

No	Date	Support proposal yes/no	Comments	Councils response
1	14.12.15	No	<p>My main reservation is that this scheme does nothing to address the wider issues of traffic and pedestrian safety in the area. These are that:</p> <p>Oakley is a narrow road which experiences extremely high volumes of traffic, including HGVs, buses and bendy buses, especially during rush hours and in term time.</p> <p>The pavement along Oakley is very narrow and cambered in a way that tilts pedestrians towards the road. Only the other day we saw a bus mount the pavement to get past another bus going in the opposite direction. Obviously this type of behaviour poses a major risk to pedestrians, cyclists and other road users.</p> <p>Some of the hedging/vegetation along the pavements also pushes pedestrians towards the road.</p> <p>Wing mirrors from HGVs and buses are very close to pedestrians on the pavement and pose a very real risk of contact. Despite the 20mph signage, vehicles regularly travel along Oakley at speeds well in excess of this limit.</p> <p>The right turns from Copseland onto Oakley and Widcombe Hill onto Claverton Down Road are dangerous because of the speed and volume of traffic and the lack of clear sight of oncoming vehicles.</p> <p>Exits from the driveways along Oakley are hazardous for the same reasons.</p> <p>In addition:</p> <p>The loss of the protected lane for right hand turns from Bathwick Hill into North Road will lead to queuing traffic</p> <p>Traffic turning left out of North Road will be unsighted if there is a bus standing in the new bus stop</p> <p>Pedestrians will have to cross Copseland in order to use the Zebra crossing - will they do this?</p> <p>Will the crossing cause traffic to queue along Copseland and Oakley at peak times?</p> <p>I recommend that:</p> <p>A full road safety assessment is conducted along Bathwick Hill, North Road, Copseland, Oakley, Widcombe Hill and Claverton Down Road. This should be done urgently before someone is seriously injured or killed.</p>	<p>Oakley is not included in the zebra crossing notice.</p> <p>At peak hours between 8.00 and 9.00 it has been observed that a traffic queue can form in the Right Hand turn lane as vehicles aren't able to turn into North Road. This happens because the junction of North Road is obstructed if a slow moving bus is travelling up Bathwick Hill with vehicles following behind it. If the bus does not stop at the bus stop there is not the opportunity for vehicles to turn right into North Road as the cars continue to follow the bus. However, if the bus does stop, vehicles travelling up the hill have to stop and generally leave a gap for vehicles to turn right. During the monitoring this occurred 3 times. It is anticipated that the removal of the right hand lane may lead to more vehicles queuing at peak times but the impact of this will be minimal as there will be opportunity for people to turn right when vehicles stop to allow people to cross at the zebra crossing. In order to improve traffic flow a yellow box marking could be provided on the road at the junction of North Road and Bathwick Hill to allow vehicles to turn right.</p> <p>In addition, traffic queues can occur at peak hours when buses waiting at the bus stop prevent vehicles from continuing up Bathwick Hill. This situation will be improved with the proposed re-alignment of the existing carriageway and the relocation of the bus stop in a lay-by. This will allow traffic to get past a stationary bus. So overall, it is anticipated that the reduction of traffic queuing resulting from the relocation of the bus stop in the lay-by will counteract any traffic queuing that may result from the removal of the Right Turn lane.</p> <p>This would be no worse than the existing situation. If no traffic is coming from the right, drivers will be able to pull forward into the eastbound traffic lane to check traffic coming from the left. The sight lines were not highlighted as a safety issue in the safety audit.</p> <p>The zebra is as close to the desire line as possible.</p> <p>It is likely that there will be queues at certain times but from observation this is likely to be minimal.</p> <p>A stage 2 safety audits has been carried out on the final design.</p>

			<p>The University of Bath is required to reconfigure its traffic management plan to reduce the impact of university traffic in the area.</p> <p>The possibility of routing university traffic via a one way system along The Avenue, from the top of Bathwick Hill to Convocation Avenue, is considered. The Avenue was a through route in the past. This would reduce the amount of traffic on Oakley and the hazards of buses/HGVs passing each other on such a narrow stretch of road. It would also improve pedestrian safety.</p> <p>The possibility of routing some traffic into the University along Soldier Down Lane or the North Road entrance along Quarry Road should also be considered.</p> <p>Electronic signs advising drivers of their speed should be installed along Oakley.</p>	<p>The Council do not have any control of the University traffic management</p> <p>This can be investigated but it is unlikely that there is adequate footway space install the posts and signs.</p>
2	7.12.15	Yes	Does look good!	
3	8.12.15	Yes	I am writing to support the construction of a pedestrian crossing at the top of Bathwick Hill near the junction with North road. There is a need for the crossing as there are many people, mainly students, attempting to cross the road at this point. A crossing would help to slow down traffic which often comes down the hill at too high a speed. I do not believe it would give rise to any safety or aesthetic issues.	
4	9.12.15	No	<p>Object for the following reasons:</p> <p>Pedestrians currently approaching the university via Copseland use the only pavement (on the south east side of Copseland) and continue straight ahead, crossing Oakley directly (towards Osborne House), i.e. crossing one short stretch of road well away from the North Road junction. The majority are likely to continue this practice rather than detour via two longer road crossings. The proposed deletion of the existing dropped kerbs here would cause an additional hazard. The reverse applies to pedestrians leaving the University.</p> <p>Cyclists similarly cross directly and are likely to continue to do likewise – in both directions.</p> <p>To my knowledge there have been no major accidents involving pedestrians or cyclists crossing at this point.</p> <p>The proposed new North Road/Bathwick Hill junction layout will cause larger vehicles, including frequent tour buses and university delivery vehicles, to oppose oncoming traffic when manoeuvring at the proposed very tight junction with its steep incline and poor sight lines. The turn from Bathwick Hill into North Road is particularly difficult and will be more dangerous in the new configuration.</p> <p>University expansion plans and Green Transport Strategy will mean that significantly more buses will use Bathwick Hill in the future. Buses stopping at the North Road stop already deliver many students and this number is likely to increase significantly. Buses in convoy already frequently block the North Road junction. The proposed road layout will exacerbate this problem.</p> <p>Even a single bendy bus parked at the proposed new bus stop will block the view of traffic turning out of North Road and of pedestrians crossing North Road.</p> <p>The positioning of the uphill bus stop nearer to the downhill bus stop will mean that Bathwick Hill and its junction with North Road will be more frequently blocked when buses travel in convoy (as they frequently do, even now).</p> <p>The deletion of the existing right turn lane for traffic turning right into North Road from Oakley will cause unnecessary traffic congestion across the Copseland junction with Oakley.</p> <p>University-bound buses exiting from the proposed new bus stop will have to swing out into the path of oncoming traffic on this very narrow section of road. This is not the case at present.</p>	<p>The zebra is close to the desire line so will give a safe convenient place to cross. There may be some pedestrians who do not use the crossing if there is gap in the traffic to cross. It could cause a hazard if the existing dropped kerbs on Oakley were not removed. These are not required and the zebra crossing will be closer to the desire line and easier to access for some users than the existing dropped kerbs.</p> <p>As above</p> <p>There have not been any major accidents. The reason for the proposed crossing is the large number of pedestrians/cyclists and vehicles with the difficulty of crossing from the south side because of limited visibility. This facility will assist pedestrians with mobility difficulties including the elderly who currently could find it difficult to cross the road.</p> <p>This situation currently occurs and the proposed junction realignment will not change this. The junction is designed to accommodate larger vehicles so that they can manoeuvre in both directions between North Road and Bathwick Hill.</p> <p>The proposed layout is unlikely to make the situation worse.</p> <p>This would be no worse than the existing situation. If no traffic is coming from the right, drivers will be able to pull forward into the eastbound traffic lane to check traffic coming from the left. The sight lines were not highlighted as a safety issue in the safety audit.</p> <p>The location of the uphill bus stop is not significantly different to the current location to make any difference.</p> <p>See No 1 comments</p> <p>The vehicle tracking has been checked and this is not the case.</p>
5	7.12.15	No	I should like to repeat my earlier comments submitted on 11 July 2015 in so far that the design being submitted should be dismissed.	

