

St Ouen's Village Improvements

Public Consultation Report on Proposed Road Safety Scheme



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Executive Summary

Following parishioners' concerns regarding road safety within the village centre of St Ouen, the Parish requested the removal of the bus lay-bys and relocation of the pedestrian crossing to reduce the hazards of illegal parking and improve road safety.

The scheme developed by road safety professionals comprises of:

- Extinguishing the bus lay-bys
- Widening the existing footways
- Relocating the crossing northwards
- Changing the pelican crossing for a zebra crossing with central island

The changes would also create a more constrained road arrangement highlighting the crossing location encouraging reduced driving speeds through the village centre.

Business and community consultations were held where the proposals were on show along with background information including speed and traffic data, and information on the use of the parish car park and illegal parking in the bus lay-bys taken from surveys and video footage. The businesses were informed of the event via hand-delivered letters of invitation. The community were invited via an article in the parish magazine and local media. An afternoon and early evening community drop-in session where available to attract maximum attendance. The questions were also available on the website although the consultation material was not.

The community drop-in sessions were very well attended with a total of 47 questionnaires being completed. A number of questionnaires were taken away from the events and 23 were returned directly to the Parish Hall in the following week. The website received 127 replies.

From the drop-in responses, 80% of all replies recognised the need for improvements to be made and 53% felt that the proposals would address the safety issues. Of the 70 responses, 81% used the area as a pedestrian as well as a motorist. It is these users who would benefit greatest from the protection the scheme would offer. The responses from the gov.je website had a far lower percentage of pedestrian user and the majority of the respondents did not feel there was a need to improve the area for pedestrians, rather tending to identify that motorist's journeys could be slightly longer

The scheme is to be presented at a Parish Assembly for the community to sign-off the proposals if it is supported. Funding is available for detailed design to be carried out in 2019.



1. Introduction

1.1 Outline

La Route de Vinchelez is the main route from St Peter's Village through St Ouen's Village and onwards to the northern part of the parish of St Ouen. The road is open and rural in character, except where it passes through the village, and it is important that drivers slow through the village, particularly at the popular crossing point of the village shops, village green near the Parish Hall. The road is a States' Main road with the Minister for Infrastructure / Growth, Housing and Environment Department being the road authority.

The Parish have received numerous complaints regarding road safety in the area, particularly with drivers ignoring the road traffic laws and parking in the bus lay-bys.

The Parish of St Ouen have made a request to relocate the pedestrian crossing at the junction of La Route de Vinchelez and Route du Marais along with the removal of the bus stop lay-bys and the provision of a central island.

The key issues raised are:

- Parking on the bus stops and footways, create hazards for pedestrians
- Drivers failing to observe the pedestrian crossing when turning out of Route du Marais.

The parish conducted a short trial with cones that closed the two lay-bys and provided a central island. The trial occurred without incident although it is believed that the pelican crossing was operational during the trial.

A scheme has been developed by engineers and road safety professionals to address these concerns whilst balancing the constraints of the local area.

1.2 Purpose of the consultation

The consultation provided a platform for members of the public and for key business stakeholders to comment on the proposals. The consultation was open to everybody and aimed to try and get as many view points as possible and an understanding of the issues from those using the area.

A Growth, Housing and Environment technical team were present at the drop-in consultations to ensure that attendees' needs and concerns were recorded on the questionnaire so that they could be taken into account in the development of a scheme. The purpose of the consultation was to elicit user views.



2. Consultation Process

2.1 Notification of Event

A leaflet was distributed to every household in St Ouen with the autumn edition of the 'Gris Ventre' Parish Magazine detailing the dates and times of the consultations along with a description of the proposals and an artist's impression.

Letters were hand delivered to all the neighbouring businesses and organisations on 10 September 2018 inviting them to a local businesses and organisations consultation.

The public consultation was also advertised widely on social media and the local media and radio.

2.2 Event Arrangements

The business consultation and the drop-in sessions were all held at the Parish Hall.

The business and organisation consultation was on Thursday 13 September between 17:30 and 18:30, to be more accessible for those running businesses.

There were two community drop-in sessions. Both were held on Thursday 4 October; one between 11:00-13:00 and a later one in the evening between 16:30-18:30.

The technical team encouraged members of the public to complete the questionnaire which was available for each person who attended the consultation. They could record their views on the proposals and add any additional comments which they felt would help the situation.



3. Consultation Material

3.1 Display Banners

Four display banners were set up in a meeting room in the Parish School. The banners detailed the following:

1. Introduction and key issues
2. Data information including:
 - car park usage,
 - lay-by parking usage,
 - traffic speed and volume information,
 - details of where pedestrians cross the road and
 - accidents in the immediate area
3. Map and artist's impression of the proposals and the positives and negatives of the scheme.
4. The next steps of the project process.

Images of the banners are in Appendix A

3.2 Questionnaires

The questionnaires were designed to understand the community's usage of the area. It asked them which amenities they used and how they travel around the village. They were then asked if they believed there was a need for improvements in the area and whether the proposals would address the safety issues. There was space for any free form comments.

The questionnaire was also added to the gov.je website where it could be filled out and submitted.



4 Response to the Consultation

4.1 Number of questionnaires returned

Forty-seven (47) questionnaires were returned during the two consultations on 4 October and a further nineteen (18) were dropped-off at the Parish Hall during the consultation period. Two comments came in via the website. A further 4 questionnaires were returned after the consultation period had expired.

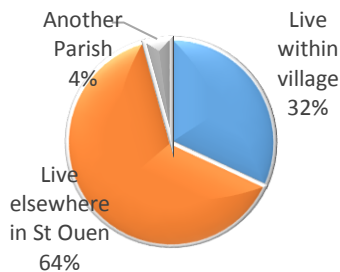
The survey was completed by 126 people on the website.

4.2 Analysis of Question 1

Where do you live?

