currently the road width at this junction permits two vehicles to exit at the same time; one vehicle turning left to the south on the A360, the other turning right. The narrowing of the junction will prevent vehicles filtering to the left. It will also mean that larger vehicles and coaches have to swing out to the centre and across the northbound carriage way of the A360. This will cause further delays at the junction. Even if the A360 were to be marked with a "Keep Clear" zone at the junction, the narrowing of Lavington Lane will still hinder vehicles exiting B3098 as vehicles turning left will be blocked by traffic held up at the crossing.</li> </ol>	<p>experience in introducing pedestrian facilities, either for formal or informal crossings, has proven that locating facilities away from the identified pedestrian desire line will result in a crossing being under used as pedestrians are unwilling to deviate away from their desired direction of travel. The proposed location has been selected to meet the established desire, and still permit the necessary visibility requirements for vehicles approaching from neighbouring side roads and accesses.</p> <p>During peak periods, it is acknowledged that during certain periods a degree of queuing may occur. Where necessary, additional 'Keep Clear' road markings will be introduced to ensure that junctions and access remain clear and assist in allowing the junctions to operate as appropriate whilst vehicles are acceding priority to the pedestrian.</p> <p>During the detailed design process the impact this has on vehicles will be assessed, and where required amendments will be made to ensure that vehicles are able to exit the junction satisfactorily.</p> <p>The rationale for reducing the width of the junction bell mouth is covered in point No 7.</p>
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## Support

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
S1	<p>I have been asked by my Council to respond to the consultation on this Traffic Regulation Order.</p> <p>This Council supports the installation of a zebra crossing.</p> <p>The Governors of Dauntsey's School are also supportive, especially as significant use will be made by the school's pupils. 18 residents that participated in a community survey, linked to our Neighbourhood Plan preparation, commented in free text form to the effect that a formal crossing in this vicinity is needed. The parish council has received one letter with concerns on design and impact on traffic flow from a member of the public (who has commented directly to yourselves also).</p> <p>However, now that the technical drawings have been developed, and notwithstanding that on-site precise survey measurements have yet to be undertaken, the Council wishes to express some concern for the possible effect on traffic flow of the proposed narrowing of the head of Lavington Lane. It is understood that the narrowing is currently required in order that drivers might correctly orientate their vehicles to address the crossing square on, within the distance of the zig-zag lines. Therefore, the Council would ask that:</p> <ul style="list-style-type: none"> <li>a) Officers confirm that traffic flow has been considered in the design proposals, and are able to report their findings/opinion;</li> <li>b) If there is expected to be a material effect on flow, that the overall siting of the zebra be moved as far as practicable southwards in order that the narrowing might be either removed or altered to permit flow;</li> <li>c) Any other design solutions that might mitigate effects on flow be incorporated.</li> </ul> <p>The Council would also want to draw attention to the need for pedestrians to be visible in poor light whilst addressing and crossing the zebra, and would like an assurance that appropriate</p>	<p>Support for the crossing from the Parish Council and Dauntsey's School is noted, as are the comments received by residents in the Parish Council's Neighbourhood plan.</p> <p>The introduction of any formal pedestrian facility has the potential to adversely impact on traffic flow, as the facility will result in periods by which vehicles are required to accede priority to pedestrians. The level of 'interruption' afforded to the flow of traffic is dependent on a wide variety of factors. The most prevalent factors include the mobility of the pedestrian, the distance to be crossed, the level of demand, and the type of formal crossing introduced.</p> <p>Zebra crossings are considered to be the most reactive form of crossing, both in terms of managing pedestrian demand and in terms of minimising the effect on vehicle flow, as they allow pedestrians to accede demand quickly but also allow vehicles to continue onwards immediately after the crossing area is clear rather than waiting for the appropriate traffic signal. In this particular instance this has been a material consideration in selecting the type of facility proposed.</p> <p>The geometrical layout of the proposed location, and neighbouring land uses are such that a high demand for both vehicular and pedestrian traffic is experienced during peak times. It is acknowledged that the introduction of further infrastructure has the potential to adversely impact on users, and that the effect of this will vary during different periods of the day. To assist in mitigating against this concern, the crossing has been positioned as far as practicable from the junction of the A360 / B3098. It is, however, a delicate balancing act between the conflict movements. Extensive experience in introducing pedestrian facilities, either for formal or</p>

	<p>lighting, sympathetic to the needs of residents in the immediate vicinity, will form part of the design and that the belisha beacon will be shrouded on the residential side to minimise glare into properties.</p>	<p>informal crossings have proven that locating facilities away from the identified pedestrian desire line will result in a crossing being under used as pedestrians are unwilling to deviate away from their desired direction of travel. The proposed location has been selected to meet the established desire, and still permit the necessary visibility requirements for vehicles approaching from neighbouring side roads and accesses.</p> <p>During peak periods, it is acknowledged that during certain periods a degree of queuing may occur. Where necessary, additional 'Keep Clear' road markings will be introduced to ensure that junctions and access remain clear and assist in allowing the junctions to operate as appropriate whilst vehicles are acceding priority to the pedestrian.</p> <p>The design process ensures that a comprehensive assessment of the lighting levels at the crossing location, and its approaches will be undertaken. Where necessary this will be improved to ensure the lighting levels meet the relevant British Standard requirements.</p> <p>Given the proximity of the residential properties, the associated Belisha Beacons will be provided with shrouds to minimise their affect on neighbouring properties.</p>
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