			<p>One of the biggest problems living in North Road is finding the long 'bendy buses' offloading students effectively blocking our exit onto Bathwick Hill. This is notwithstanding the fact that these sort of buses are totally inappropriate for our city with the scheduling (if there is any) often results in more than one bus in a queue each with very few passengers on board.</p> <p>The other problem with the current location of the bus stop is that it makes it very difficult if not dangerous to pull out to proceed towards the University if a bus is at the stop and I am not convinced in any way that a bus bay would resolve this. My key point is that we don't see the need for a bus stop nor, in fact, a pedestrian crossing in any event! With the bus stop it would seem far more logical to get the buses that come up Bathwick Hill to proceed straight to the University (where no doubt the students need to go in any event) and to stop at the purpose-built bus terminus.</p> <p>As far as a pedestrian crossing is concerned, I can easily foresee cars coming up Bathwick Hill queuing at the crossing with a backlog of cars very soon building up effectively blocking any exit from North Road to proceed down Bathwick Hill. Perhaps a yellow hatched box on the road at the junction might get round this but no more?</p>	<p>The Council do not have any control on the buses and their routes. This is a commercial service between the University and Bus companies. The University have said they are actively working with the bus companies to bring forward the use of double and single decker buses instead of bendy buses.</p> <p>See the above comment. This bus stop is primarily used by students but is also serves local residents to provide good public transport as detailed in the Bath Transport Strategy.</p> <p>We will look at installing a yellow box at the junction of North Road.</p>
6	8.12.15	No	<p>We object to the zebra crossing &amp; change of road layout here on several points, please see below.</p> <p>Unsure of the need for a crossing as there are no figures that currently indicate a safety issue at this point of the road.</p> <p>We feel that the new road layout is more likely to cause traffic issues &amp; accidents due to the narrowing of the road, the closeness of the bus stop to North Road &amp; the removal of the middle lane that currently exists to allow cars to wait to turn into North Road.</p> <p>We feel that our property &amp; family will be affected by increased noise pollution due to stationary cars waiting at the zebra crossing.</p> <p>We feel that our property &amp; family will be affected by increased air pollution due to stationary cars waiting at the zebra crossing. It is proven that stationary cars omit more pollution than moving ones.</p> <p>We feel that our property &amp; family will be affected by light pollution if there are orange orb lights at the zebra crossing. The zebra crossing is very close to the end of Copseland so we feel traffic waiting at the crossing will block our exit from Copseland onto Bathwick Hill &amp; Oakley.</p>	<p>The reason for the proposed crossing is the large number of pedestrians/cyclists and vehicles with the difficulty of crossing from the south side because of limited visibility. This facility will assist pedestrians with mobility difficulties including the elderly who currently could find it difficult to cross the road.</p> <p>The road has been realigned and width is the required minimum to accommodate large and small vehicles. See No 1 for the Right Turn lane.</p> <p>Currently at peak times when buses stop and passengers alight it is difficult for vehicles to overtake the stationary bus. This causes congestion and stopping/starting of vehicles. The bus layby will prevent this from happening. With a zebra crossing there is likely to be more stopping and starting at peak times but on balance this will be an improved pedestrian/cycling environment by providing a facility to cross the road.</p> <p>As above</p> <p>Tunnel hoods can be fitted to bellisa beacons to prevent any light intruding on adjacent properties.</p> <p>This could occur at peak times but from observation this is likely to be minimal.</p>
7	7.12.15	No	<p>I have just heard about the proposal for this pedestrian crossing and wish to object to it on the grounds that it will cause immense queues during busy times, on Oakley and Bathwick Hill and these will, in turn, cause an enormous back-up of traffic on North Road. I guess it will be felt especially on North Road as vehicles will always have to give way to traffic on Bathwick Hill. While it is reasonable to consider the needs of students, I think this over-reacting to their having to wait a moment or two to cross the road. It is already narrow and not difficult to negotiate. It is ironic that this proposal is made for the sake of (temporary) students, while the needs of (permanent) residents are not considered: we have been crossing this road for years!</p> <p>And so, on a wider point, is there any intention of restricting the growth of the university? It's great that it is such a thriving institution, but its effect on the city is becoming burdensome - and its contribution to the life of the city minimal, or at least peripheral.</p>	<p>The reason for the proposed crossing is the large number of pedestrians/cyclists and vehicles with the difficulty of crossing from the south side because of limited visibility. This facility will assist pedestrians with mobility difficulties including the elderly who currently could find it difficult to cross the road. There have also been requests from local residents to improve the crossing pedestrian crossing facilities.</p>
8	14.12.15	No	<ol style="list-style-type: none"> <li>The proposed crossing is a short distance from Copseland down Bathwick Hill. There is only pavement on one side of Copseland (south-east side) and currently pedestrians approaching the University cross Oakley directly towards Osborne House, and reverse the route when leaving the University. The removal of the dropped kerbs at this point would cause an additional hazard. Local residents in The Avenue and Copseland also use this route.</li> <li>Cyclists also cross Oakley in both directions and will continue to do so rather than turn left to access the proposed Zebra crossing.</li> <li>The proposed new layout for the North Road/Bathwick Hill junction will make the left turn from Bathwick Hill more difficult and dangerous with poor sight lines and a steep incline. This will particularly affect large vehicles and tour buses.</li> </ol>	<p>It is proposed that these dropped kerbs to the east of Copseland are removed to deter people from using them for safety reasons. The original proposed location of the zebra crossing was here but failed the safety audit.</p> <p>The zebra is close to the desire line so will give a safe convenient place to cross. There may be some pedestrians/cyclists who will not use the crossing if there is gap in the traffic to cross.</p> <p>With regard to visibility, the proposed layout will be the same as the existing.</p>