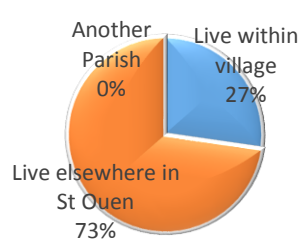
Drop-in Results

Within the village	15	32%
Elsewhere in St Ouen	30	64%
Another Parish	2	4%



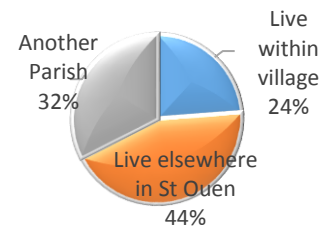
Parish Hall Results

Within the village	6	27%
Elsewhere in St Ouen	16	73%
Another Parish	0	0%



Website Survey

Within the village	30	24%
Elsewhere in St Ouen	55	44%
Another Parish	41	32%



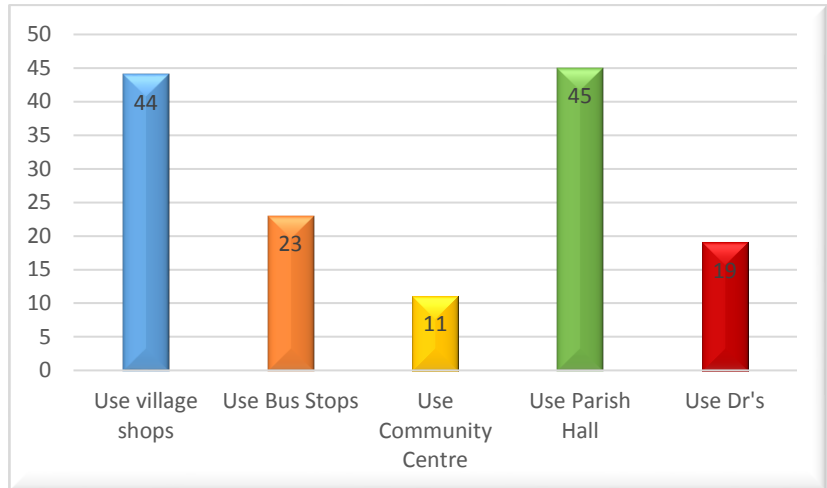
4.3 Analysis of Question 2

Which amenities do you use?*

*Respondees were to tick all amenities that they used

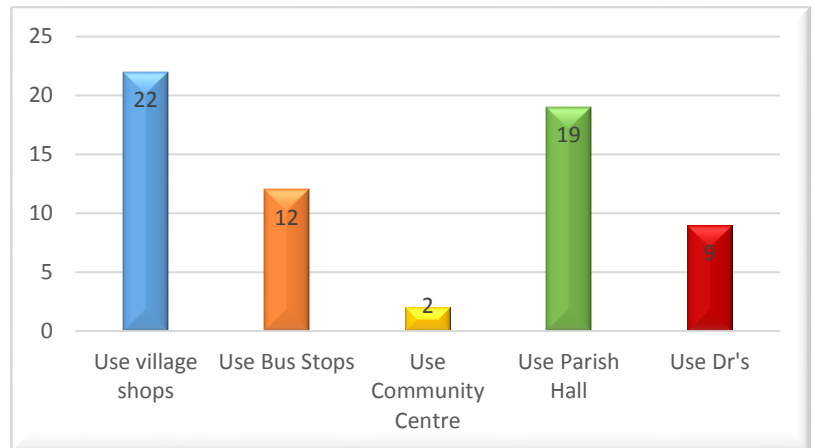
Drop-in

Shops	44
Bus Stops	23
Community Centre	11
Parish Hall	45
Doctors	19



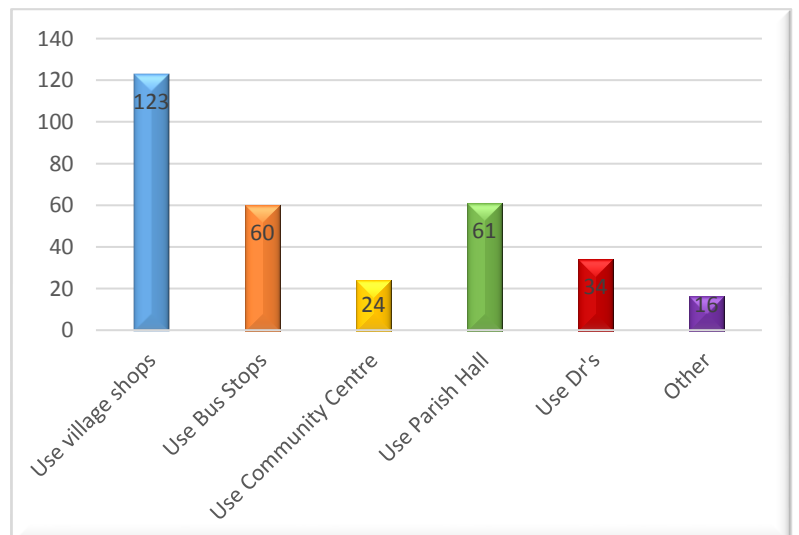
Parish Hall

Shops	22
Bus Stops	12
Community Centre	2
Parish Hall	19
Doctors	9



Website Survey

Shops	123
Bus Stops	60
Community Centre	24
Parish Hall	61
Doctors	34
Other	16



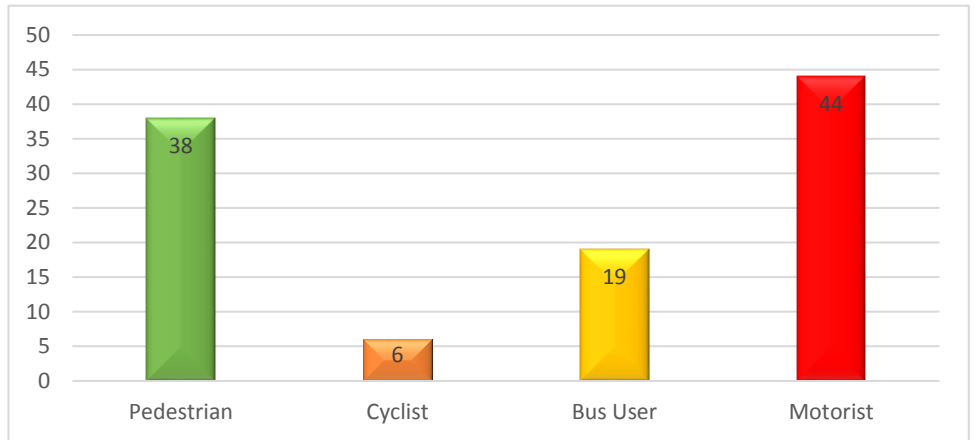
4.4 Analysis of Question 3

Do you use the route as*:

*Respondees could tick all that were applicable

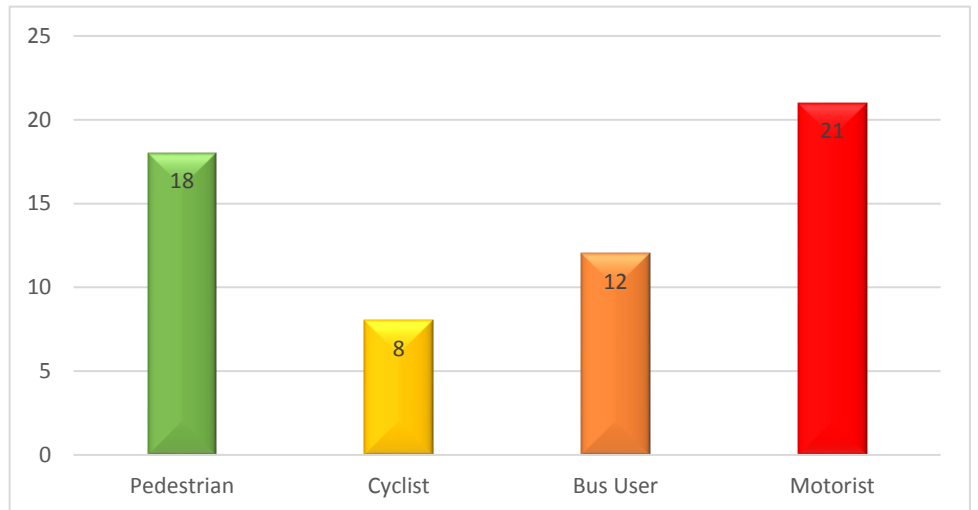
Drop-in

Pedestrian	38
Cyclist	6
Bus User	19
Motorist	44



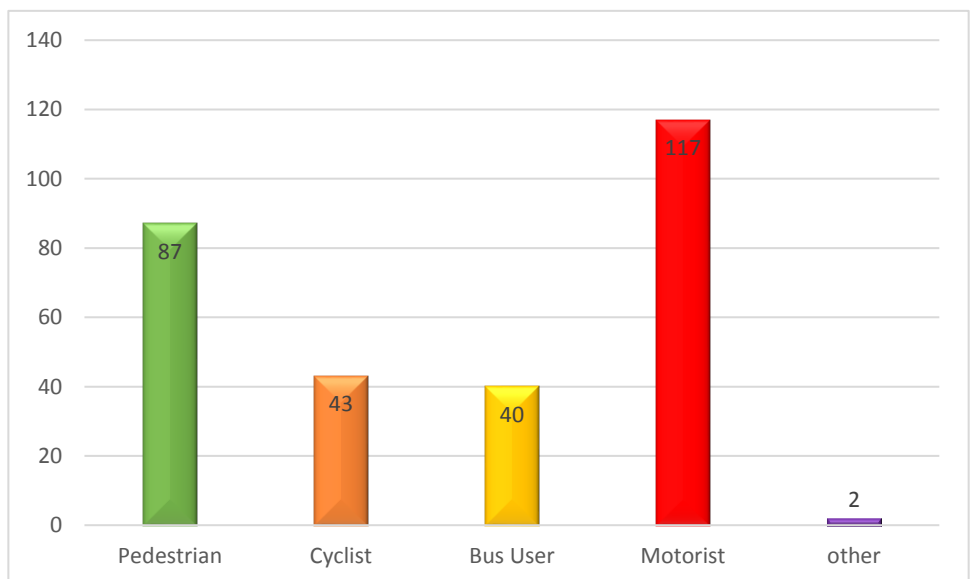
Parish Hall

Pedestrian	18
Cyclist	8
Bus User	12
Motorist	21



Website Survey

Pedestrian	87
Cyclist	43
Bus User	40
Motorist	117
Other	2

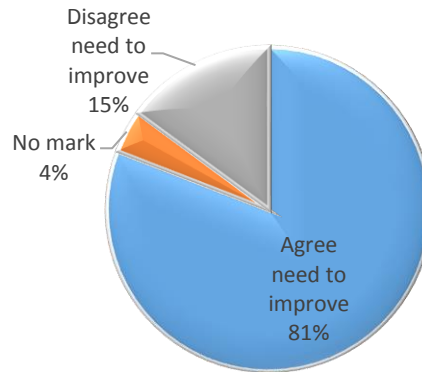


4.5 Analysis of Question 4

Are improvements needed?

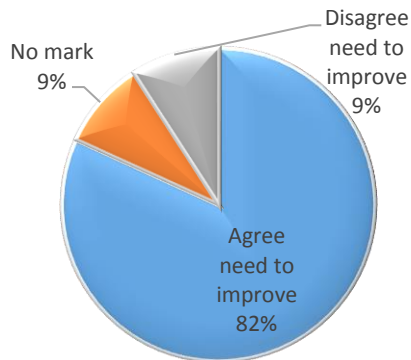
Drop-in

Yes	38	81%
No	7	15%
No mark	2	4%



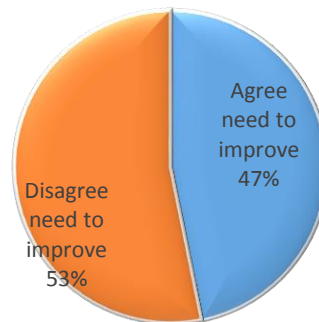
Parish Hall

Yes	18	84%
No	2	16%
No mark	2	9%



Website

Yes	59	47%
No	67	53%
No mark		

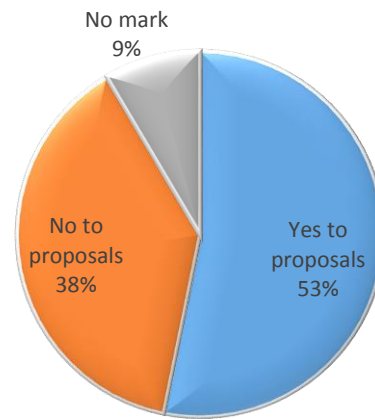


4.6 Analysis of Question 5

Do these proposals address the safety issues?

