

Design Revisions and Feedback Response Summary

Frome School Streets



29 May 2022

To find out more, please contact: Flo Marshall
flo.marshall@sustrans.org.uk

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Link 1: <https://www.frometowncouncil.gov.uk/your-community/sustainability-and-resilience/sustainable-transport/school-streets>

Link 2: <https://www.frometowncouncil.gov.uk/school-streets-have-your-say>

Introduction

Frome School Streets draft Concept Design Proposal - Commonplace survey

This summary document gives an overview of public responses from the [Commonplace survey](#) (live until 04 May 2022) of the Frome School Streets Concept Design Proposal.

Frome Town Council has worked closely with local active travel charity Sustrans to involve the community in the design of the project around Trinity, Critchill, Oakfield and Avanti schools. Feedback collected through a series of public engagement activities in Frome and online, plus surveys, and meetings with those that live, work, and use the area, has driven the development of **co-design proposals**, created together with team of designers and engineers at Sustrans.

From the 4th of April to the 4th of May 2022, the public was invited to look and give feedback on this draft proposal. This piece of work aims to encourage active travel to and from school(s) to lower congestion and air pollution and make the roads safer for those walking and cycling.

Executive Summary

107 contributions were made on the Commonplace survey over the span of a month.

This document is designed to summarise the suggestions made by respondents to the draft design proposal, and provides direct feedback within the Appendix, categorised by themes which emerged through the participant responses.

All quantitative responses were processed using data comparison methods, with use of graph and map-based representations included in Section 1.

All text-based responses were processed using qualitative data analysis software, NVivo. The enabled common themes, discussions, and recurring suggestions to be identified more

accurately, grouped together or separated, as appropriate. These are represented in Section 2, surmising suggestions from participants which may inform design updates.

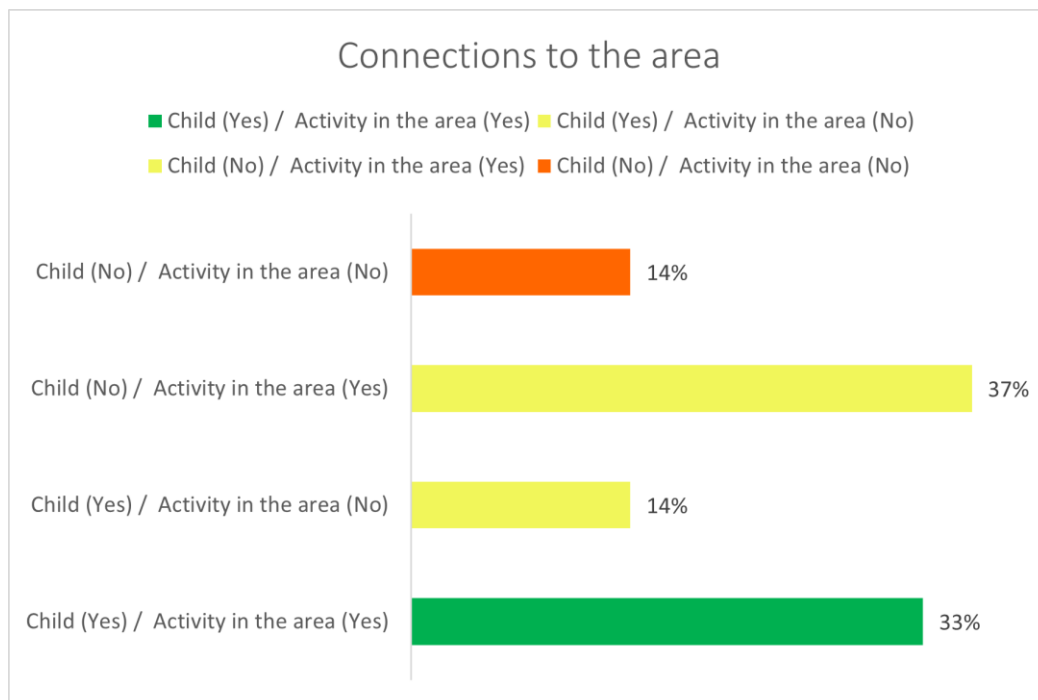
Of the 107 participant responses, 84% of them were from respondents that has some form of link to the area i.e. either have a child attending to one of the schools and/or has a form of activity in the area (social, work, extracurricular...).

The feelings towards the proposal were widely balanced, including a broadly even spread of positive, neutral/ undecided, and negative statistical responses. In terms of how these play out overall on the proposed designs, the case can be made for including the neutral responses amongst those accepting aspects of the designs, if taken into account with the qualitative suggestions made.

Feedback was broadly supportive of a school street trial in the area set out. Concerns were highlighted around specific details of the proposals which have been summarised in this document; further comments were made on wider issues across the town. Issues such as parking restrictions, out-of-zone parking provisions, potential displacement/boundary issues, crossings, greater network provision, improvement of connecting cycling and walking facilities, monitoring and evaluation, enforcement, and traffic restrictions, neighbouring areas - have all been highlighted as needing further resolution. Where it is possible to address these within the scope and budget of the School Streets scheme they will be taken into consideration when finalising the design. Where they fall out of the scope of this scheme, the issues highlighted will be shared with Somerset County Council as the Highways Authority and fed into the development of Frome's Local Walking and Cycling Infrastructure Plan (LCWIP).

Section 1 - Summary of statistical responses

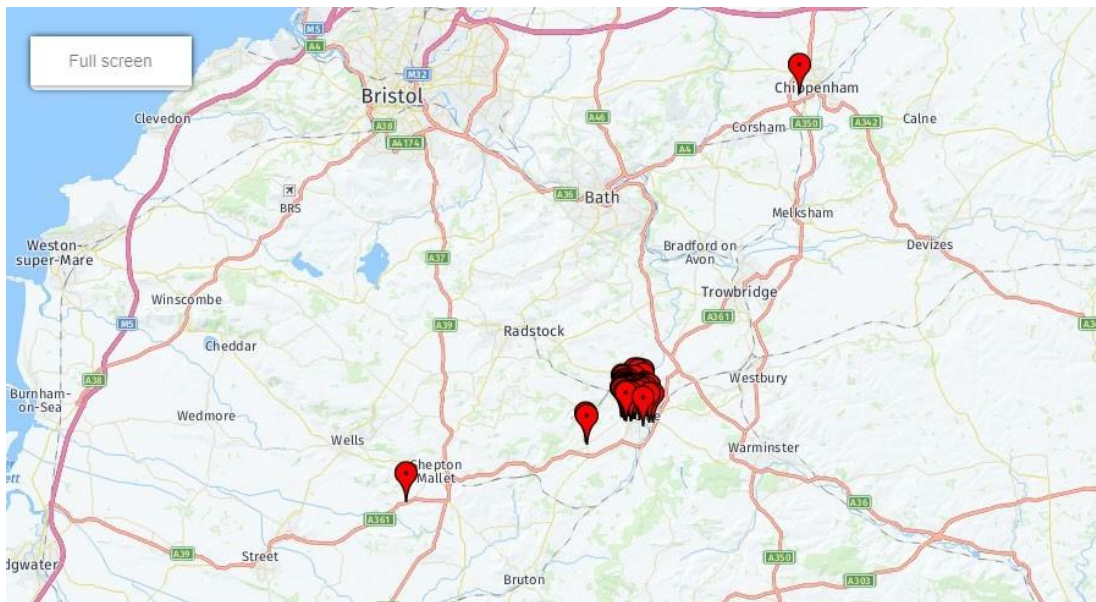
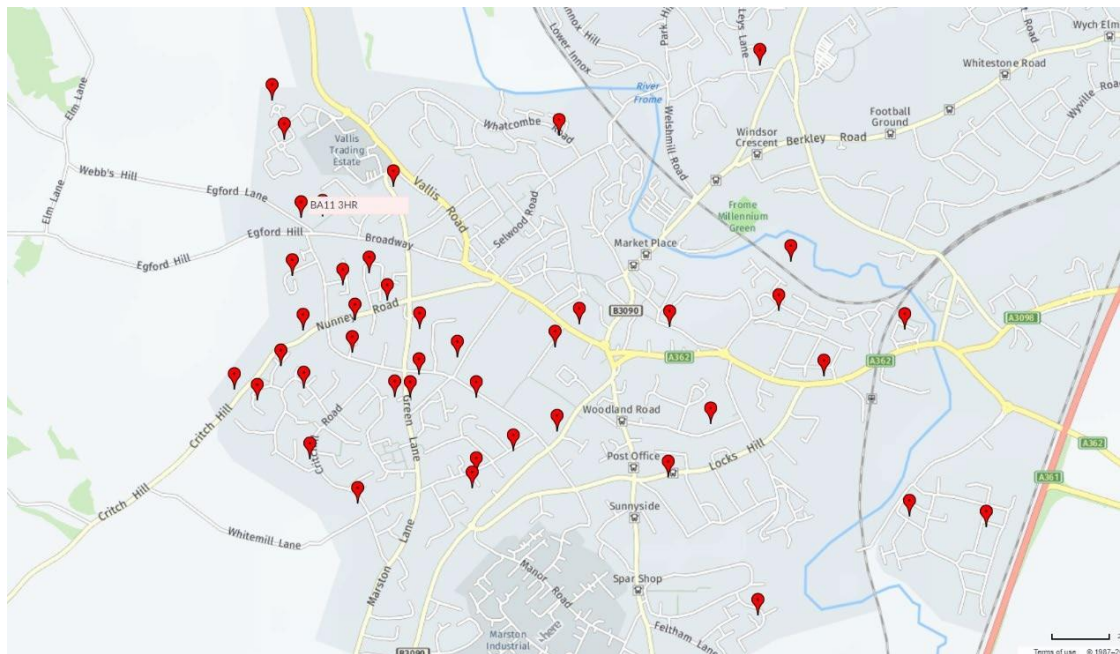
Connections to the area among respondents