			<p>4. The proposed re-positioning of the bus stop will exacerbate the problem of turning left from North Road with poor sight lines and lead to even longer queues of buses obstructing this junction. The University-bound buses will have to swing out into the path of oncoming traffic at this narrow point, this is not the case at present.</p> <p>5. The deletion of the right turn for traffic turning right into North Road will cause unnecessary congestion across the Copseland/Oakley junction.</p> <p>In conclusion, the proposed changes will create more safety hazards rather than reduce them. The most appropriate solution is to do nothing with these junctions.</p>	<p>This would be no worse than the existing situation. If no traffic is coming from the right, drivers will be able to pull forward into the eastbound traffic lane to check traffic coming from the left. The sight lines were not highlighted as a safety issue in the safety audit. The vehicle tracking has been checked for buses pulling out and this is not the case.</p> <p>See No 1 comments</p>
9	16.12.15	No	<p>We are horrified at the increased danger this new plan presents to drivers, walkers and people alighting from buses. Why not use the main turning to the University further along near where the new cycle / walking path should come out near Claverton Village Hall where there is already enough room or where room could easily be increased.</p> <p>All of us that we know on North Road are strongly against this proposal.</p>	<p>This route is circuitous and not direct so cyclists and pedestrians so it is very likely that it would not be used and people would continue to cross at Copseland.</p>
10	17.12.15	No	<p>As a resident on Oakley, I have, together with my husband, been working with other residents on Oakley and Copseland, in our objection to this proposal for some time and have attended several meetings with Council officials to voice our objections and to propose alternative plans. I feel that our comments have not been taken into account in this final plan and detailed findings of a safety audit on Oakley, in the light of this proposal, have not been shared.</p> <p>This intersection of roads is notoriously dangerous, especially at peak times, both for pedestrians and car users. The siting of the current bus stop exacerbates this danger. The proposed crossing will add to the hazards by narrowing the exit from North Rd thereby restricting sight lines together with blocking exits and slowing traffic.</p> <p>The number of buses on Bathwick Hill has increased exponentially and the development of new student accommodation in many new areas of the City will result in an even greater number of buses using the road. This volume of traffic is unsustainable and should be addressed by the Council in conjunction with the bus companies and the University. I realise that some of the decisions relating to bus services are outside the jurisdiction of the Council, given the deregulation of bus services, however the safety and well being of the residents within the Authority should be a priority. Declaring that certain roads are unsuitable for heavy volumes of traffic is within the remit of the Council and I would suggest that Oakley is unsuitable given the width of both the road and pavements. This happens on a regular basis as buses have difficulty passing each other. I have emailed, separately, a number of images of damage to kerbs outside of my house taken this year. I would invite Councillors to visit Oakley and stand on the pavement and experience the dangers of walking here at first hand. To slow or halt the traffic, will increase the dangers. There is insufficient road space for traffic to queue in parallel. Stopping the traffic will cause large vehicles to encroach onto the pavement and endanger pedestrians. Kerbs provide little protection. At a meeting with Council Officials it was universally accepted that Oakley is a dangerous stretch of road.</p> <p>Buses travel on Bathwick Hill, seemingly in convoy, resulting in buses queuing at the Oakley bus stop in groups of two or more whether they want to stop there or not. The enlarged, indented bus stop will not accommodate the number of buses waiting to stop or pass. The current situation of buses blocking the exit from and onto North Road will be worsened as the crossing will present yet another stopping point for the traffic.</p> <p>The proposed zebra crossing will force traffic flow to a standstill. It is scientifically acknowledged that slow moving and stationary traffic increases air pollution and adds to road noise. The crossing will cause significant environmental pollution in this conservation area as well as resulting in additional road hazards to drivers exiting driveways on Oakley, exiting Copseland, Woodland Grove, North Road as well as increasing backlogs of traffic for those driving from Claverton Down Road and Bathwick Hill. Pedestrians will be similarly affected.</p> <p>We have met with the Council as a group of residents and suggested numerous alternatives for consideration regarding the proposed plan:</p>	<p>The Council did take into account all comments and modified the design as much as was possible within the project remit. The safety audit is available on request. The auditors were asked to consider whether or not the zebra crossing would have a negative impact on Oakley and no comment was made.</p> <p>The North Road exit has been designed to highway standards. The existing junction of North Road is very wide and currently there is a problem with vehicles cutting across the junction on the wrong side of the road when entering North Road from Bathwick Hill. The new design will prevent this and will slow vehicles down entering and exiting North Road, therefore improving safety. For vehicles turning left out of North Road the visibility will be improved because the junction has been squared and the bus will stop in a layby therefore giving more road space.</p> <p>Oakley is very narrow and a difficult pedestrian environment. The Council do not have any control on the buses and their routes. This is a commercial service between the University and Bus companies.</p> <p>The Council do not agree that the situation will be worsened. The proposed bus lay-by will accommodate a bendy bus which is an improvement to the current situation.</p>