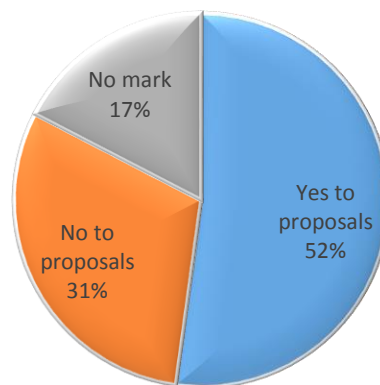
Drop-in

Yes	25	53%
No	18	38%
No Mark	4	9%



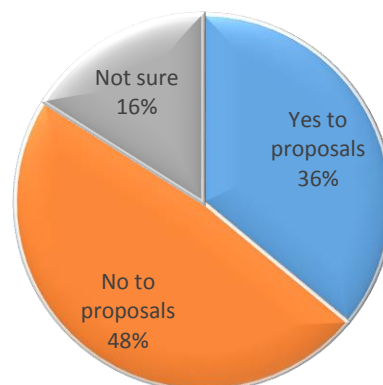
Parish Hall

Yes	12	52%
No	7	31%
No Mark	4	17%

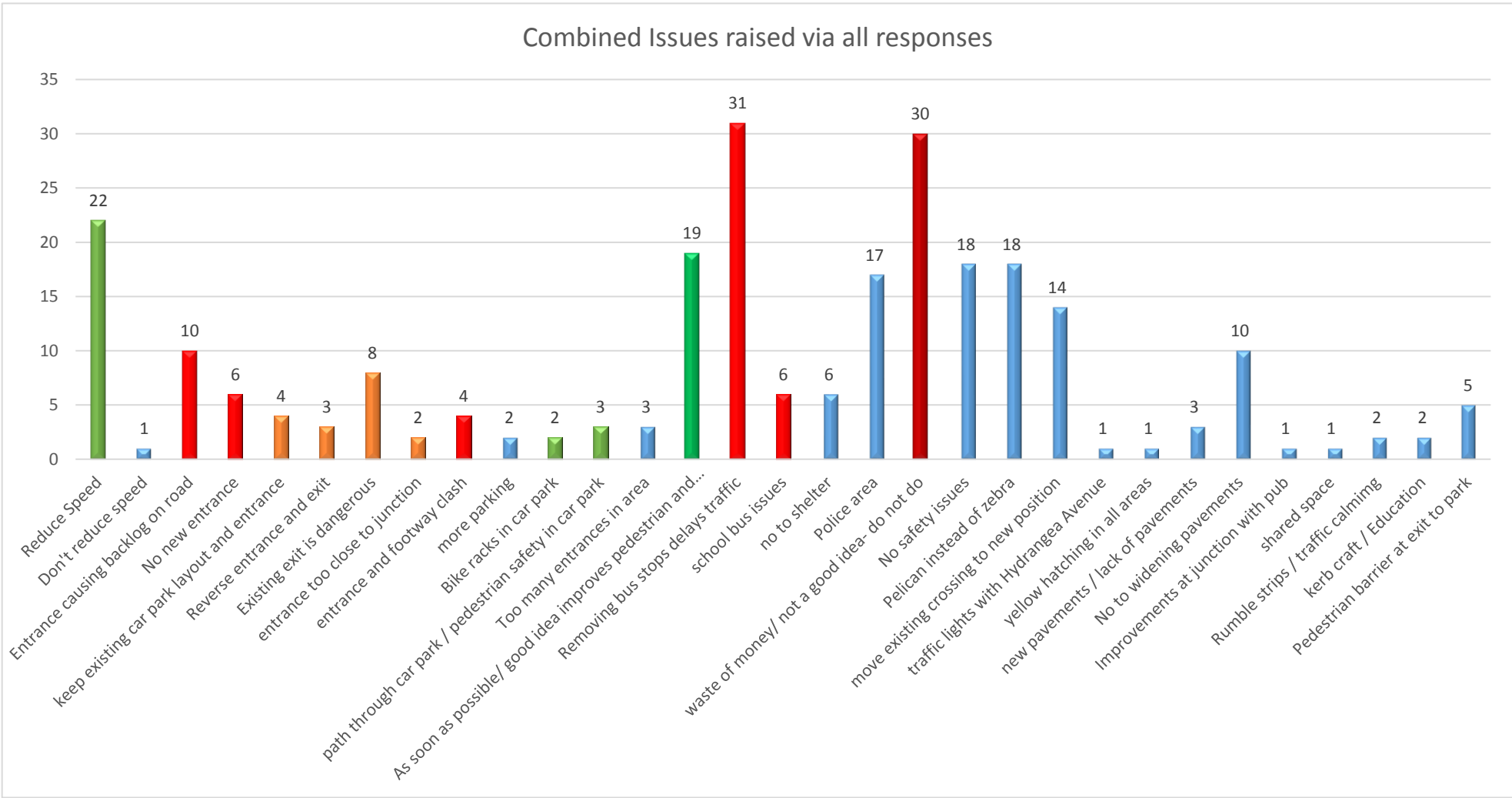


Website

Yes	45	36%
No	60	48%
Not sure	20	16%



4.7 Summary of main comments received



The summary covers all comments made by all the different methods of responding.



5 Summary of Responses

Community drop in and Parish Hall Responses

From the analysis of the returned questionnaires (not including the on-line survey) there is a clear wish for improvements in the area with 80% of replies from both community drop-in sessions and the Parish Hall questionnaires wanting improvements. 53% of these people thought that the proposals would address the safety issues.

Website Responses

The on-line survey results are quite different from the questionnaires. 59% of those who lived within the village centre thought there needed to be improvements. This percentage reduces the further out from the centre the person lived; 45% for those living elsewhere in St Ouen and 34% if they lived in another parish. The percentage of people who thought the scheme addressed the safety issues was also less than from the returned questionnaires with 41% from the centre, 35% from elsewhere in St Ouen and 29% from another parish believing the proposals would the safety issues. One of the main reasons why there is a differing opinion between the two sets of results is that the people who filled out the on-line questionnaire did not have the consultation material to view as is evident in some of the responses and the opportunity to discuss and debate the proposals with the technical team.

Responses by Location

Living within the Village Centre

The main issues raised by those living in the village centre who attended the community drop-in sessions were:

- The speed of traffic through the area,
- The new entrance on Route de Vinchelez would cause a backlog on the main road as drivers wait at the entrance for a free parking space and that the existing access was dangerous.
- Two people requested no new access
- One said that there was no safety issue and one that the scheme was a waste of money.

The main concerns from those living in the village who responded via the website survey are:

- Removal of bus stops causing backlog on the main road (7)
- 7 wanting the existing crossing moved to the new position (and 3 wanted a pelican rather than a zebra)
- Six said there were no safety issues
- 5 that it was a waste of money
- 5 wanted reduced speeds
- 4 wanted better policing
- 4 want the work carried out as soon as possible

Living Elsewhere in St Ouen

For those living elsewhere in the parish, the main concerns of those who attended the community drop-in were:

- The removal of the bus lay-bys with 11 people saying their removal would lead to delays to traffic.



- Five wanted reduced speeds,
- 4 commented on school bus issues if the lay-bys were removed and
- 4 wanted to keep the existing car park layout.
- Three people thought it was a good idea and that work should start as soon as possible but
- 2 also said the scheme was a waste of money and 1 stated that there was no safety issue.

For those living elsewhere in St Ouen and who responded via the website were:

- The proposals were a waste of money (12 No).
- 8 people thought it was a good idea.
- 8 people also would want a pelican instead of a zebra crossing.
- Six wanted better policing and
- 5 thought removing the bus lay-bys would cause traffic delays.

Outside of St Ouen

- Only two people who lived outside the parish thought the proposals were a good idea
- 6 people though it was a waste of money.
- 6 replies also said there was no safety issue and
- 10 want a pelican instead of a zebra crossing.

The main comments reported were as follows (coded red [objection], amber [alternatives], and green [support]):

- Pelican crossing instead of a zebra crossing – 32
- Removing the bus stops will cause delay to traffic – 31
- The proposals are a waste of money – 30
- The speed needs to be reduced – 22
- The proposals are a good idea and there will be improved pedestrian / cycle safety – 19
- There are no safety issues at the moment – 18
- There would be no issue if the area was policed better / more – 17



6. Conclusions

There have been a number of safety concerns about crossing in this area, which is made hazardous due to vehicle speed, illegal parking, blocking of the bus lay-bys and a pelican crossing installed decades ago no longer matching the crossing desire line.

A scheme has been developed to address these concerns. The need for change was strong in the village community, the users the scheme aims to protect. The majority of the village community support the proposals.

It is to be expected that those who drive through the village and would need to slow down through the area would not welcome this small inconvenience.

The responses from the website were based on the artist's impression of the scheme and many comments showed that the respondents lacked an appreciation of issues of vehicle speed and risks when crossing the road that those who attended the drop-in fully appreciated.

The drop-in responses are likely to better reflect the village community who the scheme is aimed at benefiting and should be the primary source of consultation response, which perhaps could be validated with a Parish Assembly.

The scheme consultation indicated that changes to the Parish Car Park access were not universally regarded as beneficial and this change is not proposed to be pursued by the parish.



7. Recommendations

With the wide ranging set of responses, it is proposed that the scheme is taken to a Parish Assembly sign so there can be a community sign-off of the proposals if supported.

If the motion is passed, the proposals will be taken forward to the Minister for Infrastructure for approval for the works to go ahead. Funding is available for design work in 2019 and construction in late 2019/2020.



Appendix A

Consultation Material





St Ouen's Village Improvements



Welcome to our Community Drop-in Consultation

Message from Connétable Buchanan:

'The Parish have had numerous complaints regarding road safety in the area, particularly with drivers ignoring the road traffic law and parking in the bus stops. The Parish have worked together with SaJ to develop a scheme to improve the area and make it safer for all who use the village facilities. I feel these works will be a real improvement and will create a better environment for all users of the area and there is the opportunity for the work to move forward soon. Please come along and let us know what you feel about the proposals and anything that we need to consider by completing a questionnaire.'

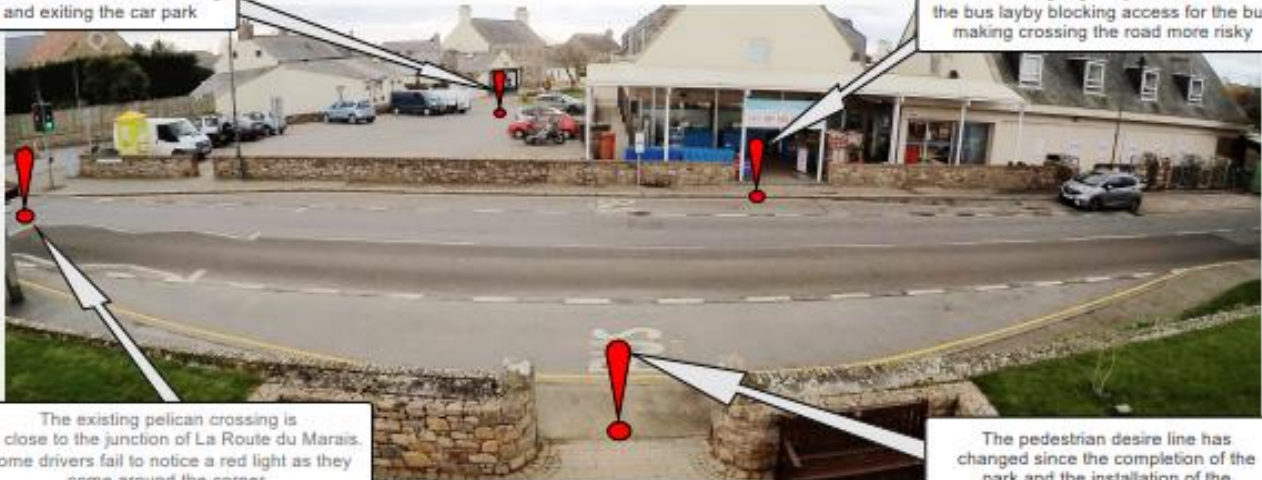
The banners explain the safety and walking issues and why the proposals for the area have been developed. This drop-in session is your opportunity for the parish and technical team to hear your views.