Geolocation of the survey responses

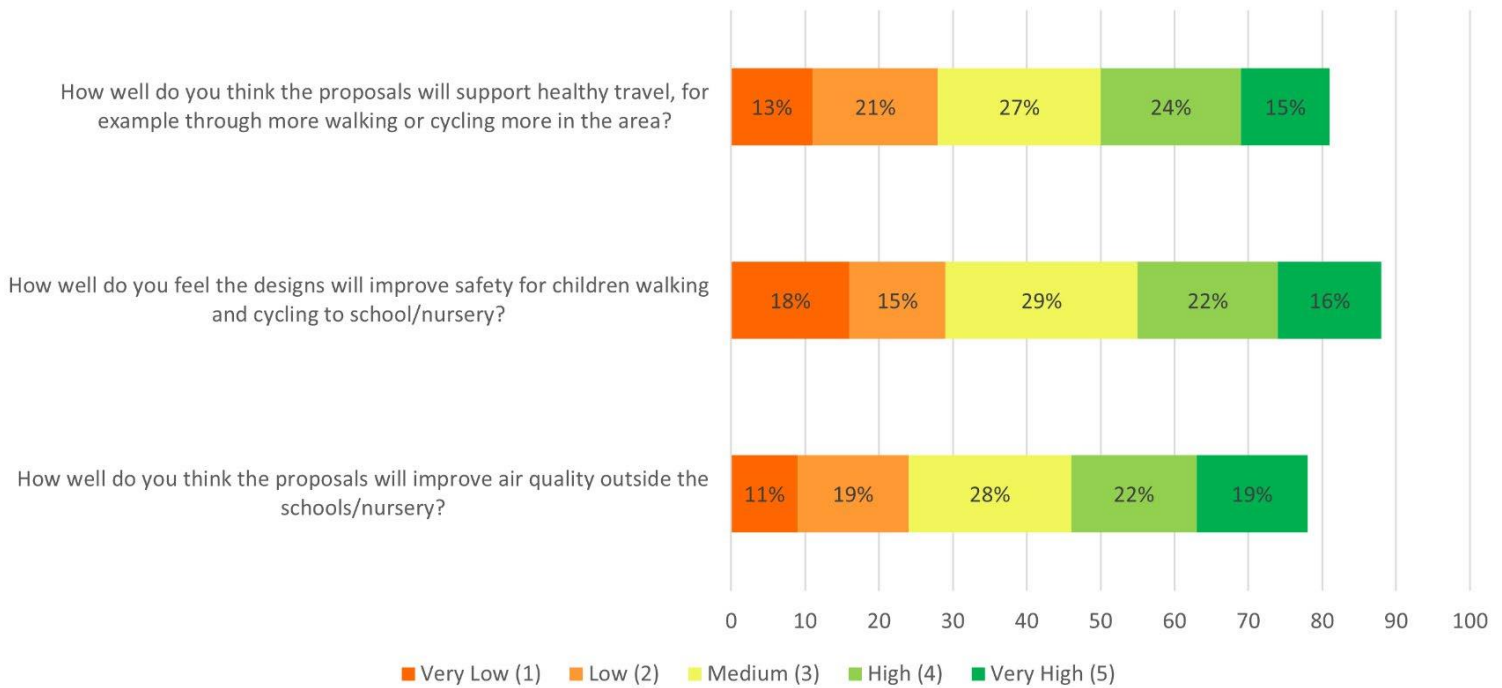
Maps at three scales based on the set of postcode inputs by survey respondents.



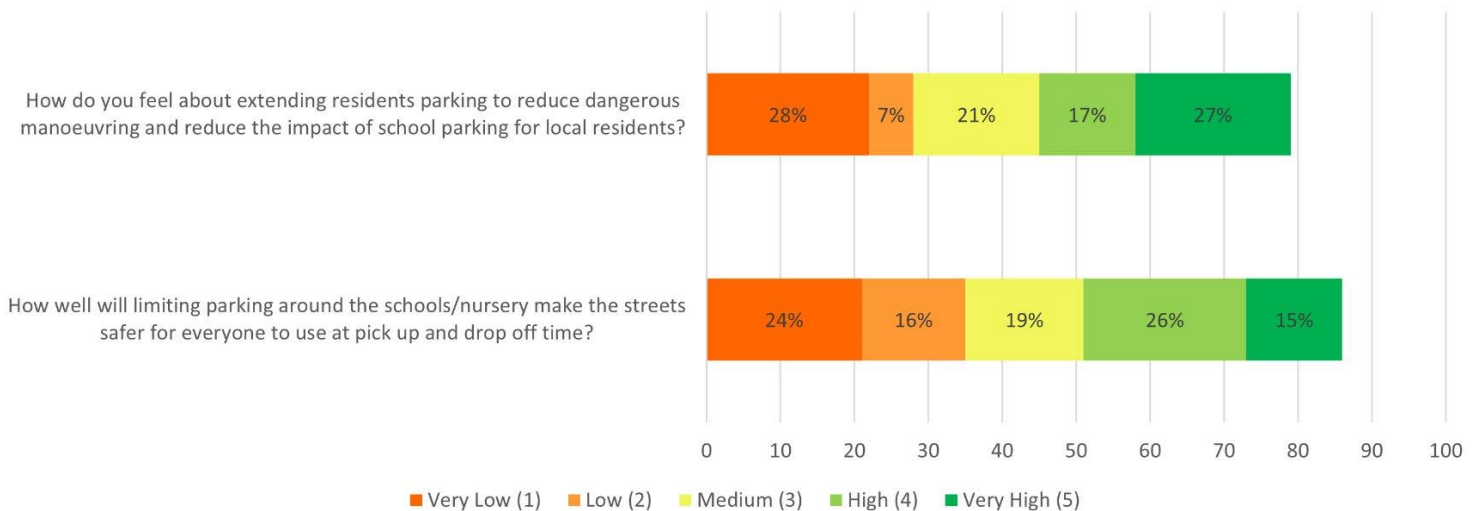


Feelings about impacts of proposals among respondents

Healthy travel, Safety and Air quality



Parking changes



Section 2 - Summary of Suggested Design Revisions linked to feedback

See Appendix 1 for related feedback.
Revision topics below are alphabetically organised.

20mph Zone

- There is wide support for speed to be limited in the whole area (especially on Oakfield Road, Somerset Road, Broadway, Critchill Rd, Nunny Rd). At present the speed limit is fragmented and differs throughout different stretches of the network i.e. 20mph limit at the Weymouth Road junction, then revert to 30mph 50 metres after the junction and then back again to 20mph for the Nunney Road Junction. Respondent feedback suggests this encourage drivers to accelerate and decelerate in the area, which causes more risks of accidents and leads to more car fumes being propelled.

Response: The final designs include a 20mph limit across the School Streets zone

Art

- There are mixed views on the role of street patterns in the proposals.. Respondents support the rationale that artworks would signal to drivers that they are entering a school zone, which needs to be understood as a different type of environment. On the other hand, some respondents expressed concern around changing the character of the neighbourhood with “funky drawings”.

Response: As far as possible, designs should support local character, rather than compete with it. Residents will be engaged in the design of the street patterns to support this.

Avanti Academy and Park Road

- It was noted that activities at the church and businesses on Park Road require car park access during the proposed closure times.
- It was noted that parents are already not supposed to enter Park Road for school drop-off as this was a planning condition for the school when it was the Steiner Academy.

Response: Access to these car parks for private activities will not be affected by the restrictions.

Parking displacement

- Respondents express concern about potential displacement of vehicle activity outside the closure area, making the situation worse on surrounding streets.
- Eastwood Close, Westover, Westwood, Cathestone Close, Dommets Lane, Green lane/Marston Road, Whitewell Road, Lynfield Road all highlighted as areas of potential displacement

Response: The aim of the scheme is to encourage more people to walk and cycle to school, which will reduce the overall number of cars on the road, rather than pushing traffic onto other areas. There is strong evidence from other schemes that traffic is reduced, and displacement is minimal; however this is a trial and we will work with residents to monitor the situation and address any issues as they arise.

Bright Stars Nursery

- Interventions around Bright Stars Nursery (20mph, traffic calming measures, etc) are highlighted as a priority
- Concern was raised about the location of the planters on this stretch of road causing obstruction to residents.

Response: Bright Stars Nursery has requested not to be included in the closure zone, but will be part of the 20mph restrictions. The location of the planters in the concept design was not intended to be accurate; planters will not obstruct resident access and will be subject to a Road Safety Audit along with the other proposed interventions.

Crossings

- There was a strong desire for formal crossings across the area. Safer crossing, signage and traffic calming measures, are repeatedly called for on Broadway by respondents. This is highlighted as a high priority even though this road/junction might be out of immediate scope for the project.
- Where funding available, there is support for formal zebra crossings in place of 'informal' ones.

Response: The junction crossing at Broadway is out of scope of the School Streets trial as a permanent measure is needed and junction improvements are not within the budget of this project. However, because of the level of concern raised during the consultation, Sustrans has now secured funding separately to design a crossing for Broadway as part of National Cycle Network (NCN) improvements.

Buses, park and stride

- The need for better school bus provision, as well as park and ride/stride or walking bus options, and local public transport improvements were all highlighted

Response:

Free school bus transport is provided by Somerset County Council for pupils attending their allocated school who live further than 2/3 miles from school. Through discussions with parents it is clear that quite often they have chosen to send their children to a school other than their nearest/designated one and are therefore not eligible for free transport. There is currently not a school bus for Avanti Park. These issues cannot be addressed as part of this project, or wider issues of public transport provision.

Support is available through the Together Fund for schools wishing to set up walking buses from nearby locations. Frome Town Council employs an active travel officer who works with schools to support active travel through dedicated events and activities throughout the year and is willing to support schools to implement walking buses and other solutions.

Carriageway and Footway Allocation

- Respondents call for more ambitious and permanent interventions, including reducing the width of the traffic lanes, making the pavement wider, cycle lanes, and more zebra crossings connecting from the town centre to the school streets area.

Response: The budget of the School Streets scheme is limited and will cover the road closures, street art, planters and 20mph zone. The detailed and informative suggestions put forward by residents and users of the area are valuable for informing future schemes and active travel improvements, and have been shared with Somerset County Council as the Highways Authority.

As a result of their involvement with the School Streets scheme, Sustrans have secured an extra £150k for National Cycle Network upgrades to Oakfield and Somerset Roads, to deliver some of these larger ambitions for the area.

Some of the wider recommendations for improving walking and cycling will be addressed in Frome's Local Cycling and Walking Infrastructure Plan

Nunney Road closure and Whitemill Lane

- The point closure on Nunney Road needs to be communicated and/or placed sooner, so drivers are aware they cannot use this route during the closure period. There is no suitable location for a U-turn should someone drive up Frome Road during the closure period.
- Whitemill Lane is a single track lane unsuitable for heavy traffic flows, and cannot be used as an alternative to Critch Hill. Whitewell Road residents expressed concern about the potential for increased traffic on that road.

Response: Whitemill Lane is a single track lane unsuitable for heavy traffic flows and it would be entirely unsuitable to encourage more traffic along this route. The final designs include Whitemill Lane in the timed closure. This means that traffic cannot travel up Frome Road during the closure times and traffic from Nunney will need to use the bypass during this time.

Appendix 1 – Feedback related to Design Revisions

20mph Zone

Response 1

The 20mph zones are a token gesture. To achieve more than 10mph along Oakfield Road and more than 20 among Somerset Road would be an achievement. I'm not sure money needs to be spent reinforcing this.

Response 2

Limit the speed limit on Broadway and Egford Lane to 20mph. Improve signage and traffic-slowing measures at the top of Egford Hill

Response 3

Lower speed limits. Improve public transport, so people walk at least some of the way.

Response 4

Unless drivers adhere to 20mph speed limit there will always be danger to children

Response 5

The 20 mph speed limit is a must for this area - with speed cameras to make people realise they need to reduce speed.