			<ul style="list-style-type: none"> <li>- Remove the Oakley/Copseland bus stop altogether. Local residents using the bus services can get off the bus either at North Lane or at an existing bus stop further towards the main University Campus. This bus stop may need to move 100 yards or more towards the University from its current position to prevent hazards at Widcombe Hill as it joins Claverton Down Road. Students can get off the bus at the main purpose built bus terminus on campus where it is safer to alight. Whilst some students use the bus stop on Oakley for their inward journey, significantly less use the stop on Bathwick Hill for their return journey, preferring to use the University Terminus. This is because the buses are full at peak times by the time they get to the upper Bathwick Hill stop. Using the Terminus on Campus guarantees them a seat. If students can walk to the Terminus for their return journeys then surely they can walk from the Terminus on their arrival. Local residents may choose also to get off here.</li> <li>- The proposed zebra crossing should be introduced closer to the main entrance to the University, as detailed above, where the road is wider and sight lines improved. This would operate effectively with both bus stops on this section of the road.</li> </ul> <p>For the longer term consideration in managing traffic flow we have also suggested:</p> <ul style="list-style-type: none"> <li>- Implementing a one way system on Oakley, directing buses onto the Campus via Solder Down Lane or the Avenue on their inwards journeys to the Campus Terminus and Oakley used only for the return journeys.</li> <li>- Looking at other routes for University buses to transport students to the Campus. With student accommodation on the Lower Bristol Road and Green Park it cannot be a viable long term strategy to direct all routes through the City Centre and up Bathwick Hill. Other routes such as the Wellsway and then along the North Road in Combe Down would alleviate much of the current congestion.</li> <li>- Looking at a different route for Wessex Water buses to transport staff to its Headquarters using Widcombe Hill or Ralph Allan Drive. Neither of these routes present any more difficulties for through traffic than the narrow stretch of road at Oakley and would fit better with their pick up point in the City centre.</li> </ul> <p>The Council has posted 3 notices only within a radius of 50 yards of the proposed crossing informing that public consultation has begun and completes 24/12/15. The timing for this public consultation is unsatisfactory as it coincides with the run up to Christmas when many residents are very busy. Residents on North Road, Bathwick Hill, Woodland Grove, the Avenue, Beech Road, and Claverton Down Road are unaware of the proposals and implications as the detail has not been shared with them. This proposal will impact many more road users than those within this 50 yard radius. This is a very busy stretch of road and, for many, the entrance to Bath from the South via A36 and Brassknocker Hill. Additionally there are over 800 members at Bath Golf Club and as many school pupils at King Edward's School many of whom use the turnings into and out of North Rd from Oakley. School buses transport pupils to Ralph Allen School many of which travel through Oakley.</p> <p>More thought should be given to the most effective way to control the traffic flow in the best interests of all users in the area. The scheme may enable cyclists to cross but will cause a significant traffic hazard for the vast majority of road users, pedestrians and residents in the area. It is an ill considered plan driven by University money, together with Council funding that I suspect is ring fenced to this financial year and it is being rushed through to meet the requirements of the funding rather than to meet the traffic and safety needs in the area. It is being done with little consultation with or consideration for those it will affect most.</p>	<p>The Council do not have any control on the buses and their routes. This is between the University and Bus companies. The University have said they are actively working with the bus companies to bring forward the use of double and single decker buses instead of bendy buses. This bus stop is primarily used by students but is also serves local residents to provide good public transport as detailed in the Bath Transport Strategy.</p> <p>This route is circuitous and not direct so cyclists and pedestrians so it very likely that it would not be used and people would continue to cross at Copseland.</p> <p>The Council do not have any control on the buses and their routes. This is between the University and Bus companies. The University have said they are actively working with the bus companies to bring forward the use of double and single decker buses instead of bendy buses.</p> <p>As above.</p> <p>As above.</p> <p>The Council have followed the required statutory consultation process. As well as Notices on site, this is also advertised in the local newspaper. There has also been extensive consultation prior to the statutory consultation. The Notice for the zebra has been advertised as soon was possible after the informal consultation. If it had been carried out early 2016 it would have made the timescales</p> <p>The consultation has been ongoing since May 2015 and the proposals changed in light of comments received. The majority of the funding for this proposal is from Council Transport Improvement budget for this financial year 2015/16.</p>
11	22.12.15	Yes	<p>I would like to say we support this crossing, it's a very difficult road to get across and this crossing will also have the impact of slowing traffic as it approaches the area.</p> <p>I have been honked at more then once for having the temerity to cross the road at top of North Rd, some drivers totally ignore the right of pedestrians.</p>	
12	22.12.15	No	<p>It is disappointing to see that, apart from changing the initial proposal of a Toucan crossing into a Zebra crossing, that the changes / improvements discussed at the pre-consultation meetings have either been ignored or dismissed.</p> <p>It is still my belief that this a solution in search of a problem and a misuse of public funds. Having lived in Copseland for fifteen years I am unaware of any accident having occurred at that junction. Given the number of users and the average speed of vehicles observed on the day of the count there obviously is not a problem at present.</p>	

			<p>A similar improvement in pedestrian safety would be achieved at far less cost by more clearly demarcating the start of the 20 MPH zone (at both North Road and Claverton Down Road) and speed activated flashing signs warning of pedestrians crossing.</p> <p>As regards the proposed plan there are two points in particular that concern me</p> <ul style="list-style-type: none"> <li>• The existing right turn into North Road from Bathwick Hill has been lost. Given the number of cars making that turn this will create regular and frequent traffic queues with a resultant increase in air pollution.</li> <li>• Moving the bus stop into a layby will reduce the delays to traffic currently caused by the busses stopping in the road thus increasing the potential danger to any pedestrians / cyclists crossing the road.</li> </ul> <p>I can understand the concerns that the residents of Oakley have regards queuing traffic with its attendant increased noise and air pollution. As regards Copseland is concerned, I fear that any improvement to the junction with Oakley will only encourage more users of what is already a "rat run".</p> <p>Given that notice to commence work on the 11th January has been published I assume that the council is set on carrying out this project despite any representations it may receive. I would however still make the following suggestions to improve the proposal.</p> <ol style="list-style-type: none"> <li>1. Shorten the bus stop to keep the right hand turn into North Road. The bendy-busses could continue to stop in the road as they do at present.</li> <li>2. Put a "yellow box" at the end of Copseland and the entrance to North Road.</li> <li>3. More clearly demarcate the 20 MPH zone and install speed activated warning lights.</li> </ol> <p>On a purely personal note, as a disabled person using a self-propelled manual wheelchair, I don't think that the change will make it any more likely for me to cross from Copseland to the university. The existing pavements along Copseland are narrow and the proposed dropped curbs very steep, not to mention the slope down to the proposed crossing.</p> <p>The Zebra crossing is closer to the junction but it is still my opinion that most fit younger persons will continue to cross Oakley directly from the Copseland right hand pavement making the expenditure of public funds even less worthwhile. On balance I am against the proposal as it stands at present given that it will create as many new risks and problems as it purports to solve.</p>	<p>This proposal would not give pedestrian priority.</p> <p>See No 1 comments.</p> <p>The proposed zebra crossing will reduce the potential danger for cyclists and pedestrians crossing the road.</p> <p>The 11th January 2016 must be from the Streetworks Notice to ensure that the road space is booked to prevent other utilities from booking it. The decision is not made in advance of the advertisement of the zebra Notice.</p> <p>The proposed bus cage accomodates a bendy bus and is therefore not possible to retain the Right Hand Turn lane.</p> <p>This will be considered.</p> <p>This will be reviewed.</p> <p>The zebra crossing has been designed to highway standards in line with current guidance so it is accessible at the recommended gradients.</p>
13	22.12.15	No	<p>We wish to register our concerns and objection to these proposals. We feel that the extended 'bus stop will create difficulty and danger to traffic coming out of North Road with the intention of proceeding down Bathwick Hill and even more so for those wishing to proceed to Widcombe Hill or onto Combe Down.</p>	<p>The North Road exit has been designed to highway standards. The existing junction of North Road is very wide and currently there is problem with vehicles cutting across the junction on the wrong side of the road when entering North Road from Bathwick Hill. The new design will prevent this and will slow vehicles down entering and exiting North Road, therefore improving safety. For vehicles turning left out of North Road the visibility will be improved because the junction has been squared and the bus will stop in a layby therefore giving more road space.</p>
14	22.12.15	No	<p>I wish to object to the proposed pedestrian crossing on Bathwick Hill, Bathwick, reference PEV11364/AS for the reasons set out below.</p> <ol style="list-style-type: none"> <li>1. The need for this crossing is challenged. During the University and School terms and at weekday peak times only there is indeed a considerable volume of traffic along Oakley/Bathwick Hill, but with a little patience and the level of care that is normally required as a pedestrian it is perfectly possible to cross the road safely. For much of the day and all of the academic holiday periods the level of traffic is such that crossing the road is perfectly straightforward. This is from my personal experience - I have been crossing at this point and at peak times at least twice a day for more than 20 years. As far as I am aware there have been no accidents, or indeed near accidents, involving pedestrians or cyclists in this area in that period. If the Council were concerned about road safety in the area, far more would be achieved by highlighting the 20mph speed limit recently set for this stretch of road by installing active speed-indicating signs (with smiley or grumpy faces, or SLOW DOWN) shortly after the start of the 20mph zone at each end. This assumes that there will be no official action to enforce the reduced speed limit.</li> <li>2. Despite the attraction of the two proposed dropped kerbs on either side of Copseland, I doubt very much whether students, who form the majority of pedestrians/cyclists crossing Oakley, will take the trouble to deviate from the direct route from the end of the pavement in Copseland. They will continue to take the shortest and least complicated route.</li> </ol>	<p>There have not been any major accidents. The reason for the proposed crossing is the large number of pedestrians/cyclists and vehicles with the difficulty of crossing from the south side because of limited visibility. This facility will assist pedestrians with mobility difficulties including the elderly who currently would find it very difficult to cross the road.</p> <p>The zebra is close to the desire line so will give a safe convenient, accessible place to cross. There may be some pedestrians who do not use the crossing if there is gap in the traffic to cross.</p>