Key Safety Issues



Conflicts for vehicles entering and exiting the car park

Parking regularly occurs in the bus layby blocking access for the bus making crossing the road more risky



The existing pelican crossing is too close to the junction of La Route du Marais. Some drivers fail to notice a red light as they come around the corner.

The pedestrian desire line has changed since the completion of the park and the installation of the pelican crossing in 2004



The existing Pelican crossing is little used as people cross throughout the area or do not use the push button to call the signals. The crossing is due for refurbishment in 2019





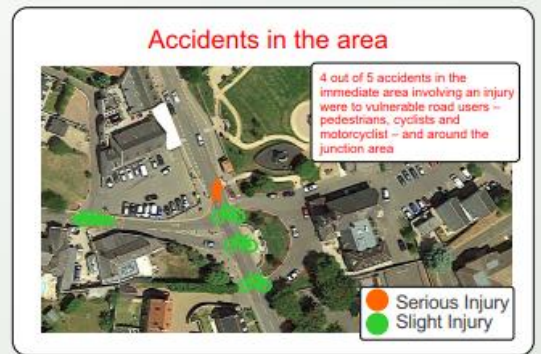
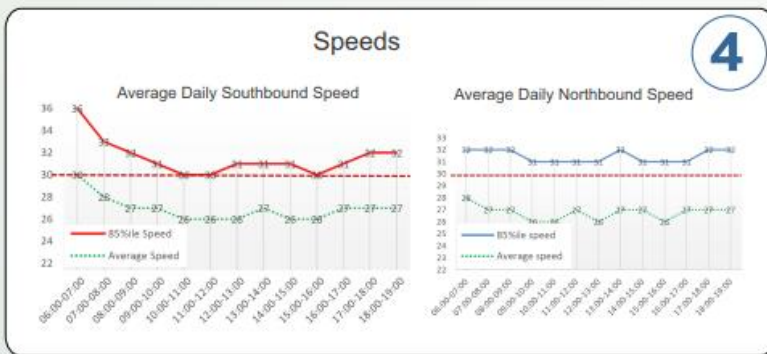
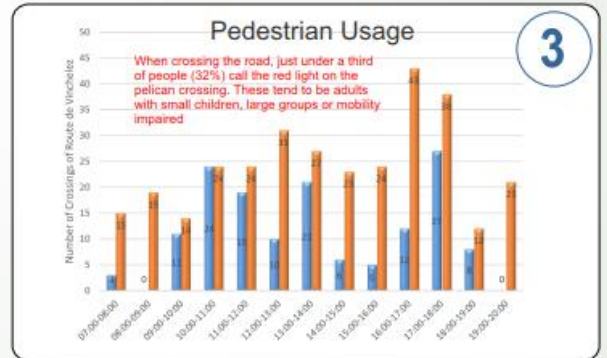
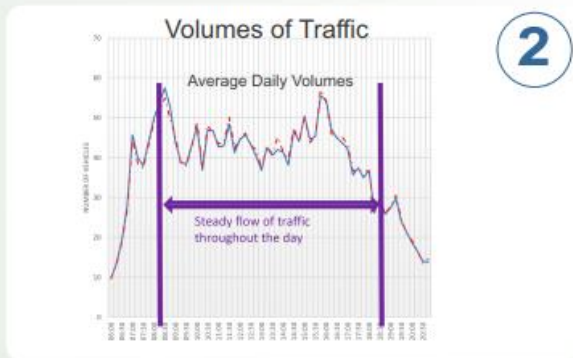
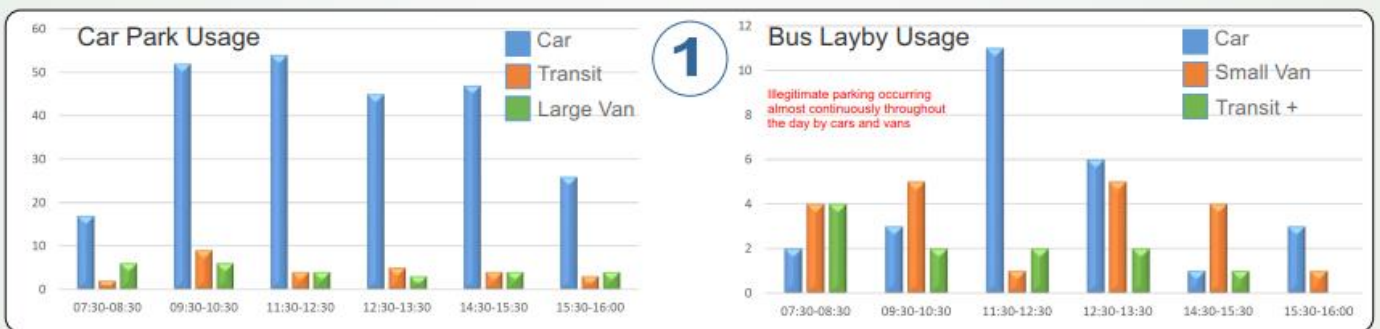
St Ouen's Village Improvements



The Evidence

The data illustrates that:

- Shop car park is well used (graph 1)
- Almost continuous illegitimate parking in bus layby throughout the day by cars and vans (1)
- There is a steady flow of daytime traffic (2)
- Steady flow of pedestrian movements throughout the day, with peaks between 10-11am, 1-2pm and 4-6pm(3)
- Some motorists are not slowing down below the speed limit through the area because of the wide open nature of the road (4)





St Ouen's Village Improvements



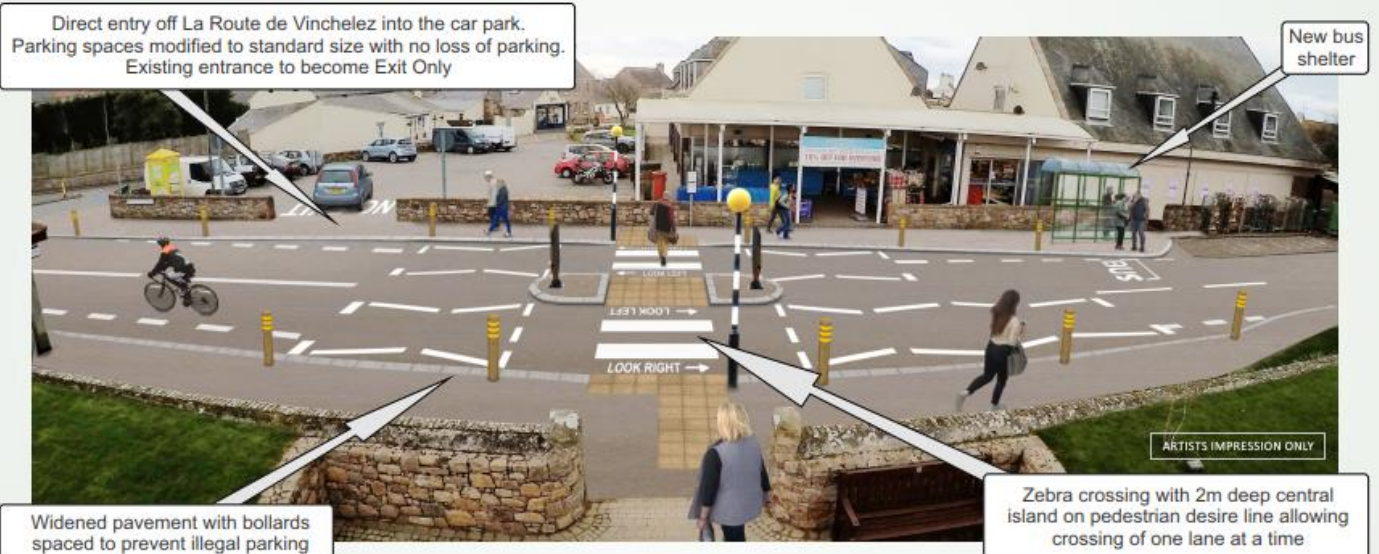
Proposals to improve the area

The problems associated within the area have been analysed by Road Safety Advisers including:

- Site constraints – road widths, bus stops, pavements, location of pelican in relation to Route du Marais, lighting
- Surveys – topographical, user surveys
- Site observations – use of car park and laybys, pedestrian desire lines, vehicular visibility, vehicle movements
- Accident data

The most effective solution is being proposed – a zebra crossing with a central island with laybys removed

Proposals have undergone a Stage 1 Road Safety Audit to check main safety aspects

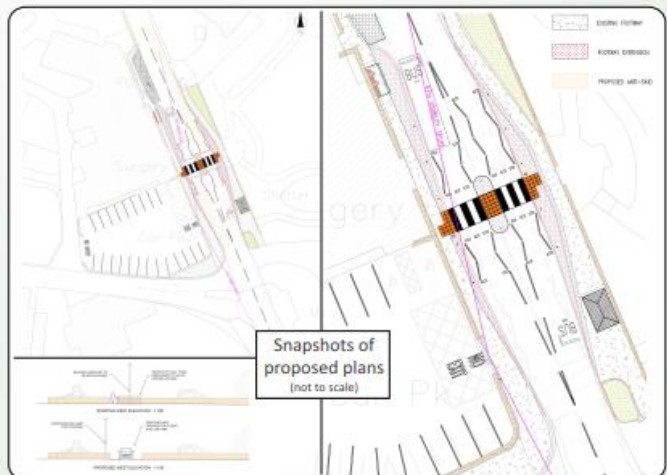


Positives:

- ➊ Crossing on walking desire line with central island refuge
- ➋ Narrowing the road with an island will highlight to drivers that this is the village centre and they should slow down
- ➌ New bus shelter
- ➍ Buses stopping in road with safer landing
- ➎ Bus stops downstream of zebra crossing & stationary bus does not block pedestrian visibility
- ➏ Easier use of car park for most vehicles