Response 6

I live at 92 Oakfield Road and would welcome the 20mph zone being extended to include as much of Oakfield Road as possible. Specifically between Bright Stars nursery and Trinity School

Response 7

I live at 92 Oakfield Road and would welcome the 20mph zone being extended to include as much of Oakfield Road as possible. Specifically between Bright Stars nursery and Trinity School

Response 8

I would like to see 20mph the whole way along Oakfield Rd + Somerset Rd

Response 9

20mph speed restriction from Critchill Rd junction to Nunny Rd junction, create equal priority status for Critchill Rd and Oakfield Rd with mini roundabouts

Response 10

20 mph limit will need to be more extensive and to encourage cycling more waiting restrictions on roads that feed into the area

Response 11

I would like to suggest an amendment to the speed limit arrangements on the section of road between the junction of Oakfield Road /Somerset Road/Weymouth Road/Green Lane at one end, and the junction of Oakfield Road/Nunney Road at the other. If I have understood the current proposals correctly, the idea is that there will be a 20mph limit in the immediate area of both junctions, but between the two the speed limit will revert to 30mph. As a resident of this area, I would like to propose keeping the 20mph limit restriction in place for this whole section of road between the two junctions mentioned. We commonly have some cars travelling far too fast down this stretch of road, sadly some are clearly parents of school children. This area is flooded with children at travel to school times, and they often cross the road without proper care at this times, particular after school. The roadway has a good number of parked cars at these times, and the speed of some of the transitting vehicles, together with the number of children must be a tangible risk of an unfortunate accident at some point. It makes no sense to me to have a 20mph limit at the Weymouth Road junction, only for the speed limit to revert to 30mph only a matter of 50 metres or so after the junction, and then change again to 20mph for the Nunney Road Junction only a few hundred metres later, possibly actually encourage some drivers to accelerate and decelerate hard between the two junctions rather than to maintain the safer 20mph for that section of road. If the other School Streets changes make children feel safer, letting drivers return to a more normal 30mph limit for that section of road might actually increase the risk to the children. The residents of this section of road would be in favour of imposing a 20mph restriction for this section of Road, both in and outside the travel to school times.

Art

Response 1

Pretty pictures (art trail) is this an art gallery or road safety?!
Pavements for pedestrians!
Roads for cars!

Response 2

Good crossings on one side of oakfield road but perhaps signs/art to encourage children to use that side.

Response 3

Double yellow lines, with a warden policing it, is really the only thing that will make residents, visitors and especially parents rethink how and where they park, pretty patterns on the road and an art trail ain't going to cut it.

Response 4

love the art idea on the roads, such a visual way of alerting drivers to what it really means to be approaching a school

Response 5

I like our nice street looking street, without 'funky' planters and road pictures.

Response 6

I'm not keen on the idea of painting the roads. They did something similar in parts of Warminster and it starts off looking hideously bright and then becomes worn and shabby in little time.

Response 7

Incentivise walking for kids - e.g. Connecting points etc.

Avanti Academy and Park Road

Response 1

Re-visit the original agreement between Avanti (formerly Steiner) and Somerset County which set out a number of innovations and agreements that were never adhered to

Response 2

Consider a bus transport plan from e.g. Badcox, for families who live at other side of town. Steiner school & park road originally had a transport plan - might be worth reviewing that one

Response3

The intended closure of Park Rd won't work because of the use by church and businesses. Make Avanti meet planning requirements for meeting students/drop off point & busing to school

Response3

School traffic is already supposed to not come up Park Road, was a planning condition when the school was built but hasn't been enforced. Does this mean no road closure required as church congregation, clubs etc. will want access to private car parks on that road. Look at enforcing planning condition?

Boundary opportunities

Response 1

I worry this will push more cars into surrounding neighbourhoods for longer periods of time.

Response 2

The proposal does not seem to have considered the other high density parking locations such as westover where parking will likely move given many parents do not drive due to choice but the lack of viable alternatives in the town and the topography that present significant barriers to travelling any distance with small Children.

Response 3

Steps to avoid people driving to the boundaries of the proposed areas and pushing the problem outward

Response 4

Stop illegal and dangerous parking by parents where ever they chose to stop. This will be as close as they can get to the school.

Response 5

There is currently little notice taken of yellow lines or other parking restrictions and without enforcement or monitoring, I fear that the streets just outside these zones will suffer increased pressure.

Response 6

Asking questions about children's safety on the affected streets is deliberately biased - obviously nobody is going to say that they don't agree with improving safety. We live just outside the zone and this will result in parents abandoning their cars at the last possible point (our part of the street) and turn stretches of Nunney Road and lynfield into a congested turning circle. Absolute madness. I sincerely hope you see sense.

Response 7

People will just park a little further away and walk in, therefore causing lots of disruption for local people + more pollution on their roads

Response 8

again okay outside school but worse near streets

Bright Stars Nursery

Response 1

The of planters in some areas, particularly on green lane outside bright stars will likely create challenges to parents parking to access this setting where residents already have issues with parents parking dangerously across access routes

Response 2

I live at 92 Oakfield Road and would welcome the 20mph zone being extended to include as much of Oakfield Road as possible. Specifically between Bright Stars nursery and Trinity School

Response 3

Bright Stars Pleuter - house opposite needs access to driveway + turning space for reversing out. Could resident drop their curb - will plans stop permission for this?

Broadway

Response 1

Lacking safe crossing space at top of Broadway (the Royal Oak crossing)

Response 2

There is a critical crossing missing at the top of Broadway (by the Royal Oak)

Response 3

The proposal have not considered the very dangerous crossing at the top of Broadway (the Royal Oak).

Response 4

Our children have often had near misses and my son is always terrified to navigate this crossing . Please can this be considered as part of the proposal as previously identified

Response 5

Crossing Broadway and Egford Lane is so dangerous

Response 6

There needs to be a crossing at the top of Broadway by junction with Oakfield Road/Egford Lane - this is not on the proposals. Lots of children cross here - visibility is often poor due to parked cars, and cars travel too fast along this stretch of road.

Response 7

Limit the speed limit on Broadway and Egford Lane to 20mph. Improve signage and traffic-slowing measures at the top of Egford Hill

Response 8

For example Broadway. With cars not being able to drive down Nunney or Oakfield Road I am concerned this will increase volume of traffic on Broadway. Parking is very limited and I suspect it may lead to increased numbers of people parking too close to junctions. Crossing Broadway is already dangerous with cars travelling very fast and poor visibility due to parked cars near junctions being a constant problem. It may be outside the remit of this but education and enforcement of the rules would be helpful .

Response 9

Narrow Broadway/Oakfield Rd junction.

Response 10

The wide bell mouth shape encourages speeding here. The white lining was also badly worn and though I notified SCC the road markings have not been repainted

Buses

Response 1

the bus already struggles to get through on a daily basis, often having to wait for parents to return from collecting children. The current plans will likely make this worse. Without any way of enforcing the restrictions I can't see that people will pay any notice to them

Response 2

the area close to the school needs to be totally shut down during the morning as it is getting increasingly dangerous to cycle or in some case even cross the road close to the schools. To achieve this a subsidised or free bus service could be offered as an alternative.

Response 3

This would act as a park and ride style scheme where children are dropped at set points such as Culver Hill, Critchill estate, the Town Hall, Victoria Park etc "anywhere with sufficient parking.

Response 4

Lower speed limits. Improve public transport, so people walk at least some of the way.

Response 5

Put proper zebra crossings and double yellow lines and use school buses or arrange meeting places for groups of supervised walking to schools

Response 6

I am a special needs school bus driver. I see where the problems are every day.

Response 7

Which way will rush hour drivers change to? Do not cut bus routes

Carriageway and Footway Allocation

Response 1

Alternatively let's be genuinely ambitious and significantly widen the pavement " this could be done by making the road single track, using up space from one of the road lanes and still maintaining parking for residents and having marked passing spaces (e.g. zebra crossings) rather than undefined 'informal' crossings (which from the sound of it could just be

Response 2

if you could have a single lane for traffic with a massively extended pavement for other users it would be brilliant. This would indeed cost more, but would produce an actually good outcome, compared to what are currently the material elements of the proposal to slightly extend existing speed limits and introduce a couple of chicanes to slow down traffic in already slow-moving areas.

Response 3

Narrower roads might be an advantage.

Connectivity

Response 1

There is nothing in the plans which joins transports issues up across the town, especially at the top of Bath Road into Christchurch street, there is no cycle ways suitable for young children at this point enabling you to cycle across town to arrive at Trinity or Bright Stars,

Response 2

The problem lies when parents need to get to work straight after school drop off, they are stressed and pushed for time this would act as a carrot to give them time rather than the stick of restricted parking.

Response 3

If you want make changes like this it needs to be done on a large scale, changing the entire infrastructure of Frome to make it safe for cyclists, pedestrians AND motorists.

Critchill School, Critchill Road and Estate

Response 1

As I work at a local school we currently get complaints from Critchill estate residents about parking.

Response 2

20mph speed restriction from Critchill Rd junction to Nunny Rd junction, create equal priority status for Critchill Rd and Oakfield Rd with mini roundabouts

Response 3

Nothing about extending the road through new cut through on Critchill estate

Response 4

Treatment of Critchill as they don't have catchment area in same way as other schools. People travel further; may not have blue badges but may need to get close to school. Conversation with school about how to manage?

Cycle Provision

Response 1

Or new wide cycle paths along the whole route

Response 2

A permanent cycle path running through the area for all public use

Response 3

As a cyclist I feel the area close to the school needs to be totally shut down during the morning as it is getting increasingly dangerous to cycle or in some case even cross the road close to the schools.

Response 4

Do as much as you can to make cyclists feel safe

Response 5

better cycling routes

Response 6

I live in this area and have seen a considerable increase in people walking and cycling in the last couple of months - I feel everyone should have a safe environment to cycle whatever the time of day.

Response 7

Cyclists tend to be further into road than ideal because of on street parking in the area. Also a lot of electric scooters on pavements

Dommets Lane

Response 1

Dommetts Lane has a slight curve. Big vehicles and vans constantly park along the inside of the curve, making it impossible for drivers to see oncoming traffic before committing themselves to a long drive past. Reversing almost the length of the road is always necessary. This is one of the proposed "safe walking" roads!!

Response 2

I agree it's not safe outside oakfield road during school drop off times but the problem will move to Broadway, Portland road and Dommetts lane.

Response 3

Extending the scheme down Nunny road including the Dommetts Lane Crossing

Double Yellows and Line Markings

Response 1

More car access restrictions / double yellow lines within the whole area

Response 2

More formal crossings, more chicanes, more speed bumps, more double yellow lines directly next to the school.

Response 3

Double yellow lines, with a warden policing it, is really the only thing that will make residents, visitors and especially parents rethink how and where they park, pretty patterns on the road and an art trail ain't going to cut it.

Response 4

Put proper zebra crossings and double yellow lines and use school buses or arrange meeting places for groups of supervised walking to schools

Response 5

There is currently little notice taken of yellow lines or other parking restrictions and without enforcement or monitoring, I fear that the streets just outside these zones will suffer increased pressure.

Response 6

20 mph limit will need to be more extensive and to encourage cycling more waiting restrictions on roads that feed into the area

Response 7

Lessen the double yellow lines

Footpaths – Eastwood Close

Response 1

The Eastwood Close footpath is a popular walkthrough to Nunney Road, so surely if you are to make access roads to school safe to walk this should also include the roads that all school pedestrians use, this includes parts of the Critchill Estate that lead to this popular footpath. surely?

Footpaths – Trinity and Critchill

Response 1

I am also unclear what benefit there is in decorating the road surface outside Trinity & Critchill Schools as there is a discrete footpath that keeps pedestrians away from traffic at that point anyway

Formal and Informal Crossings

Response 1

'Informal' crossings could become formal ones

Response 2

More formal crossings, more chicanes, more speed bumps, more double yellow lines directly next to the school.