		<p>3. If crossing the road is considered a hazardous undertaking, then the proposed zebra introduces a second, and unnecessary, hazard. From the footway on Copseland, to access the zebra pedestrians will have to cross Copseland very close to the junction with Oakley. Drivers turning right from Bathwick Hill into Copseland will be more concerned with the cars approaching them and finding a suitable gap than with any pedestrian out of their line of sight who may be crossing Copseland. In my opinion this proposal makes the area more, rather than less, dangerous.</p> <p>4. Under the proposal, whenever there is a bus stationary in the bus stop layby, traffic emerging from North Road will have no line of sight to turn either uphill or downhill. Similarly, pedestrians wishing to cross from east to west across North Road will have a reduced awareness of traffic turning into North Road from Oakley. This introduces another unnecessary hazard, an accident waiting to happen.</p> <p>5. The removal of the existing right turn lane for traffic from Oakley into North Road will result in traffic backing up, quite possibly across the zebra crossing, along Oakley, resulting in an increase in noise and pollution for local residents. Should the proposal go ahead, there will need to be an active monitoring of pollution levels to protect the health of local residents, including the students resident in Osborne House.</p> <p>6. The creation of an unhindered traffic flow up Bathwick Hill will potentially lead to an increase in traffic speed which will need to be addressed, preferably by active speed-indicating signs. It would also make it more difficult for buses to pull out from the layby/bus stop, resulting in a tailback of buses, quite possibly across the North Road exit, at busy times.</p> <p>7. At present the lack of width of the Oakley carriageway makes it difficult for buses and HGVs to pass at any time of the day, and buses often pause shortly after the uphill bus stop to allow Oakley to clear of large vehicles.. Buses leaving the proposed uphill layby will tend to wait there (or worse, across the zebra) until large vehicles have cleared, thereby causing further traffic congestion, noise and pollution.</p> <p>In short, I object to the proposal on the grounds that it is unnecessary, it introduces extra hazards and it will result in congestion, noise, pollution and a diminution of residential amenity.</p>	<p>This was not highlighted as a hazard in the safety audit.</p> <p>This was not highlighted as a hazard in the safety audit.</p> <p>See No 1 comments.</p>
15	23.12.15 No	<p>&gt; Please find enclosed my objections &amp; representations and grounds for the above to the proposed zebra crossing at the top of Bathwick Hill with the junction of Copseland.</p> <p>&gt;&gt; 1. PURPOSE</p> <p>&gt;&gt; The Council states that there is "demand" for this crossing, but it does not specify who is making this purported demand or what the demand is for.</p> <p>&gt;&gt; 2. COST</p> <p>&gt;&gt; BANES Connect Winter 2015 states that in July 2015 the Council's Cabinet began a detailed review of Council spending, looking for ways to protect essential frontline services, improve efficiency and find new sources of income. How can the Council justify the expenditure of over £100k on a zebra crossing if frontline services are still at risk? If this goes ahead it will be another example of money wasted on a road measure. In the past 24 months considerable expenditure has been wasted on road schemes, such as Widcombe Parade and London Road. These may be both nice to have, but they were not essential work, particularly when costs escalate after the original contractor goes bust leaving the work unfinished for months. When the Council is "flush" with money, there may be a time for such projects but not at a time when savings are being sought for essential frontline services.</p> <p>&gt;&gt; The push behind this project is that there is money in the budget, which will be lost if the scheme does not proceed, according to Alison Sherwin. That is not a good reason, or even make for good decision making, for carrying out work or spending money, particularly when the Council is looking to save money, "Considerable savings are required" according to the BANES Connect Winter 2015. The Council should act as a unified body in its approach to saving money.</p> <p>&gt;&gt; In terms of priority, there is a much bigger need for the pavements on either side of Bathwick Hill to be repaired to make it easier for those who choose to walk up the hill. There is a far greater risk of a pedestrian twisting an ankle on those pavements than someone getting run over at the junction of Bathwick Hill and Copseland.</p> <p>&gt;&gt; 3. EFFECTIVENESS</p> <p>&gt;&gt; 3.1 Positioning of the crossing</p>	<p>The reason for the proposed crossing is the large number of pedestrians/cyclists and vehicles with the difficulty of crossing from the south side because of limited visibility. This facility will assist pedestrians with mobility difficulties including the elderly who currently would find it very difficult to cross the road.</p> <p>Every financial year the Government allocates the Council an annual budget specifically for transport improvements. This particular scheme has been on the Council Task Register for a number of years. Every scheme on this register is prioritised. There is a separate budget for highway maintenance. The Transport Improvement budget cannot be spent of footway maintenance. This funding will be lost if it is not utilised for this scheme.</p>

>> It is proposed to position the crossing on what must be one of the tightest spots on Bathwick Hill, coupled with the fact that it is also on a bend in the road. It will be very difficult for those crossing the road to ensure they are safe to cross as they will not have clear visibility of the traffic coming up and down the hill, the same applies to the car drivers. As stated, the proposed crossing is at the bend in the road at the brow of the hill at the narrowest spot, it could not be located in a more dangerous position.