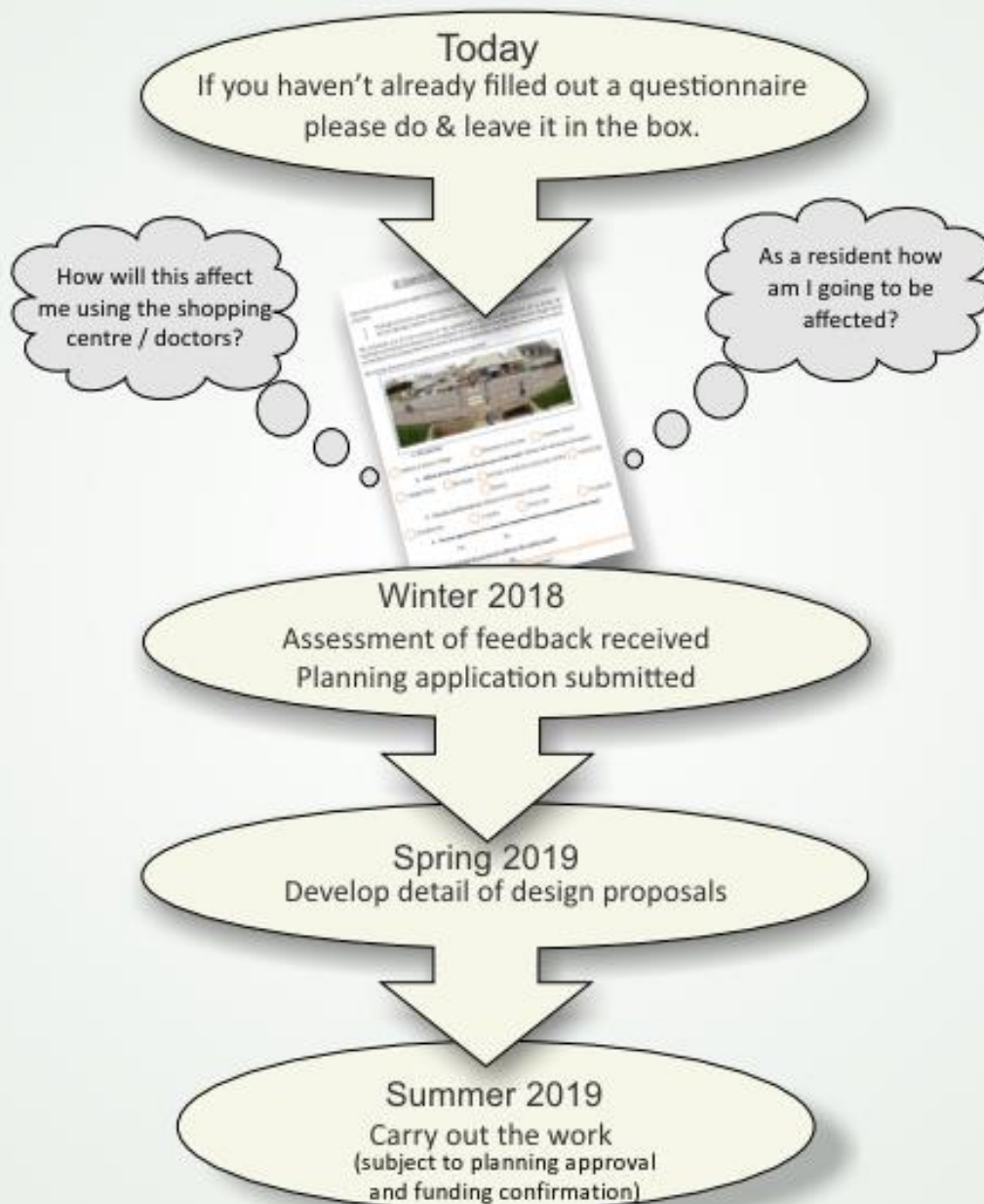
Negatives:

- ⊖ Slight delay to traffic behind loading & unloading bus
- ⊖ Limited unloading bay with bus laybys removed – small deliveries will have to use car park
- ⊖ Larger vans leaving the car park will have to find gaps in the traffic to cross centre line of Route du Marais to get back onto Route de Vinchelez





The Next Steps



Appendix B

Comments from Drop-in sessions and Parish Hall



- 2 Wow this is wonderful, let's get on with it.
- 3 Well overdue, so dangerous with cars parking on bus stop throughout day. Serious accident waiting to happen. Well done everyone.
- 4 About time. This will be so much safer for everyone.
- 7 Fully support. Suggest implement scheme with greener aesthetic to promote more rural feel within centre of rural parish. Proposed scheme is too urban at present (sketch attached)
- 10 Reduce size of exit route as drivers head straight over yellow line and into path of traffic on La Petit Fosse.
- 11 Have you considered a 20mph zone
- 12 No to buses stopping in road. Yes to move crossing. Yes make car park one way. Commercial vehicles and deliveries will block up car park - not good
- 13 Cost??
- 15 Traffic will be closer to pavement. Bus laybys form safety zone. Laybys were made so traffic behind bus could overtake safely. Now will be stuck behind bus, and have to follow it. Ridiculous!
- 16 New car park will be disaster with cars having to cross pavement to enter, children not expect this (problems with shared space). Cars entering car park when full will cause back up and stop flow (road rage). No sleeping policemen. New crossing and bus stop great idea.
- 17 Pedestrian islands need to be longer.
- 18 20mph zone should be implemented from recycling area to La Rue de la Pointe to calm traffic approaching village.
- 21 Need to address general speed through area / junction (e.g. turning into Route de Marais)
- 27 Concerned re car park entrance. Could get cars queuing and cause backlog. Cars reversing out could cause delay, as well as coming out of entrance. Box is necessary. Present entrance could be widened. Existing Box junction helps to delay traffic in and out.
- 29 Cut speed of cars, especially on Sundays
- 31 Speed limit should not be reduced to 20mph until the new system has been tried and tested.
- 32 Originally against but after explanation from Jackie agree 99%. Still not sure about vehicular entrance to car park.
- 33 No new vehicular entrance into car park. Would be better to create 2 new car parking spaces.
- 35 Don't think buses stopping on road is good idea. Will increase traffic while stopped. Would like barrier at zebra crossing as currently. Perhaps hatched area to prevent cars stopping on road behind bus and blocking entry to car park.
- 38 I would have kept the car park entrance in same place
- 38 Exit and entrance to car park should be reversed
- 40 An excellent proposal but change exit and entrance choice as at present
- 42 Entrance to car park? Zebra crossing instead of traffic lights? Exit from park little used? Unloading bay space too small? Traffic held up behind bus?
- 43 Ensure boundary with shop perimeter - bus shelter may be built on private land? Parish should consider pedestrian route through car park, between wall adjacent to shops and line of parked cars. Install bike racks in car park in front of Morrisons (with agreement of owner). Need 2 post boxes? Overall vast improvement.
- 44 Sooner the better
- 45 Need barrier at ped crossing for children. Exit of car park still terrible - cars on wrong side of road. Loss of bus stop layby is frustration for motorists.
- 46 20mph limit. If the area was policed there would not be a problem!



- 47 Buses on road will cause delays (especially school buses). Layby allows traffic to pass and not have to follow the bus. Improvement to car park is good idea.
- 48 Removing laybys will not improve safety. School buses often arrive 2 at a time. Laybys allow traffic to pass buses safely.
- 49 Please do not do this. Works perfectly well. No-one gets bus into St Ouen so no need for bus stop next to shops. Remove layby means buses in road so more of a safety hazard. No need for all of this.
- 50 La Rue de Petit Fosse is private road struggling with cars entering and exiting car park. Lane is used by property owners who are ignored. Suggest new exit in wall through to Hydranger Avenue, cut out exit in ou road. Put proper road signs up for traffic coming up and down La Petite Fosse, or pelican lights, or priority from right sign. Enlarge road using parish field.
- 51 There are no safety issues whatsoever. There has been one major incident in 8 years
- 52 Entrance to car park from main road will cause problems which do not exist at present and will cause accidents in the car park.
- 53 Not a good idea, could be unsafe for children
- 55 Entrance to car park from main road is a bit dubious - bottle neck when buses or delivery vehicles are stopping.
- 56 Concerns about removing controlled crossing and replacing with zebra. Harder for visually impaired to navigate
- 57 Barriers needed on exit / entrance from play area to road for safety. Will new entrance work with queuing traffic?
- 58 Need 20mph speed limit for this area. Main problem is speed and volume of traffic.
- 59 New entrance is too close to Route du Marais. Motorists indicating to turn left will not be clear enough to be safe turning down Route du Marais or the car park.
- 60 La Rue de la Petite Fosse - we who live there constantly battling with motorists who exit the car park without looking right and at speed, causing much stress and bad language. Please don't forget us.
- 61 I do not think the current proposal would work for the school buses.
- 62 Broadly agree with scheme but retain pelican crossing but in new position as too many peds do not use zebra correctly. Keep existing vehicle entrance to car park and do not allow vehicles and peds to mix over pavement. This can be disastrous. Move post boxes to outside Parish Hall, people can drive in and out to post letters or have one in both positions, one for peds.
- 63 Entrance to car park is in bad position, too close to junction and peds will be aiming for it if going to Parish Hall. School buses will need to park somewhere else. Will remaining parking by bins be big enough for unloading lorries and vans? Motorists will park on it.
- 64 Worries are back up of traffic, speeding cars, entrance and exit, cars parking roadside outside supermarket, bus approach and depart bus stops, street lighting, junction turning off to St Ouen a busy junction.
- 65 Keep single entrance but widen access. If two entrances then flow needs to be reversed. Provide motor cycle and cycle parking
- 66 Will be problems extinguishing bus layby and car park entrance will cause congestion. Exit from Route de Marais should be narrow to allow one vehicle. Do not change to zebra. Area outside shops to be 20mph. Other comments re speed and safety in St Ouen.
- 67 Crossing works well, no need to move. Bus laybys reduce hold ups. No need for bus shelter. No need to widen footpaths. If lorries unload in car park will be difficult. Issue fines for parking in bus layby. Better use for taxpayers money.
- 68 Stop cars parking in bus layby. No need to widen pavements. Cars will be backed up if laybys removed. No need for bus shelter. Money better spent on cycle route. Various questions on cost, how many accidents previously.
- 69 30mph is too high, should be 20mph. Please do not make entrance to car park on main road, with cause traffic jam and too close to ped crossing.
- 70 Traffic lights more effective at stopping motorists than a crossing. Agree with moving crossing away from corner, how practical to move the traffic lights?