Response 3

Lacking safe crossing space at top of Broadway (the Royal Oak crossing)

Response 4

Crossing Broadway and Egford Lane is so dangerous

Response 5

Change the informal crossings to formal ones as asked for. There are already some informal crossing points outside of Oakfield and Trinity / Critchill. They need to be made formal so vehicles have to give way.... This will do very little to alleviate the problem of Oakfield Road where the road is already reduced to a single track carriage way carrying two way traffic. Somerset Road is also becoming problematic to traverse too at school times. Its becoming like Weymouth Road.

Response 6

Good crossings on one side of oakfield road but perhaps signs/art to encourage children to use that side. Children likely to still use both pavements and one side of road doesn't appear to have as many crossings.

Response 7

There needs to be a crossing at the top of Broadway by junction with Oakfield Road/Egford Lane - this is not on the proposals.

Response 8

Provide formal cross
Providing informal crossings at road junctions does not add to safety, and may actually reduce safety if pedestrians are being encouraged onto the road by a false perception of safety - indeed government guidance on the design of pedestrian crossings states "Crossings on a minor road should not be sited very close to a "GIVE WAY" or "STOP"

Response 9

(https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/330214/ltn-2-95_pedestrian-crossings.pdf; section 2.1.2.1

Response 10

This applies to the majority of informal crossings described in the design (being on road junctions). I'd particularly highlight the proposed crossing at the bottom of Park Road as being hazardous, which will have cars turning off a faster main road.

Response 11

In terms of how to improve safety, providing fewer better crossings (e.g. zebra crossings), and actually stopping vehicles using the streets (not via some unenforced ban) would seem the best ways to achieve this.

Response 12

Alternatively let's be genuinely ambitious and significantly widen the pavement " this could be done by making the road single track, using up space from one of the road lanes and still maintaining parking for residents and having marked passing spaces.ings (e.g. zebra crossings) rather than undefined 'informal' crossings (which from the sound of it could just be

Response 13

Informal crossings, of which I'm doubtful of the safety case, an unenforceable "ban' on through traffic which just won't happen, seem to be clutching at straws to be able to create a proposal.

Response 14

Put proper zebra crossings and double yellow lines and use school buses or arrange meeting places for groups of supervised walking to schools

Response 15

I like the idea of benches and more crossings but not on junctions and not voluntary ones.

Response 16

Add more pedestrian crossings around the town in places where school pedestrian traffic needs to cross

Response 17

More pedestrian crossings. People have pavements to walk on but cannot cross the road at key points. Many of the existing crossings are in the wrong place.

Response 18

The junction at Bath Road, a common route towards the schools, is one of the most dangerous I've ever seen. No crossings at all. Four roads coming into a junction. Constantly speeding traffic, unmonitored. Its not clear from the plans if the crossing suggested there is a proper one that traffic will adhere to, or something 'informal' which could create a false sense of security. Otherwise I think the plans look promising. Thanks!

Response 19

crossings needed

Response 20

Crossings. I find it really disappointing that there are NONE at this stage, when the consultation clearly found this was something a lot of people wanted.

Response 21

Crossings for pedestrians and those on scooters.

Response 22

What is the point of asking people in consultations for what they really want when there is so little funding for change? When people have clearly asked - over and again - for crossings in key places, why aren't these part of the plan?

Response 23

Why can't there be a lolly pop lady or zebra crossing outside the schools to make it safer

Response 24

More pedestrian priority crossing points

Response 25

Consider the legality of 'Crossings' i.e. position, visibility

Response 26

As many formal crossings as possible

Nunney and Nunney Roads

Response 1

Cars driving UP Nunney Rd in order to get as close to school as possible are going to need to turn around in order to get back. Chaos and dangerous for other drivers, residents, children walking to school!!!!

Response 2

Move the traffic exclusion zone to the other sides of the junction of nunnerly road and Oakfield road. If this is not done the traffic, which is already horrific during school pickup and drop off, will be complete gridlock. It is already hellish for the bus to get through due to parents parking right upto the junction.

Response 3

The restricted traffic area must include the junction of Nunney Road and Oakfield road by moving the signs to the other side of the junction. Allowing drivers to use that junction during restricted hours will only make the traffic there worse than it is now.

Response 4

It is essential that the scheme is well signposted for traffic approaching from Nunney, as they have nowhere to turn once they approach Frome.

Response 5

Nunney rd will become a highly dangerous as drivers drive up and then attempt to do three point turns.

Response 6

I have relatives in Nunney - will people from the village be able to drive into Frome past the schools at the given times? It is a long detour if not. Have Nunney residents been consulted?

Response 7

Asking questions about children's safety on the affected streets is deliberately biased - obviously nobody is going to say that they don't agree with improving safety. We live just outside the zone and this will result in parents abandoning their cars at the last possible point (our part of the street) and turn stretches of Nunney Road and lynfield into a congested turning circle. Absolute madness. I sincerely hope you see sense.

Response 8

I live in Nunney, use Nunney Road to get to Frome, park on Weymouth Road and walk my kids across the park to Avanti Park school. I've been told I won't be able to use Nunney Road, I will need to find a different route which presumably others will also be forced to go a different way pushing the traffic onto other streets and that the parking on weymouth will be pay and display.

Response 9

20mph speed restriction from Critchill Rd junction to Nunny Rd junction, create equal priority status for Critchill Rd and Oakfield Rd with mini roundabouts

Response 10

Extending the scheme down Nunney road including the Domnets Lane Crossing

Response 11

Traffic from Nunney: Whitewell Road not an appropriate diversion. Closure would need to start further down which would mean parents from Nunney would need to take the bypass and then park far from the schools; parents who are already in a rush in the morning unhappy about this.

Response 12

If traffic is stopped halfway up Nunney Road, Lynfield Road becomes a turning point. Lots of young families on the road, scared of impact of that on their childrens' safety. Also could create dangerous turning points on Oakfield Road or move traffic to Critchill estate. Would it be better to allow traffic to turn right onto Nunney from Oakfield still and vice versa, given cars can still come up both?

Response 13

Question about why improvements being made to junction of Oakfield and Nunney but not Nunney and Dommetts/Portland as visibility very poor on that junction- could double yellows go there too?

Oakfield Road and Close

Response 1

Good crossings on one side of oakfield road but perhaps signs/art to encourage children to use that side. Children likely to still use both pavements and one side of road doesn't appear to have as many crossings.

Response 2

Move the traffic exclusion zone to the other sides of the junction of nunnery road and Oakfield road. If this is not done the traffic, which is already horrific during school pickup and drop off, will be complete gridlock. It is already hellish for the bus to get through due to parents parking right upto the junction.

Response 3

The restricted traffic area must include the junction of Nunney Road and Oakfield road by moving the signs to the other side of the junction. Allowing drivers to use that junction during restricted hours will only make the traffic there worse than it is now.

Response 4

I live at 92 Oakfield Road and would welcome the 20mph zone being extended to include as much of Oakfield Road as possible. Specifically between Bright Stars nursery and Trinity School

Response 5

I live at 92 Oakfield Road and would welcome the 20mph zone being extended to include as much of Oakfield Road as possible. Specifically between Bright Stars nursery and Trinity School

Response 6

I would like to see 20mph the whole way along Oakfield Rd + Somerset Rd

Response 7

20mph speed restriction from Critchill Rd junction to Nunny Rd junction, create equal priority status for Critchill Rd and Oakfield Rd with mini roundabouts

Response 8

Narrow Btoadway/Oakfield Rd junction.

Response 9

The wide bell mouth shape encourages speeding here. The white lining was also badly worn and though I notified SCC the road markings have not been repainted

Response 10

Parking for Oakfield School Staff as if you cant get in the car park you have to park on the road

Response 11

There is a section of Oakfield Road where drivers park on the pavement (see attached plan). It is understood that this is because they are trying to make room for buses to pass through, but this has an impact on pedestrians especially those pushing buggies. The person I spoke with regularly ends up having to push her buggy in the road. It would be worth checking this on site.

Response 12

According to a local resident, there is a section of Oakfield Road (also shown on attached plan) where buses regularly get stuck due to cars being parked on both sides of the road.

Some restrictions at this point to prevent parking on both sides of the road may be a good idea but we will need to check on the potential knock-on effect of this.

Other Streets / Locations Discussed

Bath Road

Response 1

There is nothing in the plans which joins transports issues up across the town, especially at the top of Bath Road into Christchurch street, there is no cycle ways suitable for young children at this point enabling you to cycle across town to arrive at Trinity or Bright Stars,

Response 2

The junction at Bath Road, a common route towards the schools, is one of the most dangerous I've ever seen. No crossings at all. Four roads coming into a junction. Constantly speeding traffic, unmonitored.

Christchurch Street

Response 1

There is nothing in the plans which joins transports issues up across the town, especially at the top of Bath Road into Christchurch street, there is no cycle ways suitable for young children at this point enabling you to cycle across town to arrive at Trinity or Bright Stars,

Eastwood Close, Westover, Westwood, Catheston Close

Response 1

The traffic in Eastwood Close, Westover and catherston Close is so dangerous at the moment and this is before the school street is implemented.

Response 2

This plan will only make this area worse and more dangerous to walkers and drivers. Sadly I don't think this will make a material difference and you're just moving the problem elsewhere as people will still drive and find parking spots on the edge of the zone.

Response 3

Dismayed that again you have ignored the Westwood Drive, Eastwood Close, Westover and Catheston Road area, this is already dangerous to maneuver around at school drop off and pick up time, with poor and dangerous parking at road junctions, cars on pavements.

Response 4

The Eastwood Close footpath is a popular walkthrough to Nunney Road, so surely if you are to make access roads to school safe to walk this should also include the roads that all school pedestrians use, this includes parts of the Critchill Estate that lead to this popular footpath. surely?

Response 5

We stover/Eastwood Close are already very busy and drop off and collection times; this will get worse.

Egford Lane

Response 1

Crossing Broadway and Egford Lane is so dangerous

Response 2

Limit the speed limit on Broadway and Egford Lane to 20mph. Improve signage and traffic-slowing measures at the top of Egford Hill

Response 3

I'm broadly in favour of this, but would really like to see speeding on Broadway and Egford Lane tackled while you're at

Green Lane / Marston Road

Response 1

In other consultations this has been mentioned but continued to be ignored, parents who need to drive to school will simply drive around the restricted areas and come down Marston Road/Green Lane or up Whitewell Road into these roads to park so I guess we just have to brace ourselves for it to get much worse.

Lynfield Road

Response 1

I live on the intersection INSIDE Lynfield Rd. Cars constantly use this wider section of the road to make speedy u-turns regardless of u-8yr old children waiting to cross the road.

Response 2

I have mixed opinions - my child will soon be walking on her own to Oakfield and obviously I want all of the children to be safer on their journeys however as I resident of Lynfield Road I also worry about the impact this will have on traffic and parents parking and turning in our quiet street (it is a circle so the perfect place for busy or just lazy parents to drop their kids off turn around and drive back home/to work)

Response 3

Asking questions about children's safety on the affected streets is deliberately biased - obviously nobody is going to say that they don't agree with improving safety. We live just outside the zone and this will result in parents abandoning their cars at the last possible point (our part of the street) and turn stretches of Nunney Road and lynfield into a congested turning circle. Absolute madness. I sincerely hope you see sense.

Park and Ride, Stride, Walking Buses

Response 1

If you are happy to walk it will make it better. If you have to drive I am unclear on how people can park and stride.

