

COMMENTS

<u>Ref</u>	<u>Comment Received</u>	<u>Officer Comment</u>
1	<p>In my opinion the proposal to limit the exit from the retail park to left turn only is long overdue.</p> <p>The proposal would have little or no effect on amount of activity and trade of Halfords and B&Q.</p> <p>Not so the small family business at 98 Bradley Road. A prohibition of the waiting area presently allowed alongside this business would seriously undermine it.</p> <p>Once left turn only is instigated for the Bradley Rd Retail Park I would suggest that parking in front of 98 Bradley Road, with its present maximum 15 minutes would be of little consequence to traffic.</p> <p>To ignore the immediate detrimental effect on the small business at 98 Bradley Road if parking is banned could almost be described as spiteful.</p>	<p>It is noted that the existing parking bay, with a restricted parking time of 15 minutes, is used by those collecting items from the shop and by users of the post box outside of the premises. The Royal Mail also uses the bay when collecting from the post box.</p> <p>The No Waiting At Any Time order would not prohibit stopping at this location to load and unload or to drop off/pick up passengers. It is likely therefore that removal of the bay would allow the current parking situation to continue.</p> <p>As the current parking behaviour is unlikely to change as a result of removing the bay, it is proposed that the parking bay remain.</p>
2	<p>We are opposing the removal of the existing parking bay outside JTs Party Shop. This is crucial to the running of our business as it is used every day by our customers. It is needed to help us to keep on trading. Crashes happen when no one is parked in the bay so the issue with safety has nothing to do with the parking bay. If anything it slows traffic down as no one drives below the speed limit of 30mph. The only hazards are the small metal posts that have been installed outside 100 Bradley Road. They damage cars frequently including our car as we were pulling onto our drive. Another one has been flattened this week and not by someone pulling out of B & Q but driving along the road. The posts need removing not the parking bay.</p>	See above.
3	<p>The proposed Order is a mistake and should not be made.</p> <p>The distance to the Woodmarsh roundabout is too great to expect drivers to use it to get back to the centre of Trowbridge.</p>	<p>The distance to the roundabout from the Bradley Road Retail Park is approximately 350 metres, therefore vehicles u-turning at the roundabout to continue towards Trowbridge town centre will have an additional 700 metres to travel. Taking an average speed of 25 miles per hour, travelling this distance would take approximately one minute in</p>

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	<p>The Woodmarsh roundabout was not designed for such a high proportion of the traffic using it both entering and leaving by Bradley Road (nor its signage) and accidents there will increase.</p> <p>The cost to vehicle users in additional journey time and additional fuel is too high to justify the proposed Order.</p> <p>The increased carbon dioxide emissions of all the additional journeys to the Woodmarsh roundabout and back has not been properly taken into account and are significant.</p> <p>The degree of driver compliance with the proposed Order is likely to be less than satisfactory, for the reasons set out above. The lack of certainty of driver behaviour created by these circumstances will result in an aggregate increase in danger to highway users far in excess of the modest existing danger of expected right hand turns at this access (which the existing width and markings of Bradley Road are designed to accommodate). Even at the next retail park much closer to the Woodmarsh roundabout, the amount of driver non-compliance with the existing prohibition of right hand turns there is frequent and a significant highway danger.</p> <p>Those drivers who comply with the proposed Order (probably a majority) will still be entitled lawfully to execute a right hand U turn at the Clydesdale Road junction or at the access to the next retail park beyond it, and those manoeuvres even by a minority of drivers will cause a serious increase in highway congestion and danger too.</p> <p>As most highway officers have well-understood (and advised) from when this access was first constructed, the existing layout, while not ideal, is the safest available without traffic lights, and similar access layouts exist all over Wiltshire and beyond.</p> <p>Bradley Road is too critical to the smooth operation of traffic in the whole of the Trowbridge area (see the recent traffic projections and reports) to be a suitable location for untried experiments.</p>	<p>clear traffic. It is accepted that this would increase during peak times.</p> <p>Furthermore, during busy periods the waiting time for traffic exiting the retail park and turning right to join Bradley Road is greater than the time taken to drive to the Woodmarsh roundabout and back.</p> <p>The additional cost is considered negligible when compared to the full annual cost of running a motor vehicle is taken into account. There have been no reported personal injury collisions at the Woodmarsh roundabout in the past 36 months. It is unlikely that the additional vehicle numbers would significantly increase the risk of collisions at this roundabout, particularly due to the low vehicle speeds.</p> <p>Trowbridge does not have any air quality management issues and it is unlikely that the additional movements generated as a result of the prohibition would create such an issue.</p> <p>Physical changes to the junction layout will be made to make the right turn a more difficult and less attractive manoeuvre to dissuade drivers from attempting to disobey the prohibition. It is the intention that the layout will cause the prohibition to be self enforcing; however, the local Neighbourhood Policing Team will enforce the prohibition when resources allow, if necessary.</p> <p>There is no restriction on movements out of the junction of Clydesdale Road/Bradley Road; however, a prohibition of right turn is in place at the Spitfire Retail Park. There are no reported personal injury collisions relating to vehicles illegally turning right at the Spitfire Retail Park exit in the 36 months preceding this report.</p>