- 71 Good idea. Traffic hold up to entrance to Food Hall with passing traffic will be the problem. 20mph a must.
 - 72 Abolishing bus laybys will cause multiple hold ups. Pelican crossing is easily visible. Entering car park from main road is dangerous as very busy, cars will go too fast and not see peds. Would cause blockage. Will not increase safety in the area - leave as is.
 - 73 Proposal only addresses issues in one area. Wants 20mph zone - previous correspondence attached.
 - 74 Lazy car drivers still park between bus stop and unloading lorries. One way car park won't improve parking. Shoppers need more space.
 - 75 Stop the parking on the bus stop - blitz on it and fine heavily. Do not think the cost of all the changes justifies the end result.
-



Appendix C

Comments from website



4. Do you think that there is a need for the area to be made safer for all users?

			Response Percent	Response Total
1	Yes		46.83%	59
2	No		53.17%	67

Comments: (44)

I think the current lay out works. Why fix what is not broken?

Looks like a great idea to move the entrance to the car park and to move the pedestrian crossing. Thank you.

As a matter of urgency before there is a serious accident

Hi,
I have the following issues and questions on this proposal.

- 1) So, the majority of the numerous complaints are to do with cars parking in the bus stop and your solution to this is to remove the bus stop. Surely a better solution is to actually stop people from parking there in the first place. Removing the bus stop is a bit like saying I have a pair of shoes that I don't like so I will chop off my foot so I don't have to wear them.
- 2) Why do the pavements need widening? Is there a sudden influx of people on the pavements of St Ouen's that requires a pavement widening? Widening the pavement also means that the roads width will shrink, potentially causing more danger to cyclists (cars get closer when overtaking), other road users (we are all closer together) and people on the pavements (as you need to get closer to the pavement as there is less road to use). To me this contradicts the primary statement of improving the road for all road users.
- 3) By removing the bus stop, cars will be backing up behind the bus (because the central island is placed so they will be unable to overtake the stopped bus on the road) slowing down traffic, or making people overtake round the island. This screams as being unsafe, and highly annoying to the road users. This goes back to point 1 - it makes no sense to remove a space for the bus to park - to stop people parking in the bus stop.
- 4) Putting in a bus shelter (which someone will have to maintain & upkeep) when there is a perfectly good shelter a few steps away by the supermarket. Surely the number of people looking to head out west is minimal compared to the cost of the shelter. A return on investment ratio will be very low.
- 5) We're an island with limited funds and I believe that this money would be better spent on a cycle route out east - where safety is a real concern to me as a cyclist.
- 6) We want to remove the pelican crossing and spend all this money so people don't need to walk an extra few meters from the parish green. Is it really worth it?

This area has worked perfectly well for many years and therefore this complete upheaval of the current layout is a COMPLETE waste of money. If the issue is cars parking in the bus lane, then why not stop people from doing this by policing the bus lane. It seems absolute lunacy to me to put a bus stop in the middle of the road, which will likely cause more congestion and lead to more accidents.

Furthermore, why remove the current crossing and put in a zebra crossing? Children cross from the Parish Hall to the shops when dancing is on and it is far safer to have a regular crossing with stop traffic lights than a zebra crossing where children may cross the road without looking and hence cause an accident if a car does not have the opportunity to stop.

Also, as a cyclist by widening the pavements you are decreasing the useable road space and therefore are going to make it more dangerous if cars wish to overtake cyclists - particularly when you start having a bus stopped in the middle of the road! It baffles me who thinks that this could ever be a good idea and I would like to know who has actually complained about the current layout. This NEEDS to be revisited as this is not the solution which is required.

The present pedestrian crossing is poorly located because it is too close to a road junction and it is not where people want to cross (to get from the park exit to the shops).

The access to the public toilets from the park forces people to walk into the area where cars drive in and out of the parish hall carpark - this is not ideal especially for small children using the park.

It is not safe to walk from the shops to the recycling bins, as there is a blind bend with no pavement.

Lower the speed limit

Speed limit reduction.

Lower the speed limit, also prevent people stopping in the unloading bay outside the Morrison's.

St ouen village should be a 20 zone

Not possible at times to safely pull out of my drive way, I live opposite the cafe at the community centre which is very busy and generates so much more traffic. I lived here since 2005 and find since this cafe opened opposite my house the noise and traffic is much worse.

The village shop car park needs addressing, entrance and exit is not suitable neither is the number of spaces available during peak times causing congestion and confusion at junctions. The rue de trodez cross roads are also a massive accident waiting to happen especially emerging from rue de trodez



4. Do you think that there is a need for the area to be made safer for all users?

	Response Percent	Response Total
The pedestrian crossing is not in the correct position - cars exiting a yellow line are too busy looking for traffic & don't always spot the pedestrian crossing lights. Also, this crossing leads pedestrians into a very busy (chaotic) car park.		
There is one 'legal' space at the end of the bus lay-by- get rid of it and police it first, it may be a cost saving as well as lifesaving.		
Put yellow hatched markings on all areas but the load bay and bus lay-by. Got to be worth trying first		
Speed limit needs to be reduced at 20 as cars drive far too fast!		
There is no problem, so leave alone, and stop wasting money, and inventing jobs.		
It's fine as is ...		
The roads around the village do not have pavements and are unsafe. Pavements ideally need to be built (something like St Mary's) or the speed limit must be reduced to 20 mph		
I agree that moving the crossing is a good idea but NOT necessary. I do not recall ever seeing an accident on that crossing.		
A definite NO to the new carpark entrance. I think it's too close to the junction. Consider drivers approaching from the east indicating left - are they turning down Hydrangea Avenue or indicating prematurely to turn into the shop carpark? With all the will in the world you cannot make people indicate at precisely the correct time. It will be very confusing to drivers exiting Hydrangea Avenue - for example, they see a car approaching from their right and it is indicating so they pull out but the oncoming car wasn't actually indicating to turn down Hydrangea - it was indicating to turn into the car park. Collision. An absolutely stupid idea.		
Also, there will be cars pulling off the line from Hydrangea Avenue and turning left towards Leoville. They pull off, accelerate then bang, straight into the back of a car queuing to get into the new car park entrance. Another stupid idea.		
Bus stop: where is it? Having the bus stop on a main road holding up traffic is a terrible idea as in St Mary. The bus needs a pull-in in both directions. There are many impatient drivers. They are held up by a bus then as soon as it starts to move off they accelerate like mad only to find a stray pedestrian crossing in the wrong place. So a definite no to the bus stops on the road. We all know that many pedestrian accidents occur within a very close distance of a pedestrian crossing. I nearly knocked someone over myself last week - I was stopped at a crossing behind a car that was letting people go and as the crossing cleared and the car in front of me moved off, so did I then a woman ran out between us not even on the crossing itself - just between cars. Stupid. Nearly caused me to knock her over and the car behind me to collide into my rear. No - the busses need a pull in please.		
It would be interesting to know the facts and figures of precisely how many accidents have occurred in this area over the last ten years. Please publicise that information with the promotional article.		
The whole area centres around the car. Anything that can be done to make the area more user friendly to encourage more cycling and walking has to be a good thing		
I have nearly been killed on the pedestrian crossing before by a speeding driver		
Pedestrians can cross when the traffic lights change so it's not a big issue.		
If it is causing safety issues for sure yes, I often see people running directly from bus stop to bus stop from the shop to the estate. It would make it a lot safer for absolute certainty, but would slow up traffic immensely and that's something to take into consideration as it is a frequent route for motorists living in St Ouen.		
The current crossing is safer than a zebra as it forces cars to stop at a red light. No need to change		
That is ugly there is a pedestrian crossing there already works well and means traffic keeps moving as regular stops		
Zebras it's stop start		
Although I don't know what evidence you have that it's not safe already		
Tricky area from the Parish Hall to the pub on foot.		
Most people slow down in their cars through the village but you get speeders.		
Open road, long and straight so easy to build up speed		
I've used this area a lot as a pedestrian a cyclist and a driver (I used to live nearby) and have never had a problem with the current layout.		
I am a regular user of the bus and I can't fault the system here. Its absolutely fine and works well		
It is fine as it is, this could even make it more dangerous. When the bus is stopped people will have to use the crossing from behind the bus. Not too clever. I use this area every day and have never had or seem a problem. Just fine people who park on the bus stop.		






4. Do you think that there is a need for the area to be made safer for all users?

	Response Percent	Response Total
Not sure what is wrong with the existing set up, especially when what is being proposed here was not acceptable for Longueville Road, where a simple zebra crossing would suffice, but no 10 weeks of temporary lights to justify people's jobs & not doubt similar for St Ouen's if this gets the go ahead....		
Great idea to move the pedestrian crossing, currently so many people turning out of Hydrangea Avenue don't see the lights and just drive through. Going in and out of the car park as it currently is, is also dangerous so like that change too		
The entrance to parking area outside doctors surgery and other shops needs widening.		
Traffic controls are fine . The plans look to confusing with all the lines and a bus stop in the road is just ridiculous		
At most maybe an additional zebra crossing.		
I think the only problem is the crossing is too close to the rue du marais turning. When drivers approach the village from rue du marais and turn left, they often don't see the lights. It would be safer to have the crossing further up by the pétanque pitch.		
Cars go too fast in this whole area and I'd like to see a lower speed limit to safeguard both children using the buses and the community centre. Our children narrowly avoided being hit by a car trying to cross and I often see people walking along the first section of Route de Marais / Hydrangea Avenue at risk and, to a lesser degree, from the community centre to the pub (no pavement).		
Cars come in too fast to the area especially the junction opposite the parish hall which can be tricky to judge. The pedestrian crossing is way to close to the junction as drivers cant see easily when the lights are changing.		
It's fine as it is		
Stop wasting money		
Use the area regularly when going to see friends and family that live there, it's worked as it is for years, no need to waste money and change it like the debacle that is now St Mary's.		
Fine as is. If need to move the crossing leave as a lighted crossing, no need for a zebra crossing. Waste of money completely		
I think it's fine as it is		
I've witnessed several cars turning right out of Route du Marais and through the red lights as I've been wanting to cross (with children and dogs), drivers are focusing on the traffic.		
Traffic in and out of the shop car park is often congested, not dangerously but often very busy due to the tight turn and entrance.		
As a pedestrian accessing the park/play area from Route du Marais there is no safe route (no pavements) other than through the busy car park. Cars use the bus stop to park as the car park access is an issue.		