Response 2

My main concern is the people that still need to drive, where can they park to allow for drop off. I worry that limiting parking will lead to a lot of idling cars waiting for spaces which will increase pollution and create more blind spots for crossing.

Response 3

a subsidised or free bus service could be offered as an alternative. This would act as a park and ride style scheme where children are dropped at set points such as Culver Hill, Critchill estate, the Town Hall, Victoria Park etc - anywhere with sufficient parking.

Response 4

As the idea has been massively scaled back from what was originally proposed, the great idea of park-and-stride has basically been removed – getting a child to walk 50m instead of their regular 20m is an improvement, but the cost and effort of this project could be spent on something else that would produce much better outcomes.

Response 5

It is not clear how people playing bowls at Frome Park and Selwood will be able to park. Bowls are heavy. Clubs will stop coming to play in Frome if they cannot park.

Response 6

Mention is made of plenty of off street parking at 'City Hall' - is this the Town Hall?

Response 7

Where is off street parking for people travelling, eg from Nunney to get to the schools?

Response 8

Put proper zebra crossings and double yellow lines and use school buses or arrange meeting places for groups of supervised walking to schools

Response 9

People who drive now will continue to drive, people who already walk will keep doing so. I think ways of encouraging healthier travel methods need encouragement not prohibition.

Response 10

There is nowhere to park cars properly

Response 11

Why not stagger start times for different ages or have park and ride schemes from just outside the area.

Response 12

I know it's probably a logistical nightmare but has a walking bus been thought about from Badcox carpark up to the school - maybe if parents could drop their kids off there for 8.40 for example for Trinity children a volunteer team or a parent could meet the kids and walk as a group up to school - though I expect there are insurance implications and other red tape!

Response 13

improve bus services, lollipop people, cycling/walking incentives etc etc This scheme involves children as young as 4 being dropped off in "drive by" style at a busy carpark and then being expected to walk the full length on Nunney Road to reach school.

Response 14

I don't know how you would do that for motorists in an old town like Frome, since you need more parking facilities.

Response 15

Where are the cars going to park instead when the road access is being restricted? Next to Victoria Park and pay for parking to drop off the kids, including a twenty minutes walk?

Response 16

Walking buses and more pedestrian crossings would also help.

Response 17

I understand it there will be areas you can drop kids off to be walked to school.

Response 18

How will this actually work? Do they have to wait for all the kids to arrive before walking them? Will there be a large group of kids waiting in terrible weather before the walk to school? How will the TA know who is in and who might be ill? What if the school run is late (can happen to anyone) and they miss the TA accompanying the kids? A lot of what ifs but all justifiable questions. There will be many young kids not happy to be left in the street with a TA I would imagine. My 2 struggled with going to school initially, doing it in the street would have been impossible.

Response 19

Have a drop off area for working parents who have no choice but to drive. Get cars off the road and into school car parks.

Response 20

We live the other side of Frome to trinity so cannot walk and I drive out through Nunney after dropping at breakfast club to get to my own school. I am absolutely for encouraging walking and reducing traffic but for those that drop off and go straight to work there needs to be an option to park as close to school as possible.

Response 21

Have a park and ride scheme so all traffic is stopped throughout Frome

Response 22

Inclusion of drop off point with staff meeting students and walking them into school. school incentive scheme to encourage students to walk to school.

Response 23

Make Avanti meet planning requirements for meeting students/drop off point & busing to school

Response 24

No additional parking (short-term) to permit safe drop off and accompanying children to school

Response 25

The intended closure of Park Rd wont work because of the use by church and businesses. Make Avanti meet planning requirements for meeting students/drop off point & busing to school

Parking and Access Restrictions

Response 1

Close more roads

Response 2

More car access restrictions

Response 3

Restrict the school parents not the residents.

Response 4

Less flowers in the road (for cars), less road closings.

Response 5

It will confuse drivers and pedestrians over who has right of way. Simply ban parents from parking anywhere near the schools, say within 500m

Response 6

Parking is an issue already around the oak field area especially Dommetts lane there won't be room for more cars to park

Response 7

I worry that limiting parking will lead to a lot of idling cars waiting for spaces which will increase pollution and create more blind spots for crossing.

Response 8

Enforce walking to school unless the parent/guardian can provide proof to the council that there is no option to driving.

Response 9

As I previously suggested a permit system that only allows evidenced need for the use of a car e.g. Nurse on route to work after dropping children at nursery

Response 10

Unless the council actively find out why people are using their cars, and implement a criteria for restricting use of cars to drop off, people are lazy and will carry on using the car, hence poor air quality, high level of accident risk

Response 11

Restrictions on access and parking are not defined.

Response 12

Lack of specifics on how parking restrictions will work, how access will be controlled and reviewed for example.

Response 13

Move the traffic exclusion zone to the other sides of the junction of nunnery road and Oakfield road. If this is not done the traffic, which is already horrific during school pickup and drop off, will be complete gridlock. It is already hellish for the bus to get through due to parents parking right upto the junction.

Response 14

Parking restrictions need to extend further down Oakfield rd away from nunney rd

Response 15

Without any way of enforcing the restrictions I can't see that people will pay any notice to them

Response 16

As a cyclist I feel the area close to the school needs to be totally shut down during the morning as it is getting increasingly dangerous to cycle or in some case even cross the road close to the schools.

Response 17

actually stopping vehicles using the streets (not via some unenforced ban) would seem the best ways to achieve this.

Response 18

Much as the parking meters on Weymouth road have moved the parking issues to surrounding streets, much of which are in your plan.

Response 19

Stop illegal and dangerous parking by parents where ever they chose to stop. This will be as close as they can get to the school.

Response 20

Prevent traffic entering these spaces at specified times- at start and end of the day.

Response 21

There is nowhere to park cars properly

Response 22

free permit parking to residents

Response 23

the plans dont seem very obvious as to what roads will be shut off. We have childminder settings off nunney road and can't tell if we'd be able to drive door to door or have to park ages away. There is minimal parking on these areas anyway and not far to make it harder for parents to collect/deop off their kids when they have other time constraints i.e work

Response 24

Cyclists tend to be further into road than ideal because of on street parking in the area. Also a lot of electric scooters on pavements

Response 25

Parking is very limited and I suspect it may lead to increased numbers of people parking too close to junctions. Crossing Broadway is already dangerous with cars travelling very fast and poor visibility due to parked cars near junctions being a constant problem.

Response 26

The road I usually use will be closed. There is no extra parking being added and Weymouth Road where I normally park is becoming a pay and display area.

Response 27

I also feel the parking machines and permits for residents is just a money grab, at a time when cost of living has spiralled and people are stretched and struggling as it is, this seems particularly galling and insensitive. This, combined with the upsurge in complaints from residents that will be affected by the displaced traffic means I think this proposal is destined for trouble at some point.

Response 28

There don't seem to be any restrictions on traffic either, just speed limit changes and some pretty paint to 'deter' traffic. I don't think it will have much effect.

Response 29

Limiting traffic in some way.

Response 30

I am absolutely for encouraging walking and reducing traffic but for those that drop off and go straight to work there needs to be an option to park as close to school as possible.

Response 31

Close Somerset road

Response 32

20 mph limit will need to be more extensive and to encourage cycling more waiting restrictions on roads that feed into the area

Response 33

Parking for Oakfield School Staff as if you cant get in the car park you have to park on the road

Response 34

3-4 staff cars parked on road all day while space exists on nursery car park

Response 35

Extending the scheme down Nunny road including the Domnets Lane Crossing

Response 36

Banning parking on the park side of Somerset Rd would speed up the traffic it goes slow at the moment single file. Plenty of places to sit not needed when the park is there for that.

Response 37

No additional parking (short-term) to permit safe drop off and accompanying children to school

Planters and Chicanes

Response 1

More formal crossings, more chicanes, more speed bumps, more double yellow lines directly next to the school.

Response 2

The of planters in some areas, particularly on green lane outside bright stars will likely create challenges to parents parking to access this setting where residents already have issues with parents parking dangerously across access routes

Response 3

I have some major concerns over the use of planters on green lane that will create unintended issues further down the road with no further provision for parking at bright stars.

Response 4

By creating further blockages in the road, ie planters on top of parked cars, it will increase incidents of road rage as well as causing even more cars to park where they shouldn't, eg blocking drives.

Response 5

Planters and trees always improve but not in the middle of the road.

Response 6

The idea of chicanes though I cannot understand. Cars currently being parked on both sides of the road seems quite a chicane to me. So much in fact that nothing gets through at all (Somerset Road). I don't think we need more of them.

Road Surface

Response 1

I like our nice street looking street, without 'funky' planters and road pictures. It's a bit naff.

Response 2

I'm not keen on the idea of painting the roads. They did something similar in parts of Warminster and it starts off looking hideously bright and then becomes worn and shabby in little time.

Response 3

1. The road surface at the Nunney Road oakfield road and Somerset Road is nothing short of appalling. It must be improved for health and safety reasons.

Roundabouts

Response 1

Create equal priority status for Critchill Rd and Oakfield Rd with mini roundabouts [and] 20mph speed restriction from Critchill Rd junction to Nunny Rd junction.

Scheduling

Response 1

I live in this area and have seen a considerable increase in people walking and cycling in the last couple of months - I feel everyone should have a safe environment to cycle whatever the time of day.

Response 2

Has anyone considered what will happen when the temperature is near freezing, wet and windy?

Signage

Response 1

It is essential that the scheme is well signposted for traffic approaching from Nunney, as they have nowhere to turn once they approach Frome.

Response 2

Improve signage and traffic-slowing measures at the top of Egford Hill

Response 3

Less bitty juvenalia and more serious('grown-up') -looking signage/designs.

Somerset Road

Response 1

I would like to see 20mph the whole way along Oakfield Rd + Somerset Rd

Response 2

Close Somerset road

Response 3

There is a major flaw in the Vic Park fence/hedge along Somerset Road (opposite the east gate of No. 36) that attracts potentially lethal (for kiddies) climbing in and out and possibly free runners. I feel that in the more benign environment of Somerset Road being a School Street, kiddies are more likely come to chance their luck and come to grief. Hitherto the iFF ward councillors have done nothing except shirk their responsibility to make it safe.

Speed control measures

Response 1

More formal crossings, more chicanes, more speed bumps, more double yellow lines directly next to the school.

Response 2

Improve signage and traffic-slowing measures at the top of Egford Hill

Response 3

I'm broadly in favour of this, but would really like to see speeding on Broadway and Egford Lane tackled while you're at it!

Response 4

Love this work, it's really great. But to repeat the point, Frome is very behind on traffic speeds and has very few safe crossing points on main roads, in places pedestrians realistically want and need them. It's a very car-centric town right now.

Response 5

Extra speed ramps are welcome to slow traffic down in some places as well as adding pedestrian crossings.

Trinity

Response 1

I live at 92 Oakfield Road and would welcome the 20mph zone being extended to include as much of Oakfield Road as possible. Specifically between Bright Stars nursery and Trinity School

Victoria Park

Response 1

It is not clear how people playing bowls at Frome Park and Selwood will be able to park. Bowls are heavy. Clubs will stop coming to play in Frome if they cannot park.

Visibility

Response 1

There needs to be a crossing at the top of Broadway by junction with Oakfield Road/Egford Lane - this is not on the proposals. Lots of children cross here - visibility is often poor due to parked cars, and cars travel too fast along this stretch of road.