>> Who is it envisaged will use the crossing? Does the Council really believe that pedestrians and cyclists who access the university via Copseland will turn left at the end of the road (heading down onto Bathwick Hill) to cross the road, rather than crossing straight over as they currently do? For those walking up Bathwick Hill, there will be few, if any, who choose to walk to the top of the hill before crossing over.

>> The majority accessing the university arrive by bus and are already on the correct side of the road to access the university, they do not need to cross the road at that point. For the return journey they can pick up the bus within the university grounds, there are not significant numbers of passengers crossing over from the university to get the bus. The majority are locals who live in the roads in and around Copseland (I am a regular bus user, morning and evening).

>> If there are people waiting at the zebra to cross to the university how will people trying to get down Bathwick Hill (to get the bus for example to go down Bathwick Hill) be able to pass easily, the pavement and space at that proposed point is narrow.

>> 3.2 Congestion and pollution from stationary traffic

>> Its position will cause traffic congestion in all the local roads, Oakley, Copseland and North Road. The traffic is busy but runs at present and the volume of traffic, and the slowness of the bendy bus coming up Bathwick Hill, acts as a natural speed control.

>> The current proposal has the crossing 9.25 metres from the junction with Copseland. A bendy bus is 18 metres (59 ft) long. So if the bendy bus stops at the crossing it will completely block the entrance to Copseland. This means that traffic will build up in Copseland as they will not be able to pull out. Copseland is a narrow road with high walls and houses and overhanging trees, which means the pollution will hang in the road. That will have a detrimental impact on the health of residents and all those walking along Copseland (Widcombe Hill, towards the bottom can also be very polluted at rush hour and unpleasant for walkers and cyclists for the same reasons).

>> 3.3 Road users and bendy buses

>> Given all the reported stories of cyclists being caught in bendy buses, it is incredulous that the Council has designed a route which means cyclists and pedestrians will have to approach the crossing by turning left onto Bathwick Hill, from Copseland, where they will find themselves on the inside of the bendy bus. It is also unlikely that the bus drivers will have good visibility of either cyclists or pedestrians approaching from their left hand inside.

>> 3.4 Access to the zebra

>> The diagram shows Copseland as a two lane road, whilst it is, the diagram does not show that the kerb side lane (Copseland only has a pavement on one side) is mostly taken up with parked cars. (The Council plans should be realistic, an empty road which does not take into consideration parked cars, blind bends caused by shrubs etc., does not allow for accurate decisions to be made.) The demand for parking on this road has increased with spill over from neighbouring roads and change in home ownership from elderly single /widowed people to families with more than one car. So at best it is a single lane for traffic purposes. So if cars are having to queue to get out onto Bathwick Hill it will make it almost impossible for cyclists or pedestrians to get onto the proposed new pavement at the end of Copseland. What the Council is proposing is that cyclist and pedestrians cross the road at the end of Copseland (in front of the traffic) to step onto the new pavement (on the left handside) to head down Bathwick Hill to the zebra crossing. How does that improve safety? The pavement is narrow, and if a bus or lorry goes past a pedestrian is more likely to be hit by a wing mirror, that's why Oakley, which the Council has recognised, is a dangerous road to walk down and this would be no different. Practically why would people choose to cross two roads to get over Bathwick Hill than one?

>> 3.5 Blind bends

>> The expansion of the pavement at the end of Copseland will also mean that cars sit further back in the road thus creating a blind bend for them to pull out into Bathwick Hill (going left). There are a lot of shrubs on the corner (right hand side) which means car drivers have to "nose out" to see what traffic is coming.

The zebra crossing has been designed to highway standards and appropriate safety audits carried out. The highway is being realigned to improve visibility to ensure it will meet highway standards.

Although this crossing would primarily serve the University there have also been requests for a crossing from local residents, for example, Quarry Rock Gardens. There are a total of approximately 1000 pedestrians/cyclist who cross this road each day. This crossing is on the desire line and so it is expected that the majority of pedestrians/cyclists will use it.

Currently there is no footway to access the bus stops on Bathwick Hill on the south west side. The proposed footway is approximately 3m wide so this will be wide enough for pedestrians to wait at the zebra to cross the road and use the footway to access the bus stop.

The entrance of Copseland could be blocked on occasions, however, this does already occur at peak times. We will investigate the possibility of a yellow box on the road at this point.

Cyclists will not be in this situation here and it does not relate to this proposal. Cyclists will not have to turn left on Bathwick Hill to approach the crossing. They will approach it via the shared use path from Copseland.

The current traffic levels on Copseland are relatively low and the new design at the junction with Bathwick Hill will enable pedestrians/cyclists to cross between waiting vehicles (if there are any) safely to use the crossing.

The give way line at the junction of Copseland have been moved forward on the north west side which will improve visibility.