5. Do you think that these proposals would address the safety issues?

			Response Percent	Response Total
1	Yes		36.00%	45
2	No		48.00%	60
3	Not sure		16.00%	20

Comments: (57)

- 1 Sorry removing the bus lay-bys to solve the parking problem is not the right idea, and is likely to cause problems when a large number of passengers paying cash are waiting for the bus. This has happen this summer at least on two occasions when I caught the bus 14-18 french children all paying individual cash amounts, this may result in cars attempting to overtake the bus when they should not making a high risk of an accident occurring.
- 2 The new entrance to the car park would be an improvement and a zebra crossing would cause less traffic delays.
I believe that having the buses stopping in the traffic will cause delays and frustration for motorists. As this is the main village stop there can be a lot of people getting on or off. Make the bus stops smaller as in St Peter's village. Where is the bus stop to St Helier it does not show on the proposal illustrated. It must be before the Parish Hall as some buses go down Hydrangea Avenue in the summer. Commercial delivery lorries must be stopped from blocking bus stops, they often cause issues if there is more than one.
- 3 Address WHAT SAFETY ISSUES.
There is a kiddies play park and a traffic light to teach children how to cross the road safely - press the button and wait for the green man. HOW can the removal of this add to safety ?
My 4 year old grandson can't read look left, look right - but he does fully understand the concept of crossing a busy road at the traffic light.
THERE IS ABSOLUTELY NO NEED FOR WIDER PAVEMENTS.
THERE IS EVERY REASON FOR BUSSES TO PULL OFF THIS MAJOR ROAD.
Has anyone actually sat at this site from 7.00am till 7.00pm to see what goes on in reality?
The school busses often park for a half hour - how would it be safer for them to do so in the middle of the road.
There is a busy shop with a lot of stock movement. Huge unwieldy cages are constantly being pushed around the area you propose a bus shelter. It is NOT in any way safer for the public to be standing there.
- 4 Removing the lay-bys will cause potential traffic hold-ups when buses are parked. Keep them and put no parking at any time road markings. Then, book and maximum fine at all times, no warnings or let-offs.
- 5 It makes sense to move the current pelican crossing further along the road towards the supermarket so as not to be a hazard at the junction for vehicles turning left from Hydrangea Avenue as it can be easy for a vehicle exiting the junction to miss the red light immediately upon them.
There will still be safety issues if delivery drivers and cars continue to park on the bus stops or in between the new bollards.
The most dangerous aspect of the entire area is still the entrance and exit of the existing car park as it is difficult to clearly look right when exiting without having the bonnet of the car in the road. The car park itself is too small to cope with demand of these shops and so it is dangerous at peak times when people are rushing and driving without consideration to others.
- 6 Totally agree this is needed
- 7 Removal of bus lay by will cause additional problems
- 8 You haven't listed any safety issues, which this solution will resolve. From reading the blurb the idea was to manly stop cars from parking in the bus stop and whilst this would do this, I don't feel that this is a valuable use of money. I don't understand how this will solve anything other then make people on the road more miserable and waste money.
- 9 The proposals are a good step towards increasing safety but I have reservations on a couple of points.
- 10 Why would anyone think that this is a good idea? To put a bus stop in the middle of the road is an outrage and a nightmare for all users involved.
- 11 They would make the pedestrian crossing safer, but do nothing to help pedestrians walking to the toilets or to the recycling bins.
- 12 the current zebra crossing is an accident waiting to happen



5. Do you think that these proposals would address the safety issues?

		Response Percent	Response Total
13	Mostly yes, but I'm not sure about the new entrance to the car park. This brings vehicles onto the pavement, albeit pedestrians will hopefully not be using this area once the proposed changes are made.		
14	please please put a safe footpath across the car park. We walk through the car park and I had to jump out of the way of a reversing car who nearly knocked into me as they didn't check properly. People wonder through the middle of the car park with car moving everywhere because the walkway by the shops doesn't allow access at the end of the car park.		
15	A zebra crossing at top of Route de Marais adjacent to car park would also help safety, this is a dangerous corner to cross. An second entrance for cars could cause additional safety issues for pedestrians in the car park.		
16	Access to the car park is in the wrong place. This area fills very often, particularly at the weekends, and traffic will spill out onto the road. The centre islands would need extending to stop waiting cars from stopping there!		
17	Moving the entrance into the shoppers carpark would cause more problems in my opinion, i.e more pedestrians/cyclists to be aware of. Also having a speed limit of 30mph it could possibly lead to car shunts if people are not aware of peoples intentions of turning into the new carpark entrance (worst case scenario). Also should a bus be stopped at the pedestrian crossing this would block the entrance to the carpark and maybe also lead to the shops losing out on trade. The pelican crossing is now obviously in the wrong place because of all the changes which St Ouen has undergone in this area and it quite dangerous for road users/pedestrians alike. Bus Shelter is a good idea although a more traditional bus shelter to compliment the one already on the opposite side would be more pleasing to the eye. The principle of the zebra crossing is like the one at red houses and although it works to some extent it is also dangerous with people not stopping for you to cross. We have a lot of elderly residents/children who partake in things at the parish hall, shops, community centre and park. This area is always very busy, thereby maybe moving the pelican crossing to hear would be a better option. The thought of a child running from the park right across the road and not stopping to press for the green light to cross sends shivers. Same could also be said with an elderly person having to rush to cross the road who has difficulty with their perception of how far away that vehicle is away. The bollards would assist with the stopping of parking on the roadside/bus lanes which is bad.		
18	There are no safety issues !! Its absolutely fine as is !! Stop wasting public money, and inventing jobs ..		
19	Controlling both vehicles and pedestrians by traffic lights in much safer		
20	Most motorists travel at a speed they consider safe. Crossings tell drivers they can travel at speed and only give way to pedestrians at crossings. It would be better to have a "small" area where motorists are to give way to all pedestrians,		
21	The traffic lights are in an awful position		
22	They would create safety issues!!		
23	Respectfully, the traffic Island is a good safety measure, as to the rest, it seems unnecessary and is against the policy of reducing street furniture and signage. The entrance to the car park is more of a hazard to pedestrians than any advantage!		
24	Leave the pelican crossing		
25	Looks good!		
26	Make 20 mph like St. Peter's village		
27	What safety issues?		
28	Looks good.		
29	Further away from the junction. Stop cars parking outside the shop. Easily visible		
30	It's fine as it is		
31	The pelican crossing works fine - it forces traffic to stop and requires pedestrians to wait. Too many pedestrians step out onto zebra crossings not leaving enough time for cars to stop! Removing the bus laybys will cause traffic to have to stop when the buses do. The whole layout looks busy and ugly.		
32	There is no safety issues just stop people parking in the bus stop		
33	It's not broke don't fix it		
34	Create the new access to the car park, provide a bus shelter & police the bus stop...		
35	There is no need for any changes		
36	Well thought out		
37	I do not think there is a safety issue.		
38	I fail to see why the footways require widening. There isn't a substantial amount of pedestrian traffic that needs this. All this does is force the bus to stop in the roadway and create hazardous situations where motorists overtake resulting in potentially dangerous circumstances.		
39	There's no safety issues. Use the traffic lights to cross! I think another entrance to the shops will create more of a safety issue		



5. Do you think that these proposals would address the safety issues?

		Response Percent	Response Total
40	I think a pelican crossing is safer given all the children in the area who are taught not to cross until the green man appears!		
41	I think removing the bus lay-bys would encourage people to overtake the bus on this busy crossing area.		
42	That looks terrible		
43	think keep traffic lights but move them down slightly. Are currently too close to the junction. Entrance to car park a good idea Not keen on the widening of the paths or bus stopping in road		
44	Zebra crossing is a good idea		
45	I think that the majority of the changes are beneficial. I do not believe that a zebra crossing should replace the pelican crossing, however, I do think that the pelican crossing should be moved further up the road (away from the junction) to improve safety and allow more time for drivers turning onto the road to stop at the lights.		
46	Having the Pelican crossing is surely much safer than a zebra crossing, unless street lighting significantly improved I find it hard to see the benefit of this change.		
47	To an extent - see prior answer.		
48	I do not think the bus laybys should be removed. Doing so will obstruct the flow of traffic. Additionally the bus laybys provide a safe area for buses to pull into especially for young students to board their school buses in the morning. The school buses wait for a period at the bus stop so if the kay bus are removed where are the buses meant to wait? If anything was to be changed I would suggest a traffic light system at the junction with hydrangea Avenue.		
49	No need		
50	Appears to be a lot of work and expense. People need to take more care, be in less of a hurry and cross at the allotted crossing area. I see it when I'm at the bus stop that people rush out of the shopping area and cross the road wherever they want. They can't be bothered walking the short distance to the crossing.		
51	I think putting the entrance to the car park just confuses the issue, you are trying to make the area safer and at the same time creating another option for an accident with cars crossing the pavement both ways creating a hazard to pedestrians as well as moving traffic, this is really dangerous!! (so no on the entrance) The entrance and exit to the parish hall is dangerous too which would be better being blocked and have the entrance created from the old school/cafe next door or from the rear.		
52	There are no safety issues that I am aware of		
53	Stop wasting money		
54	Of anything, it would make it worse for road users and especially visiting drivers!		
55	The pedestrian crossing should stay I think this is much safer now. I've never seen a car not stop at the red lights. The entrance into the shops will cause a traffic jam for people wanting to enter coming from Plemont way also isn't it to close to the corner and a very busy junction I personally think this will cause more accidents.		
56	Moving the pedestrian crossing further from the junction is a good idea, aligning it with the park entrance makes good sense too. I don't see changing to a zebra crossing makes much difference to pedestrian safety. Removing the bus stops looks to cause new safety issues of cars overtaking the buses next to the moved crossing. The new car park entrance would make traffic flow better but reduce parking spaces and there is still no provision for pedestrian safety within the car park.		
57	What safety issues?		