Response 2

Car doors opening into traffic, kids stepping out from between cars, kids stepping out from behind the bus into the road are but a few dangers I see on a daily basis.

Response 4

Consider the legality of 'Crossings' i.e. position, visibility

Response 4

Question about why improvements being made to junction of Oakfield and Nunney but not Nunney and Dommetts/Portland as visibility very poor on that junction- could double yellows go there too?

Whitewell Road

Response 1

My concern is that all of the vehicles are going to be directed along Whitewell road. There is a narrow part of Whitewell road with NO PAVEMENT. This means that pedestrians will have to negotiate more vehicles along the road. The visibility is poor due to the layout of gardens and perimeter fencing. The lighting is also poor particularly in the narrow part. I believe that this need to be reviewed if the traffic is sent along Whitewell road. It is only a matter of time until there is an accident.

Appendix 2a – Feedback related to Positive Responses Expressed

Response 1

I think the designs are great

Response 2

People who currently walk will continue to walk, others who can not will manage with the new system.

Response 3

More car access restrictions / double yellow lines within the whole area.

Response 4

Or new wide cycle paths along the whole route

Response 5

It is marvelous and cannot wait for it to happen!

Response 6

People will park in an unrestricted road and walk the extra minute to the school.

Response 7

It will enhance, but again, I don't think it will encourage more.

Response 8

If you are happy to walk it will make it better. If you have to drive I am unclear on how people can park and stride.

Response 9

I feel it is a good plan and will help safer walking to and from schools

Response 10

Great job, I look forward to seeing the scheme implemented

Response 11

Overall I think the concept makes sense but is very unclear on specifics.

Response 12

The proposal does not seem to have considered the other high density parking locations such as westover where parking will likely move given many parents do not drive due to choice but the lack of viable alternatives in the town and the topography that present significant barriers to travelling any distance with small Children.

Response 13

I think at a high level the concept is positive but does have some significant issues at this stage

Response 14

As a resident I love the designs and plans laid out I think they will make a real change for the positive. But as I have stated the traffic management is the key.

Response 15

Everything else is great, good job guys!

Response 16

I think it would certainly help things but would be an adjustment for many parents. Perhaps more incentives such as subsidised bikes or schemes where old bikes are fixed up and given away.

Response 17

getting a child to walk 50m instead of their regular 20m is an improvement,

Response 18

This isn't to say I'm not supportive of the project as a whole – e.g. having more road space for non-vehicles, with pedestrians/traffic physically separated, would be awesome; if you could have a single lane for traffic with a massively extended pavement for other users it would be brilliant.

Response 19

love the art idea on the roads, such a visual way of alerting drivers to what it really means to be approaching a school. I think the idea of forcing drivers to park further away is very good but as many schools are close together, this will have a knock on effect and could transfer the risk to another area.

Response 20

I'm broadly in favour of this, but would really like to see speeding on Broadway and Egford Lane tackled while you're at it!

Response 21

Prevent traffic entering these spaces at specified times- at start and end of the day.

Response 22

Love this work, it's really great. But to repeat the point, Frome is very behind on traffic speeds and has very few safe crossing points on main roads, in places pedestrians realistically want and need them. It's a very car-centric town right now.

Response 23

I have mixed opinions - my child will soon be walking on her own to Oakfield and obviously I want all of the children to be safer on their journeys however as I resident of Lynfield Road I also worry about the impact this will have on traffic and parents parking and turning in our quiet street (it is a circle so the perfect place for busy or just lazy parents to drop their kids off turn around and drive back home/to work)

Response 24

Overall I think the idea is a good one I just hope that it is to be reviewed regularly and hope it doesn't just push the problem traffic further out.

Response 25

Slowing down traffic would be a great improvement- as well as reducing traffic volume. More people are using bikes throughout the day

Response 26

I think it's a great initiative and would like to see it rolled out in other areas of Frome, for example around Vallis and St Louis Primary school. Walking buses and more pedestrian crossings would also help.

Response 27

Whilst I agree with the principles of the design I have concerns over those areas that fall just outside the area.

Response 28

It might be nice for people who live on those streets and walk to school anyway but for those of us who live outside of Frome and commute, it will be a nightmare.

Response 29

The design and will to improve things is fine, it's the implementation that's unworkable.

Response 30

Wonderful to see this initiative being undertaken to make things safer for children around schools. Keep up the excellent work.

Response 31

Hopefully it will encourage less driving

Response 32

People will just park a little further away and walk in, therefore causing lots of disruption for local people + more pollution on their roads

Response 33

Some really good ideas & plans for safer and healthier communities. do families still need catchment areas when applying for school places. making walking/cycling to school achievable in criteria

Response 34

I think it will improve confidence to use sustainable transport - especially if parents can see its working well

Response 35

I would be interested to talk further about this & will email the relevant person. Hope it works

Response 36

I feel these measures whilst will achieve the desired safety gains at schools, will create far more problems and dangers elsewhere nearby

Response 37

I'm excited to see this implemented and think it will have a very positive impact. However, the more formal crossings the better, as Frome drivers can be notoriously inconsiderate and fast and need firm rules, not guidance in the form of colourful tarmac, though I'm sure this will provide enough of a visual queue for the 'good' drivers out there.

Appendix 2b – Feedback related to Core Challenges Expressed

Air Quality

Response 1

If people need to drive they still will. Public transport is very limited in this area. Air quality will likely be worse due to cars waiting to pass extra obstacles such as planters

Resident Access and Blocked Drives

Response 1

By creating further blockages in the road, ie planters on top of parked cars, it will increase incidents of road rage as well as causing even more cars to park where they shouldn't, eg blocking drives.

Response 2

While some of the suggestions will make a visual reference for drivers entering or exiting the area, my concern is that they may also provide a distraction and a false sense of security to pedestrians. Residents will still need to access their homes by car and receive deliveries, there the risk of children running into the road even in front of a moving vehicle seems to be a much higher risk, even a slow moving vehicle can cause injury.

Response 3

Just wondering if I can still park my van outside of my house.

Response 4

Will I still be able to park can outside of house

Displacement

Response 1

This is only moving the problem to the roads without restrictions. Spreading the problem. Restrict the school parents not the residents.

Response 2

People will park in an unrestricted road and walk the extra minute to the school.

Response 3

So unfortunately this problem will never be solved it will just be spread, relocated to the next road.

Response 4

Small area, will create complacency of roads in other areas of town

Response 5

I worry this will push more cars into surrounding neighbourhoods for longer periods of time. For example, dropping children off at school is a quick chore. if the parents have to park up and walk to the schools it will create bedlam in the surrounding cul-de-sacs where they are forced to park for longer periods of time blocking and restricting residents parking for even longer than what is current.

Response 6

You are just moving the problem from outside the schools to the surrounding streets

Response 7

The proposal does not seem to have considered the other high density parking locations such as westover where parking will likely move given many parents do not drive due to choice but the lack of viable alternatives in the town and the topography that present significant barriers to travelling any distance with small Children.

Response 8

Without providing a viable option for parents who need to drive (eg due to work, multiple drop offs etc) this is only going to push the problem elsewhere

Response 9

Without this the problems may just be pushed elsewhere.

Response 10

This plan will only make this area worse and more dangerous to walkers and drivers. Sadly I don't think this will make a material difference and you're just moving the problem elsewhere as people will still drive and find parking spots on the edge of the zone

Response 11

love the art idea on the roads, such a visual way of alerting drivers to what it really means to be approaching a school. I think the idea of forcing drivers to park further away is very good but as many schools are close together, this will have a knock on effect and could transfer the risk to another area.

Response 12

I think it's a poorly conceived plan that will merely move the problem to other roads, as has been proved many times with other similar schemes.

Response 13

Will this just move the problem to other areas.

Response 14

This will move and increase problem parking and driving onto streets outside of the controlled area.

Response 15

I agree it's not safe outside oakfield road during school drop off times but the problem will move to Broadway, Portland road and Dommets lane.

Response 16

You are just moving the problem back a few streets. What provision is there for working parents needing to drop children off quickly.

Response 17

Parents are responsible for majority of traffic near schools. These proposals will push the problem into other streets but will not deal with the walking/cycling issue.

Response 18

In dealing with immediate issues around schools, the same issues will be pushed into other areas.

Response 19

Cars will always be used to drop children off and this scheme will just send those cars to other areas causing rat runs and traffic elsewhere.

Response 20

The reality is that the majority of people do not drive their children to school by choice. This will add to the traffic pressure and congestion on surrounding streets, increase pollution in those areas and cause huge problems for those just outside the area.

Response 21

Scrap the idea. Traffic restrictions in Frome?! How?? This scheme will create a massive bottle neck in various 'new' places (created by this design) people run out of time to get to work, get intensely frustrated which as a result will lead to unsafe traffic.

Response 22

Whilst I agree with the principles of the design I have concerns over those areas that fall just outside the area.

Response 23

There is already a problem with parking in Frome, these plans will make both the traffic on other roads worse and the parking more of a challenge. I'm not looking forward to September one bit.

Response 24

The residents on the streets will welcome the lack of traffic, as I would if I lived there. But the traffic will inevitably be pushed elsewhere as not all children live within walking distance of their school, and require a commute. Those that use the closed roads as their route to work will also be forced to go other ways, adding to the displaced traffic. Some parents have children of different ages that attend different schools; the extra traffic on surrounding roads as a result of road closures will, I think, cause many problems for parents who are now squeezed enough as it is. Parking is a problem as it is for those that have no choice but to commute, these proposals intensify this issue.

Response 25

Not do them, it will just push the problem further out

Response 26

It's tough enough for working parents that have to drive their children to school to then try not to be late and get to work. Yes this street school might make the outside of school safer but it tends to be the taxi and bus services that cause a lot of the speeding problems and static driving around trinity not actually the parents. All this will do is push the problem further out.

Response 27

People will just park a little further away and walk in, therefore causing lots of disruption for local people + more pollution on their roads

Response 28

Not sure - certainly there will be traffic that won't respect the scheme & it may make routes before entering the school streets busier.

Response 29

I feel these measures whilst will achieve the desired safety gains at schools, will create far more problems and dangers elsewhere nearby

Response 30

Be okay outside school but worse in nearby streets

Modal Shift

Response 1

Children have had enough challenges and stresses over the past 2 years so changing their school place as I have to use my car to get to work feels like a burden I do not want to give them.

Response 2

Pretty pictures (art trail) is this an art gallery or road safety?!
Pavements for pedestrians!
Roads for cars!

Response 3

Parents that have an ongoing journey will always drive as they are under time pressures. Parents that can walk probably already do, so I don't think this will make a material difference at all.

Response 4

I don't see how what is proposed is going to make any difference in encouraging more people to take up active travel. Those who already walk/scoot etc. will continue to do so, and those who don't will carry on doing what they currently do.

Response 5

Parents often drop off children on their way to work. Will parents and children walk in the rain and cold.

Response 6

People who drive now will continue to drive, people who already walk will keep doing so. I think ways of encouraging healthier travel methods need encouragement not prohibition.

Response 7

The changes are so minor, and concentrated in such a small area around the school, that it won't affect more than 10 per cent of the journey for most people who drive right now, so won't be enough to change their behaviour. And if they drive now, there is little to make driving difficult, so why would anyone stop?