		<p>&gt;&gt; There will also be the same effect pulling out from North Road into Bathwick Hill when a bus is unloading at the revised bus stop.</p> <p>&gt;&gt; 4. Safety</p> <p>&gt;&gt; There have been no recorded accidents of pedestrians or cyclists at the junction of Copseland/Bathwick Hill. Therefore crossing the road does not seem to be a current problem. Last year the Council introduced 20 mile an hour zones in Copseland, Oakley, North Road (top) and Bathwick Hill. At no time has the Council seen fit to exercise any form of traffic slowing measures on this section of the road - there is very occasionally (once a year at best) a speed camera placed on Bathwick Hill, but only ever at the junction of Bathwick Hill and Cleveland Walk, so how can safety be an issue if the Council have taken no steps in the past to deal with this perceived problem?</p> <p>&gt;&gt; Whilst it may be aggravating for drivers to follow a bendy bus up Bathwick Hill, it is a natural speed control mechanism. If the bus stop is indented at the top of Bathwick Hill, it will be seen as an opportunity by drivers as a place to overtake the bus. This will mean cars will seek to overtake/accelerate at the point of the zebra crossing. This is creating a danger not alleviating a perceived danger.</p> <p>&gt;&gt; 5. TIMING</p> <p>&gt;&gt; January according to Alison Sherwin, so full term time, more inconvenience and little consideration given to those who will be impacted by it. So once again, just fitting in with Council budgets.</p> <p>&gt;&gt; 6. ALTERNATIVES</p> <p>&gt;&gt; If unloading and loading is what causes the delay in traffic (according to research) then why not, at peak hours, prevent the buses from unloading at the bus stop at the top of Bathwick Hill, say between the hours of 8-10am with the buses going straight into the university. There is a bus stop in Convocation Avenue (with a footpath to the university from The Avenue) and in the main body of the university.</p> <p>&gt;&gt; Wiltshire CC has made great use of a red road surface at key points, why couldn't such a surface be placed at the end of Copseland across Bathwick Hill highlighting to drivers that pedestrians and cyclists may cross at that point (I've seen a similar scheme operate in Rep. of Ireland) and the shared access space in town (Monmouth Street for example, although the surface is different).</p> <p>&gt;&gt; Some form of speed control. Ensure that those driving along Oakley, Copseland, North Road and Bathwick Hill are only driving at 20 miles an hour. Unless it is enforced there is little point in having spent the money putting the signs up.</p> <p>&gt; 7. CONSULTATION</p> <p>&gt; Whilst the Council may be complying with the letter of the law in relation to the number of days it has to consult it is unlikely that it is complying with the purpose of the law, which is to allow interested parties to have their say. This consultation coincides with term ending, schools finishing (10 December for some) for the holidays. This means, in effect, a reduced period of consultation as people will be on holiday and/or already have a full schedule as it is peak holiday time. This is not the first time this has happened, in the summer informal consultation coincided with the school summer holidays and prior to that when the Council proposed changing the footpath into a shared path (Widcombe Hill across Claverton Down) it was exactly the same, consultation was the length of the summer holiday. That shows a certain lack of respect for local residents and is not democratic.</p>	<p>The North Road exit has been designed to highway standards. For vehicles turning left out of North Road the visibility will be improved because the junction has been squared and the bus will stop in a layby therefore giving more road space.</p> <p>There have not been any major accidents. The reason for the proposed crossing is the large number of pedestrians/cyclists and vehicles with the difficulty of crossing from the south side because of limited visibility. This facility will assist pedestrians with mobility difficulties including the elderly who currently would find it very difficult to cross the road. The proposed crossing is likely to slow the traffic down.</p> <p>This is a 20mph speed limit. It is uphill on the approach to the zebra and the zebra itself will be visible so it is unlikely that vehicles will speed up at this point particularly as vehicle will be entering a narrow section of road on Oakley.</p> <p>It is not possible to carry the budget forward and so the proposed construction is this financial year.</p> <p>The Council do not have any control on the buses and their routes. This is between the University and Bus companies. This bus stop is primarily used by students but is also serves local residents to provide good public transport as detailed in the Bath Transport Strategy.</p> <p>This would not be suitable in this location on this busy road. It would not be clear whether cyclists/pedestrians or cars have priority and this ambiguity could make it more unsafe than is currently the case.</p> <p>All 20mph are monitored and if they are found to be not self enforcing traffic calming measures will be investigated.</p> <p>The consultation for this proposal has been ongoing since May 2015. However, prior to that the Council have informally consulted with Councillors and local residents on a crossing at this location for a number of years. The current proposals have been changed in light of comments received. The consultation carried out has been more extensive than usual for this type of scheme.</p>
16	28.12.15	<p>No</p> <p>I am writing to object to the proposal above.</p> <p>1. The reshaping of the top of North Road and removal of the right turn will result in a more dangerous situation. As cars attempt to turn right down North Road, traffic will back up at the top of Bathwick Hill and Oakley leading to a reduced flow and pollution.</p> <p>The existing right turn lane also allows me to turn right into my drive without disturbing flow either up or down Bathwick Hill. Cars at the top of North Road are likely to have reduced line of sight when turning either left or right.</p> <p>2. The crossing is not needed. I have been crossing this road regularly for 7 years with no issues. I understand that there have been no accidents in at least 15 years. The new 20mph limit has improved things anyway and in my view a far more effective addition would be speed signs reinforcing this speed limit. The corner is blind and this is the main hazard at this point coming down Oakley.</p>	<p>See No 1 comments.</p> <p>The reason for the proposed crossing is the large number of pedestrians/cyclists and vehicles with the difficulty of crossing from the south side because of limited visibility. This facility will assist pedestrians with mobility difficulties including the elderly who currently would find it very difficult to cross the road.</p>