6. Please add any further comments that you have.

1	No need to widen the pavements.
2	<p>I find the complete lack of understanding of the use of this area unbelievable, as is the absolute waste of money. I understand that inconsiderate motorists use the area outside the shop as parking. I think a full week of 12 hour days of ticketing would soon put a stop to that. That area is also used as safe, brief parking in a positive way - by St.Ouen farmers who park their tractors; St Ouen business people who park large lorries, removal vans and the like; local carriage company who draw up with a team of 4 horses; the recycle truck clearing St Ouen waste and many more. They are local people who want to dash into the local shop for supplies and would cause havoc in the car park.</p> <p>I am sorry to say that I think you have got this TOTALLY WRONG.</p>
3	The proposed new opening will make things worse. Even a 1 car hold-up will block the main road and footpath. Remove section of wall on bottom corner, enabling 1 car in, 1 out when needed. New bus shelter not needed, low footfall, use shop canopy as now.
4	It would assist to have current and proposed images
5	<p>How many people complained that has warranted this consultation? How much is the scheme going to cost? Who is going to pay for the scheme (Parish or States)? What feedback is needed to stop this going ahead? How many incidents have been recorded due to the location of the current pelican crossing?</p>
6	<p>Looking at the area, coming from the Farmer's Inn there is a road "La Rue de la Forge" with traffic entering and exiting onto the main road. Next on the right there is an entrance and exit to/from the Community Centre. Next there is an exit from the Parish Hall on the same side followed very closely by and traffic entering and exiting from La Route du Marais again onto the main road. This is then almost opposite the entrance to the Parish Hall. I am concerned that yet another entrance will be created into the car park only yards from the exit onto the main road from La Route du Marais! I am concerned that there may be unintended consequences of adding an additional entrance from the main road. The current entrance/exit from La Route du Marais and the car park for shops is inadequate but could probably be made safer (by making it wider?) to give better visibility and an easier exit. This would avoid an additional entrance from the main road! The zebra crossing will be in a far better place but vehicles coming from Leoville will have to turn right (immediately after the crossing) into the new entrance. There are already enough (maybe too many?) vehicle options into and out of public areas used by many motorists to add a further one from the main road. The reduction of unloading areas is also a good proposal as it will help prevent people parking to go into the shop(s). I support most of the proposals but simply wish to register my concern that there is already enough going on for drivers to be able to concentrate (when on the main road) without the need to add another entrance!</p>
7	<p>I think it is a backward step to remove the bus laybys and put in the central island: in the proposed system, if the bus arrives early and has to wait at the stop, there is no way that traffic can pass so it will cause a great big traffic jam. I suggest moving the pedestrian crossing further up or down the road and with no central island, to leave space for bus laybys.</p> <p>I also think the area looks cluttered and full of obstacles and distractions.</p> <p>I think it will be helpful to have a new entrance to the shops' carpark.</p>
8	Yes the entrance to the shop gets increasingly congested
9	See my previous answer
10	<p>I think if you reverse the proposed entrance and exit direction you could eliminate the difficult exits out of the car park and tuning left back up to the parish hall.</p> <p>Using the new proposed entrance as an exit would priorities pedestrian before traffic.</p>
11	I'm relieved this is being dealt with before we have a serious incident!
12	Even though I don't think it's too bad at the moment this would definitely be an improvement
13	<p>please please put a safe footpath across the car park. We walk through the car park and I had to jump out of the way of a reversing car who nearly knocked into me as they didn't check properly. People wonder through the middle of the car park with car moving everywhere because the walkway by the shops doesn't allow access at the end of the car park.</p>
14	Reduce the speed limit to 20!
15	<p>I think firstly a speed limit of 20mph instead of the 30mph which it is at the moment would go along way. Also maybe extending the 20mph to a half mile radius of the village. More policing of the area with regard to people parking on the bus stop lane.</p>
16	<p>There are not lots of accidents..</p> <p>There are already pedestrian lights , and that has always worked very well</p> <p>So stop inventing jobs, and wasting a lot of public money !!</p>
17	20mph in addition
18	<p>Altogether a poorly laid out plan with many issues. Retain the status quo.</p> <p>As mentioned previously: I agree that moving the crossing is a good idea but NOT necessary. I do not recall ever seeing an accident on that crossing.</p>



6. Please add any further comments that you have.

	<p>A definite NO to the new carpark entrance. I think it's too close to the junction. Consider drivers approaching from the east indicating left - are they turning down Hydrangea Avenue or indicating prematurely to turn into the shop carpark? With all the will in the world you cannot make people indicate at precisely the correct time. It will be very confusing to drivers exiting Hydrangea Avenue - for example, they see a car approaching from their right and it is indicating so they pull out but the oncoming car wasn't actually indicating to turn down Hydrangea - it was indicating to turn into the car park. Collision. An absolutely stupid idea.</p> <p>Also, there will be cars pulling off the line from Hydrangea Avenue and turning left towards Leoville. They pull off, accelerate then bang, straight into the back of a car queuing to get into the new car park entrance. Another stupid idea.</p> <p>Bus stop: where is it? Having the bus stop on a main road holding up traffic is a terrible idea as in St Mary. The bus needs a pull-in in both directions. There are many impatient drivers. They are held up by a bus then as soon as it starts to move off they accelerate like mad only to find a stray pedestrian crossing in the wrong place. So a definite no to the bus stops on the road. We all know that many pedestrian accidents occur within a very close distance of a pedestrian crossing. I nearly knocked someone over myself last week - I was stopped at a crossing behind a car that was letting people go and as the crossing cleared and the car in front of me moved off, so did I then a woman ran out between us not even on the crossing itself - just between cars. Stupid. Nearly caused me to knock her over and the car behind me to collide into my rear. No - the busses need a pull in please.</p> <p>It would be interesting to know the facts and figures of precisely how many accidents have occurred in this area over the last ten years. Please publicise that information with the promotional article.</p>
19	It's fine as it is , don't waste money
20	I would like to see this as a first step to encourage more cycling and walking in the parish. Walking from the village to leoville is not very nice at all granite walls and fast cars. Therefore for short journeys or to encourage children to use bikes it is not well set up for it. So see how this goes and then introduce more measures in a coherent plan like St Mary did.
21	The next issue after this is going to be parking for the shop and the parish hall. If this road rearrangement is done for safety purposes from complaints, complaints for parking will soon follow I would have thought.
22	People need to learn how to use a pelican crossing and not be impatient!!!
23	I believe the proposed measures will greatly improve safety in that immediate area. I think there should be further traffic calming measures either side of the village centre as well.
24	Make the shops overflow car park a proper car park that can be used permanently.
25	That looks fine
26	Having the entrance exit to the Parish hall so directly opposite of the junction is more of an issue trying to cross to go down to hydrangea Avenue is very daunting as a driver
27	Need improvements near the pub and that junction coming from St Marys
28	It would definitely be a good idea to provide a bus shelter by the shops - bus shelters should be provided at all possible bus stops to protect bus users from the elements.
29	Provide a higher standard of education to all road users. Of all ages.
30	The only thing this would improve is car park access. Surely sandpiper/Morrisons would be funding this as its not actually beneficial to the public? This suggestion of change appears to have been put forward for the sake of change and doesn't seem to be progression in my opinion.
31	There is no need for any changes What a shame if the look and feel of st. Ouen is changed..... it's a country parish!!
32	If a bus stops at the bus stop then the whole road is blocked with no access past. Overtaking would be blocked by the pedestrian island and the only way past would be the opposite zebra crossing which I do not doubt some motorists would do.
33	The only problem is people parking in the bus stop but you never see them getting booked! Other than this everything works fine so why waste the money? You would be better to spend the money installing an Astro turf football pitch in the village or a bigger skate park. Thanks!
34	There are a number of buses thatbwsitbin the lay-by. Especially in the morning that would hold up the traffic and encourage dangerous driving. I think having an exit/entrance to the car park on A12 would cause more confusion for traffic. And would only mean the sensible idea of moving the crossing up would be removed as there would be another traffic way in its place.
35	Make it a one way 'in' entrance for cars to village shop car park from the main road and a one way 'exit' using the existing route onto Hydrangea Avenue i.e. adopting a similar through-way like there is already in place in and out of the Parish Hall.
36	It is great that this area is finally being considered. Improvements have been needed for a long time. In particular a proper bus shelter is a brilliant idea.
37	The zebra crossing at red houses in St Brelade is a similar example, the array of lights from shops etc make it more difficult to spot people in the dark, winter months, having a traffic light system makes



6. Please add any further comments that you have.

	crossing safer, maybe rumble strips 50 metres away would prompt people to take note as well as traffic lights.		
38	I do not think there should be an entrance into the carpark from the main road this will cause potential hazard to motorists waiting at the junction to turn onto the main road. I foresee traffic congestion and a high risk of road traffic collisions. The pedestrian light system should not be removed unless a traffic light system is being put into place at the junction with hydrangea Avenue. The pedestrian traffic lights enables young children, teenagers and adults of all ages to cross a busy main road safely. I heard the proposal of removing the bus laybys was to prevent people parking up for a few minutes to run into the shop. What a ridiculous reason if that is the case! What harm is that actually causing anyone? Why not extend the laybys and put in a quick stop zone for persons intending to stop quickly for 5 or 10 minutes. This would be a lot safer with the addition of a traffic light system at the junction. Removing the bus laybys, adding an entrance onto the main road and taking away the pedestrian lights would be a huge mistake and put all road users at risk!		
39	School areas should be a higher priority for road safety improvements		
40	Stop wasting money		
41	Spend money where it is required. Don't fix something that doesn't need to be fixed. This is not a place that needs to be touched.		
42	Why are you doing this? It is fine as it is.		
43	What is wrong with what we've got why waste our parish money on removing the lights to put a little island with zebra crossings. Also it's a small car park that really doesn't need a separate entrances and exit. It works well now PLEASE DON'T WASTE OUR MONEY but thank you for asking		
44	I welcome the review of the road layout here but would like to see pedestrian safety be the focus.		
45	Children will be able to run from the park straight over the road , there should be a barrier to stop them, also a pelican crossing gives both motorists and walkers time to stop.		
46	Cars drive way to fast up this stretch of road. I'm a father of 3 and I live 20 yards up from here, this would slow cars down and is a good idea.		
		answered	46
		skipped	81