Response 8

Those that already walk/cycle will continue to do so. Working parents have no choice.

Response 9

Hopefully it will encourage less driving

Challenges – all, uncategorised

[Insert Summary]

Response 1

There is nothing in the plans which joins transports issues up across the town, especially at the top of Bath Road into Christchurch street, there is no cycle ways suitable for young children at this point enabling you to cycle across town to arrive at Trinity or Bright Stars, Parents who work elsewhere and/or care for other members of the family would like an approach that accounts for their current travel movements, with the proposed times of the restrictions. If you are paying for wrap around care to enable you to get to work on time, you still need to park some distance away and then walk, currently I would have to do this for 2 different locations so this would add about 30-40minutes onto my journey time each way. And potentially elongate the time my children are in care increasing my costs.

Response 2

I often incorporate dropping my children with visiting my elderly mother in a care home on Catherston Close and visiting my mother in law to care for her on Dragonfly close, this would not be possible without a car. But this aspect of life has not been considered.

Response 3

Children have had enough challenges and stresses over the past 2 years so changing their school place as I have to use my car to get to work feels like a burden I do not want to give them.

Response 4

Should have spent more time actually observing traffic in this area.

Responses 5-6

This is only moving the problem to the roads without restrictions. Spreading the problem. Restrict the school parents not the residents.

Response 7

People will park in an unrestricted road and walk the extra minute to the school.

Response 8

Pretty pictures (art trail) is this an art gallery or road safety?!

Pavements for pedestrians!

Roads for cars!

Response 9

So unfortunately this problem will never be solved it will just be spread, relocated to the next road.

Responses 10-11

Small area, will create complacency of roads in other areas of town

Response 12

I worry this will push more cars into surrounding neighbourhoods for longer periods of time. For example, dropping children off at school is a quick chore. If the parents have to park up and walk to the schools it will create bedlam in the surrounding cul-de-sacs where they are forced to park for longer periods of time blocking and restricting residents parking for even longer than what is current.

Response 13

You are just moving the problem from outside the schools to the surrounding streets

Response 14

I don't think any of these changes are going to stop parents from driving their children to school as many have jobs to go to immediately afterwards. Who and how will the zones of restricted access be policed? Will someone be checking if a vehicle belongs to a resident, a parent or thru traffic?

Response 15

The 20mph zones are a token gesture. To achieve more than 10mph along Oakfield Road and more than 20 along Somerset Road would be an achievement. I'm not sure money needs to be spent reinforcing this.

Response 16

It will enhance, but again, I don't think it will encourage more.

Response 17

I don't think painting stuff on the road that has no legal position or weight will help anything.

Response 18

I think that the people who drive will continue to drive

Response 19

The use of planters in some areas, particularly on green lane outside Bright Stars will likely create challenges to parents parking to access this setting where residents already have issues with parents parking dangerously across access routes

Response 20

I think the proposal lacks evidence and research into the travel needs of parents and residents. The lack of public transport in Frome and accessibility for parents making multiple drop offs and then travelling to work for 9am have not been considered

Response 21

The proposal appears to lack specifics at this stage and on that basis is hard to support

Response 22

The proposal does not seem to have considered the other high density parking locations such as westover where parking will likely move given many parents do not drive due to choice but the lack of viable alternatives in the town and the topography that present significant barriers to travelling any distance with small Children.

Response 23

Without providing a viable option for parents who need to drive (eg due to work, multiple drop offs etc) this is only going to push the problem elsewhere

Response 24

By creating further blockages in the road, ie planters on top of parked cars, it will increase incidents of road rage as well as causing even more cars to park where they shouldn't, eg blocking drives.

Response 25

If people need to drive they still will. Public transport is very limited in this area. Air quality will likely be worse due to cars waiting to pass extra obstacles such as planters

Response 26

Without this the problems may just be pushed elsewhere.

Response 27

This plan will only make this area worse and more dangerous to walkers and drivers. Sadly I don't think this will make a material difference and you're just moving the problem elsewhere as people will still drive and find parking spots on the edge of the zone

Response 28

While some of the suggestions will make a visual reference for drivers entering or exiting the area, my concern is that they may also provide a distraction and a false sense of security to pedestrians. Residents will still need to access their homes by car and receive deliveries, there the risk of children running into the road even in front of a moving vehicle seems to be a much higher risk, even a slow moving vehicle can cause injury.

Responses 29-30

Parents that have an ongoing journey will always drive as they are under time pressures. Parents that can walk probably already do, so I don't think this will make a material difference at all.

Response 31

Overall this makes me question whether the correct people have been involved in creating the design - it's great to get ideas and engagement from the community, but a project like this also needs relevant skills in design. Given a quick online search has returned official guidance contradicting one of the core design elements, this is a little disappointing and makes me question the management of the project.

Response 32

I don't see how what is proposed is going to make any difference in encouraging more people to take up active travel. Those who already walk/scoot etc. will continue to do so, and those who don't will carry on doing what they currently do.

Response 33

Overall it's highly disappointing that the exciting original idea hasn't been able to be worked into a viable design, and instead has been significantly watered down to the point where it isn't really worth the effort.

Response 34

love the art idea on the roads, such a visual way of alerting drivers to what it really means to be approaching a school. I think the idea of forcing drivers to park further away is very good but as many schools are close together, this will have a knock on effect and could transfer the risk to another area.

Response 35

I think it's a poorly conceived plan that will merely move the problem to other roads, as has been proved many times with other similar schemes.

Response 36

By introducing these measures, it will give the children free rein to walk cycle wherever they want to. When they then move out of these areas they will instantly think they can do the same, this then becomes a very dangerous situation.

Response 37

Parents often drop off children on their way to work. Will parents and children walk in the rain and cold.

Response 38

Just wondering if I can still park my van outside of my house.

Response 39

Will I still be able to park car outside of house

Response 40

Will this just move the problem to other areas.

Response 41

This will move and increase problem parking and driving onto streets outside of the controlled area.

Response 42

People who drive now will continue to drive, people who already walk will keep doing so. I think ways of encouraging healthier travel methods need encouragement not prohibition.

Response 43

I agree it's not safe outside oakfield road during school drop off times but the problem will move to Broadway, Portland road and Dommets lane.

Response 44

You are just moving the problem back a few streets. What provision is there for working parents needing to drop children off quickly.

Response 45

I hope the parents start walking as desired. I fear they won't and an already dangerous situation in the street I live in will be made worse by this.

Response 46

Parents are responsible for majority of traffic near schools. These proposals will push the problem into other streets but will not deal with the walking/cycling issue.

Response 47

In dealing with immediate issues around schools, the same issues will be pushed into other areas.

Response 48

Cars will always be used to drop children off and this scheme will just send those cars to other areas causing rat runs and traffic elsewhere.

Response 49

The reality is that the majority of people do not drive their children to school by choice. This will add to the traffic pressure and congestion on surrounding streets, increase pollution in those areas and cause huge problems for those just outside the area.

Response 50

Scrap the idea. Traffic restrictions in Frome?! How?? This scheme will create a massive bottle neck in various 'new' places (created by this design) people run out of time to get to work, get intensely frustrated which as a result will lead to unsafe traffic.

Response 51

It's not by choice that parents such as myself drive kids to school. I live on the other side of town which would be more than a 20 minutes walk. I don't have time for that since I have to go straight to Bristol after dropping off my kids. Holding me up by useless traffic restrictions results in me driving faster. Realistically, if I could cycle with my kids to school, do you think Frome is safe enough for that? Think again.

Response 52

Please cancel the proposal.

Response 53

. You cannot simply close off a road and say good luck motorists and don't come up with realistic alternatives.

Response 54

These designs are making the commute take too long, makes it more frustrating and it's simply moving the issues to different parts around the school. It's not solving anything.

Response 55

Whilst I agree with the principles of the design I have concerns over those areas that fall just outside the area.

Response 56

These plans only seem to consider the people who live on these streets and walk to school. They don't take into account that people may have to commute to these schools, park and escort small children to school.

Response 57

There is already a problem with parking in Frome, these plans will make both the traffic on other roads worse and the parking more of a challenge. I'm not looking forward to September one bit.

Response 58

The residents on the streets will welcome the lack of traffic, as I would if I lived there. But the traffic will inevitably be pushed elsewhere as not all children live within walking distance of their school, and require a commute. Those that use the closed roads as their route to work will also be forced to go other ways, adding to the displaced traffic. Some parents have children of different ages that attend different schools; the extra traffic on surrounding roads as a result of road closures will, I think, cause many problems for parents who are now squeezed enough as it is. Parking is a problem as it is for those that have no choice but to commute, these proposals intensify this issue.

Response 59

The changes are so minor, and concentrated in such a small area around the school, that it won't affect more than 10 per cent of the journey for most people who drive right now, so won't be enough to change their behaviour. And if they drive now, there is little to make driving difficult, so why would anyone stop?

Response 60

Those that already walk/cycle will continue to do so. Working parents have no choice.

Response 61

Not do them, it will just push the problem further out

Response 62

It's tough enough for working parents that have to drive their children to school to then try not to be late and get to work. Yes this street school might make the outside of school safer but it tends to be the taxi and bus services that cause a lot of the speeding problems and static driving around trinity not actually the parents. All this will do is push the problem further out.

Response 63

Hopefully it will encourage less driving

Response 64

People will just park a little further away and walk in, therefore causing lots of disruption for local people + more pollution on their roads

Response 65

No road closures, no planters, no coloured pictures on roads.

Response 66

Abandon it

Response 67

Yes again the plan denied at school parents net general place to

Response 68

Not sure - certainly there will be traffic that wont respect the scheme & it may make routes before entering the school streets busier.

Response 69

I feel these measures whilst will achieve the desired safety gains at schools, will create far more problems and dangers elsewhere nearby

Response 70

Be okay outside school but worse in nearby streets

Response 71

Simon Woollen used to agonise that he hated all the residents of Somerset Road because their driveways were 'blind', and should be made safer. He was right.

Response 72

I fear this benign scheme will give a false sense of security, making those folk even less alert.

Could the council assist in finding companies that sell alarm lights triggered to forewarn of the emergence of vehicles from blind driveways? (One such firm in the Butts closed down a few months ago.)

Appendix 3 – Feedback related to Policy, School, Authority, non- physical and out-of- scope suggestions

Add subtitle here, if needed.

Communication

Response 1

Parents should be educated and encouraged to use alternatives to cars, instead of imposing an unwanted closure scheme

Response 2

the plans dont seem very obvious as to what roads will be shut off. We have childminder settings off nunney road and can't tell if we'd be able to drive door to door or have to park ages away. There is minimal parking on these areas anyway and not far to make it harder for parents to collect/deop off their kids when they have other time constraints i.e work

Response 3

Present at accurate plans so impact on resident can be assessed

Response 4

Present an accurate plan so people can assess properly

Response 5

Which way will rush hour drivers change to? Do not cut bus routes

Response 6

Accuracy of plan needs scoping.

Education

Response 1

Again teach the children to observe the roads and stick to the pavements

Response 2

Why can't you go back to teaching children about road safety, how to cross etc. you punish the everyday person going about their business by introducing this. I for one think it is beyond ridiculous.

Enforcement

Response 1

in my opinion the two essential requirements of the proposed plans are:

1, The traffic control must be policed by an automated ANPR system (like bath clean air) that fines offenders direct.