			<p>3. The dropped kerbs at the end of Copseland will introduce another hazard as pedestrians cross and traffic turns right into Copseland from Bathwick Hill. I am sure students will not use these or the new crossing anyway as they make their way up and down Copseland.</p> <p>In summary, I object to the proposal. It is unnecessary, and will make an already difficult junction more hazardous. If the proposal does go ahead I would like assurances on the impact of light, noise and traffic pollution on my property that directly fronts the road near the new crossing.</p>	<p>The junction of Copseland has been designed to highway standards and no safety issues were raised in the stage 2 safety audit. The zebra is close to the desire line so will give a safe convenient place to cross. There may be some pedestrians/cyclists who do not use the crossing if there is gap in the traffic to cross.</p> <p>Tunnel hoods can be fitted to bellisa beacons to prevent any light intruding on adjacent properties.</p>
17	24.12.15	No	<p>My primary concern is for the safety of the pedestrians using the crossing. The proposed site of the zebra crossing is almost on the junction where two side roads meet a main road and a very busy bus stop. The visibility of cars pulling out of the narrowed entrance to North Road will be impeded by stationary buses and cars pulling out of Copseland will immediately be pulling onto a zebra crossing. Cars driving north down Oakley towards Bath will also have their view of the crossing obstructed when the buses pull out of the new proposed bus stop as they will be forced to pull into the lane of the on coming traffic - which is an added safety hazard.</p> <p>The effect of the zebra crossing will cause maximum disruption to the flow of traffic during rush hour causing considerable pollution due to the inevitable traffic queue. This is in complete contradiction to the council's traffic strategy and the raised pollution levels will cause permanent and continual damage to the local environment and to the health of the local community, residents and students alike.</p> <p>I would urge councillors to take a look in person at the proposed site of this zebra crossing in order to be able to take a considered view of whether it is the most safe and sensible option. They should not be swayed by the offer of money from the university. If the university have the safety of their students at its centre, they should consider removing the bus stop from the top of North Road and either taking students into the campus using the current route or using its own land and funds to re route the buses down the Rear Access to the University (as per drawing) or The Avenue.</p>	<p>The North Road exit has been designed to highway standards. The existing junction of North Road is very wide and currently there is problem with vehicles cutting across the junction on the wrong side of the road when entering North Road from Bathwick Hill. The new design will prevent this and will slow vehicles down entering and exiting North Road, therefore improving safety. For vehicles turning left out of North Road the visibility will be improved because the junction has been squared and the bus will stop in a layby therefore giving more road space.</p> <p>Currently at peak times when buses stop and passengers alight it is difficult for vehicles to overtake the stationary bus. This causes congestion and stopping/starting of vehicles. The bus layby will prevent this from happening. With a zebra crossing there is likely to be more stopping and starting at peak times but on balance this will be an improved pedestrian/cycling environment by providing a facility to cross the road.</p> <p>This bus stop is primarily used by students but is also serves local residents to provide good public transport as proposed in the Bath Transport Strategy.</p>
18	23.12.15	No	<p>I write to object most strongly to this proposal.</p> <p>As part of the informal consultation process I have attended meetings with other interested parties. I must say that my feeling, along with other local residents present, was that the Council employees and local Councillor were only paying lip-service to this consultation and seem to intent on moving forward with it without exploring alternatives. In fact the only real change to the proposal has been a zebra instead of a toucan crossing.</p> <p>I cannot imagine a more unsuitable place to put a crossing and a very large bus stop. It is effectively at the intersection of 4 roads – Bathwick Hill, Oakley, North Rd and Copseland with traffic therefore moving in 8 different directions. The scheme will make this 'area' even more dangerous than it currently is. Oakley is I understand already considered dangerous.</p> <p>I understand that the University has gifted £80k to the Council and the Council has earmarked £30k to be spent before the end of this financial year. It seems clear that this is the 'driver' for this scheme to be implemented straight away even though alternatives have not been explored.</p> <p>The original driver for a scheme was to improve cycle safety from Combe Down/Widcombe Hill to the University. This now probably now includes pedestrians which is sensible.</p> <p>We suggested a better route for cyclists exiting the cycle path from Combe Down or from Widcombe Hill which would take them to Claverton Down Rd. This would avoid the current situation on Copseland with 2 way traffic, cyclists and pedestrians using a narrow road with parking on one side. Our suggestion was for a crossing on Claverton Down Rd rather than where suggested. In this position visibility would be better and there would be less congestion. In an email from Alison Sherwin on 1/10/15 she suggested that 'the crossing on Claverton Down Rd would be explored in due course'. This is an <u>alternative</u> solution and therefore should be explored before the current proposal is progressed. This again seems to suggest that the current proposal will go ahead to ensure the funding can be accessed even if it not the best solution.</p>	<p>The consultation has been ongoing since May 2015. The proposals have been modified as much as possible within the remit of the proposed scheme to provide a formal crossing where a large number of pedestrians/cyclists cross Bathwick Hill in light of comments received. The consultation carried out has been more extensive than usual for this type of scheme.</p> <p>A stage 2 safety audit was carried out and there were no particular safety issues raised.</p> <p>There is £20,000 contribution for the Bathwick Hill crossing which relates to the planning application 12/02626/FUL University of Bath GTA building. The University have said that the £80k referred to is a payment towards the bus service for 2 years.</p> <p>This route is circuitous and not direct for cyclists and pedestrians so it is very likely that it would not be used and people would continue to cross at Copseland so this is the priority this financial year.</p>

			<p>We were also informed by Council officials at an informal consultation meeting that Oakley was currently considered 'dangerous' and therefore a further a safety audit would be carried out. No notification has been received that it has been done. Therefore, I assume either that it hasn't been done or that the findings did not help the case for this proposal.</p> <p>We also suggested that there is no real need for buses, which cause most of the traffic problems, to stop at the bus stop by Soldier Down Lane. Nearly all students board the bus at the University Terminus when they leave the University so there is no real reason why they should not stay on the bus and alight at the Terminus when they go to the University. For residents there is one stop a very short distance down Bathwick Hill by North Lane and also a further bus stop on Claverton Down Rd. To remove the Soldier Down Lane bus stop would certainly avoid the traffic management/safety issues around the proposed area. The only decision would then be whether a zebra crossing should still be installed in that position which without the bus stop would seem unnecessary as there would be one on Claverton Down Rd.</p> <p>I should mention 2 additional points:</p> <ol style="list-style-type: none"> <li>1. There are only 3 notices on lamp posts within 20 metres of each other at the Copseland/Oakley/North Rd junction. There are no others on Bathwick Hill or North Rd despite the fact that all residents of these roads will be affected adversely by this proposal, not to mention all other non resident users.</li> <li>2. The timing of this formal consultation just before Christmas is poor at best and unfair at worst given this busy time of year when people have little time to consider such a scheme.</li> </ol> <p>In summary, this proposal will severely adversely affect traffic management, will make this area more dangerous as a result, will increase pollution caused by slower moving traffic and is unnecessary without having explored the alternatives.</p>	<p>Local residents and stakeholders involved in the informal consultation were informed on 1st October that a Stage 2 safety audit carried out on option 9 as agreed and that it did not highlight any particular issues.</p> <p>The Council do not have any control on the buses and their routes. This is between the University and Bus companies.</p> <p>The Council have followed the required statutory consultation process. As well as Notices on site, this is also advertised in the local newspaper. There has also been extensive consultation prior to the statutory consultation. The Notice for the zebra has been advertised as soon was possible after the informal consultation. If it had been carried out early 2016 it would have made the timescales</p>
19	4.01.16	Yes	<p>This scheme was initiated during my time as Bathwick Councillor, and had my support at the time. The aim was to improve road safety for pedestrians and cyclists attempting to cross Bathwick Hill at this junction. The route from Copseland into Soldier Down Lane (and into the university campus) is frequently used by students travelling from Combe Down to the university, both on foot and by bike. Other users of this crossing point are local residents including mostly elderly people living in Quarry Rock Gardens, who alight from the local buses and need to cross the road to reach their park homes site. I would imagine that few, if any, students and QRG residents will have responded to the consultation, and I wanted to ensure that you are aware of the needs of these groups of users.</p> <p>The design of the new road layout incorporating the zebra crossing should also improve traffic flows in the vicinity, and make the crossing of North Road on foot much easier as well.</p>	