Response 2

Without any way of enforcing the restrictions I can't see that people will pay any notice to them

Response 3

Double yellow lines, with a warden policing it, is really the only thing that will make residents, visitors and especially parents rethink how and where they park, pretty patterns on the road and an art trail ain't going to cut it.

Response 4

It is proposed that through traffic will be prohibited from driving through this area at school start /end times - how is this going to be policed? With no sanctions drivers won't take any notice.

Response 5

It may be outside the remit of this but education and enforcement of the rules would be helpful .

Response 6

What you are monitoring/measure success

Response 7

Rigorous enforcement of the proposed ETR will be a priority

Evaluation

Response 1

I think the proposal lacks evidence and research into the travel needs of parents and residents. The lack of public transport in Frome and accessibility for parents making multiple drop offs and then travelling to work for 9am have not been considered

Response 2

I'd very much like to see the business case for the current design, and hope this is being reviewed for value-for-money against what is being proposed rather than against some of the original ideas or the "vision" touted on the first page.

Response 3

I also worry about the impact this will have on traffic and parents parking and turning in our quiet street (it is a circle so the perfect place for busy or just lazy parents to drop their kids off turn around and drive back home/to work) and wonder if it is planned to monitor this and review the impact it has on the residents in this street.

Response 4

I would be interested to know how many parents who currently drive their children to school you have surveyed and out of those, how many require their vehicle for onward travel, how many are committed to switch to walking to school and whether those numbers actually indicate that this scheme has any merit

Response 5

Impact assessment of neighbouring roads/traffic counts

Response 6

What you are monitoring/measure success

Response 7

I would be interested to know if traffic near the scheme will be monitored

Response 8

Not clear of any empirical evidence of accidents, as opposed to perception. How many vehicle/pedestrian incidents have there been.

Incentive Schemes

Response 1

I think it would certainly help things but would be an adjustment for many parents. Perhaps more incentives such as subsidised bikes or schemes where old bikes are fixed up and given away.

Response 2

Parents should be educated and encouraged to use alternatives to cars, instead of imposing an unwanted closure scheme

Response 3

Incentivise walking for kids - e.g. Connecting points etc.

Crossing attendants / Lollipop people

Response 1

bring back the lollipop person on the approaches to the plans where kids are still in danger

Response 2

improve bus services, lollipop people, cycling/walking incentives etc etc This scheme involves children as young as 4 being dropped off in "drive by" style at a busy carpark and then being expected to walk the full length on Nunney Road to reach school.

Response 3

Why can't there be a lolly pop lady or zebra crossing outside the schools to make it safer

Permits

Response 1

As I previously suggested a permit system that only allows evidenced need for the use of a car e.g. Nurse on route to work after dropping children at nursery

Response 2

Unless the council actively find out why people are using their cars, and implement a criteria for restricting use of cars to drop off, people are lazy and will carry on using the car, hence poor air quality, high level of accident risk

School car parks, drive-thru School parking

Response 1

I wonder if anyone has considered a more managed use of school car parks to support safe drop off for those that have to drive for work/caring responsibilities. Cars could enter the car park, drive in a one way system, child jumps out, walks straight into school, car does not park and moves off making way for the next vehicle? Systems such as these are used in other countries to support smooth entry to school. It is difficult to manage drop off at the best of times, but changing systems part way through a child's time at a school introduces new hurdles that were not anticipated at the time of application for the school place.

Response 2

The best school parking has a car park.

School Policy

Response 1

The criteria for applying for school place. Could individual able to walk, cycle to school from home address

Staggered arrival times

Response 1

their school place as I have to use my car to get to work feels like a burden I do not want to give them. Are schools going to increase flexibility of when a child can arrive? Currently Trinity gives a 10minute window from 08:50-09:00 and 15:10-15:20 the times stated for peak flow don't seem comparable, if I am adding extra variables in journey such as cycling or park and stride and not finding a car parking place I will either be late, or arrive really early and be standing at the gates waiting something the school asks us not to do. In my head I

know it is a well meaning scheme, however I feel there are still big gaps in information and ideas for working with it if your journey is longer than in the streets immediately around the school, or you have multiple caring responsibilities and work. If parents are to put appropriate

Response 2

Why not stagger start times for different ages or have park and ride schemes from just outside the area.

Response 3

How about staggered arrival times at schools

Response 4

Stagger arrival & pickup times.

Appendix 4 – Feedback related to Experiences shared

Response 1

broadway (the Royal Oak). Our children have often had near misses and my son is always terrified to navigate this crossing . Please can this be considered as part of the proposal as previously identified

Response 2

I live opposite the nursery and the volume of traffic morning lunch time and throughout the afternoon until 6pm is ridiculous, I suggest a high level of unnecessary use of cars is happening because there is no incentive to stop using the car.I am surprised the planners did not take this into account when they recently approved expansion of the Bright StarsNursery.

Response 3

As a resident of Oakfield Close I can testify to the shocking driving/parking exhibited by parents. The safety of the school children is paramount in my eyes and the parents vehicles are the biggest danger.

Response 4

Narrow Btoadway/Oakfield Rd junction. I was hit by a car cutting the corner as I approached this junction about 2 years ago. The wide bell mouth shape encourages speeding here. The white lining was also badly warn and though I notified SCC the road markings have not been repainted

Response 5

We commonly have some cars travelling far too fast down this stretch of road, sadly some are clearly parents of school children.

Response 6

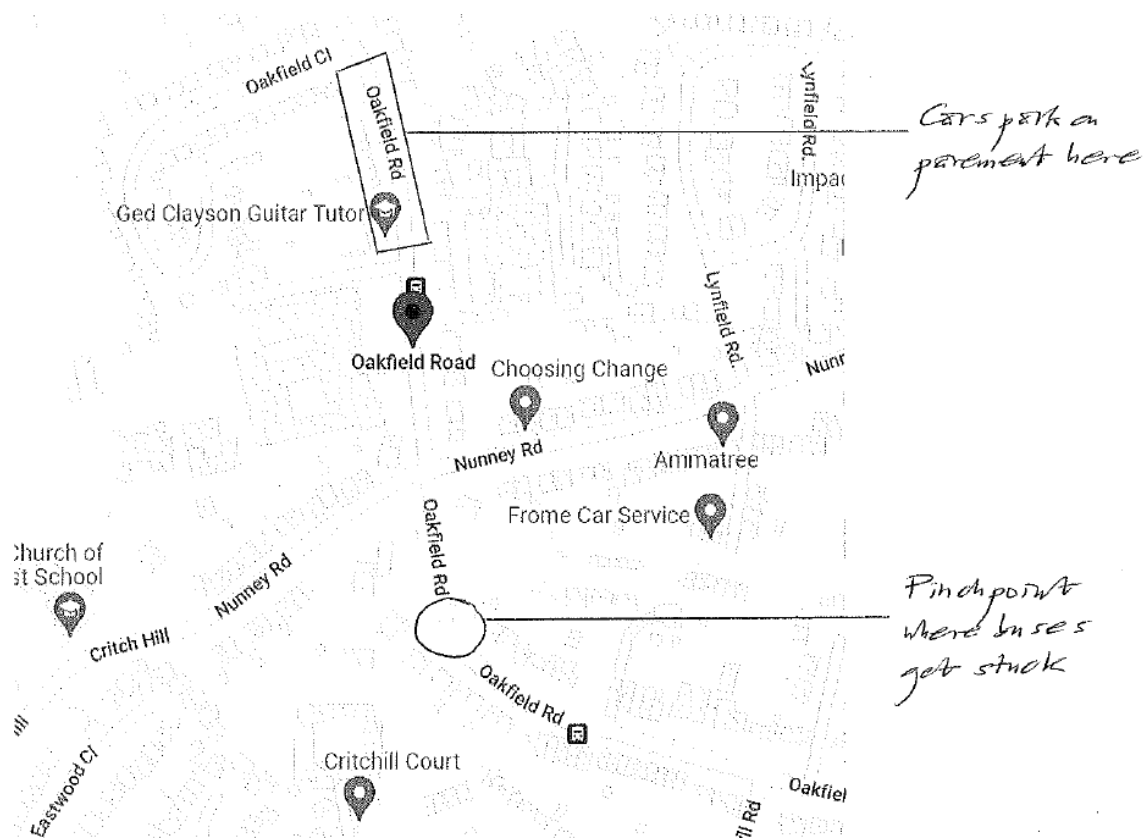
This area is flooded with children at travel to school times, and they often cross the road without proper care at this times, particular after school. The roadway has a good number of parked cars at these times, and the speed of some of the transitting vehicles, together with the number of children must be a tangible risk of an unfortunate accident at some point.

Response 7

Simon Woollen used to agonise that he hated all the residents of Somerset Road because their driveways were 'blind', and should be made safer. He was right.

My front windows face onto multiple driveways on Somerset Road, and we find that the percentage of joggers, bikers, scooters, skaters, etc. along the pavement who turn their gaze into the driveway exits is virtually zero.

Could the council assist in finding companies that sell alarm lights triggered to forewarn of the emergence of vehicles from blind driveways? (One such firm in the Butts closed down a few months ago.)



Appendix 5 – FTC in-person feedback notes

Note – these notes, supplied by FTC, have been incorporated into the main Nvivo qualitative analysis and corresponding summaries in the main document, above.

- Traffic from Nunney: Whitewell Road not an appropriate diversion. Closure would need to start further down which would mean parents from Nunney would need to take the bypass and then park far from the schools; parents who are already in a rush in the morning unhappy about this.

- If traffic is stopped halfway up Nunney Road, Lynfield Road becomes a turning point. Lots of young families on the road, scared of impact of that on their childrens' safety. Also could create dangerous turning points on Oakfield Road or move traffic to Critchill estate. Would it be better to allow traffic to turn right onto Nunney from Oakfield still and vice versa, given cars can still come up both?

- Question about why improvements being made to junction of Oakfield and Nunney but not Nunney and Dommetts/Portland as visibility very poor on that junction- could double yellows go there too?

- Where does 20mph zone start and end? Not clear from plans at the moment.

- There is a section of Oakfield Road where drivers park on the pavement (see attached plan). It is understood that this is because they are trying to make room for buses to pass through, but this has an impact on pedestrians especially those pushing buggies. The person I spoke with regularly ends up having to push her buggy in the road. It would be worth checking this on site.

- According to a local resident, there is a section of Oakfield Road (also shown on attached plan) where buses regularly get stuck due to cars being parked on both sides of the road. Some restrictions at this point to prevent parking on both sides of the road may be a good idea but we will need to check on the potential knock-on effect of this.
- Questions asked on the data we have gathered on traffic movement and parking on surrounding streets, how will we know if increased by scheme? How will we monitor and what are metrics for success?
- Questions around evidence for the need for intervention- have explained a) we don't want to have to wait for a fatality to act b) supports wider aims of increasing walking and cycling. Would be interesting to know what Somerset accident stats are for the area though.
- Treatment of Critchill as they don't have catchment area in same way as other schools. People travel further; may not have blue badges but may need to get close to school. Conversation with school about how to manage?
- School traffic is already supposed to not come up Park Road, was a planning condition when the school was built but hasn't been enforced. Does this mean no road closure required as church congregation, clubs etc. will want access to private car parks on that road. Look at enforcing planning condition?