

Bath and North East Somerset Council  
Church Street and Prior Park Road  
Liveable Neighbourhood  
Public Engagement  
Draft Report

May 2026

### Quality information

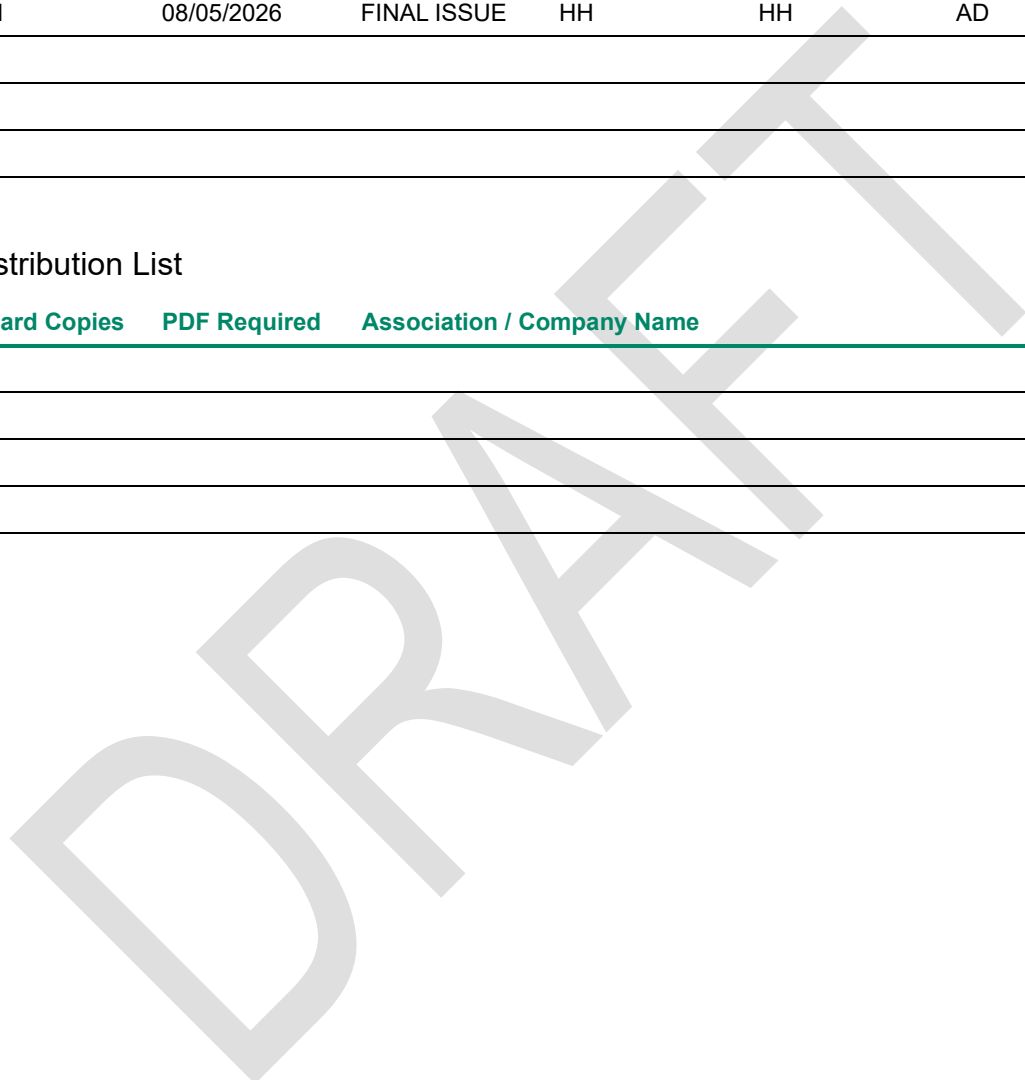
<u>Prepared by</u>	<u>Checked by</u>	<u>Verified by</u>	<u>Approved by</u>
SL	JW	NR	HH
_____	_____	_____	_____

### Revision History

<u>Revision</u>	<u>Revision date</u>	<u>Details</u>	<u>Authorized</u>	<u>Name</u>	<u>Position</u>
P01	08/05/2026	FINAL ISSUE	HH	HH	AD
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____
_____	_____	_____	_____	_____	_____

### Distribution List

<u># Hard Copies</u>	<u>PDF Required</u>	<u>Association / Company Name</u>
_____	_____	_____
_____	_____	_____
_____	_____	_____
_____	_____	_____



Prepared for:

Bath and North East Somerset Council

Prepared by:

AECOM Limited  
100 Embankment  
Cathedral Approach  
Manchester M3 7FB  
United Kingdom

T: +44 161 601 1700  
aecom.com

© 2025 AECOM Limited. All Rights Reserved.

AECOM Limited (“AECOM”) has prepared this **report** for the sole use of **Bath and North East Somerset Council** in accordance with the terms and conditions of appointment.

AECOM shall have no duty, responsibility and/or liability to any party in connection with this report howsoever arising other than that arising to the Client under the Appointment. Save as provided in the Appointment, no warranty, expressed or implied, is made as to the professional advice included in this report or any other services provided by AECOM.

This report should not be reproduced in whole or in part or disclosed to any third parties for any use whatsoever without the express written authority of AECOM. To the extent this report is reproduced in whole or in part or disclosed to any third parties (whether by AECOM or another party) for any use whatsoever, and whether such disclosure occurs with or without the express written authority of AECOM, AECOM does not accept that the third party is entitled to rely upon this report and does not accept any responsibility or liability to the third party. To the extent any liability does arise to a third party, such liability shall be subject to any limitations included within the Appointment, a copy of which is available on request to AECOM.

Where any conclusions and recommendations contained in this report are based upon information provided by the Client and/or third parties, it has been assumed that all relevant information has been provided by the Client and/or third parties and that such information is accurate. Any such information obtained by AECOM has not been independently verified by AECOM, unless otherwise stated in this report. AECOM accepts no liability for any inaccurate conclusions, assumptions or actions taken resulting from any inaccurate information supplied to AECOM from the Client and/or third parties.

## Table of Contents

1.	Introduction .....	1
1.1	The proposals .....	2
1.2	Response overview.....	3
1.3	Respondent profile.....	3
2.	Methodology .....	5
2.1	Questionnaire .....	5
2.2	Receiving responses.....	5
2.3	Thematic coding .....	5
3.	Findings .....	6
3.1	Install a continuous crossing over the junction of Church Street and Widcombe Hill.....	6
3.2	Install a zebra crossing on Widcombe Hill just west of the junction with the Tynning.....	7
4.	Next steps for Bath and North East Somerset Council .....	9
	Appendix A Church Street and Prior Park Liveable Neighbourhoods leaflet .....	10
	Appendix B Respondent profile.....	14
	Appendix C Coded Themes .....	16
	Appendix D Designers Response .....	18

DRAFT

## 1. Introduction

The Church Street and Prior Park Road area is one of several areas that Bath & North East Somerset Council (B&NES) is developing under its community-led Liveable Neighbourhood (LN) programme.

During previous consultations, residents in the Church Street and Prior Park Road area told the council that they were concerned about the speed and volume of through-traffic on Church Street which was already designated 'access-only'. They also noted narrow pavements, excessive traffic and a lack of safe crossings in the area.

To tackle these issues, the council introduced a through-traffic restriction on Church Street using an Experimental Traffic Regulation Order (ETRO) which became permanent in January 2024 after a six-month public consultation.

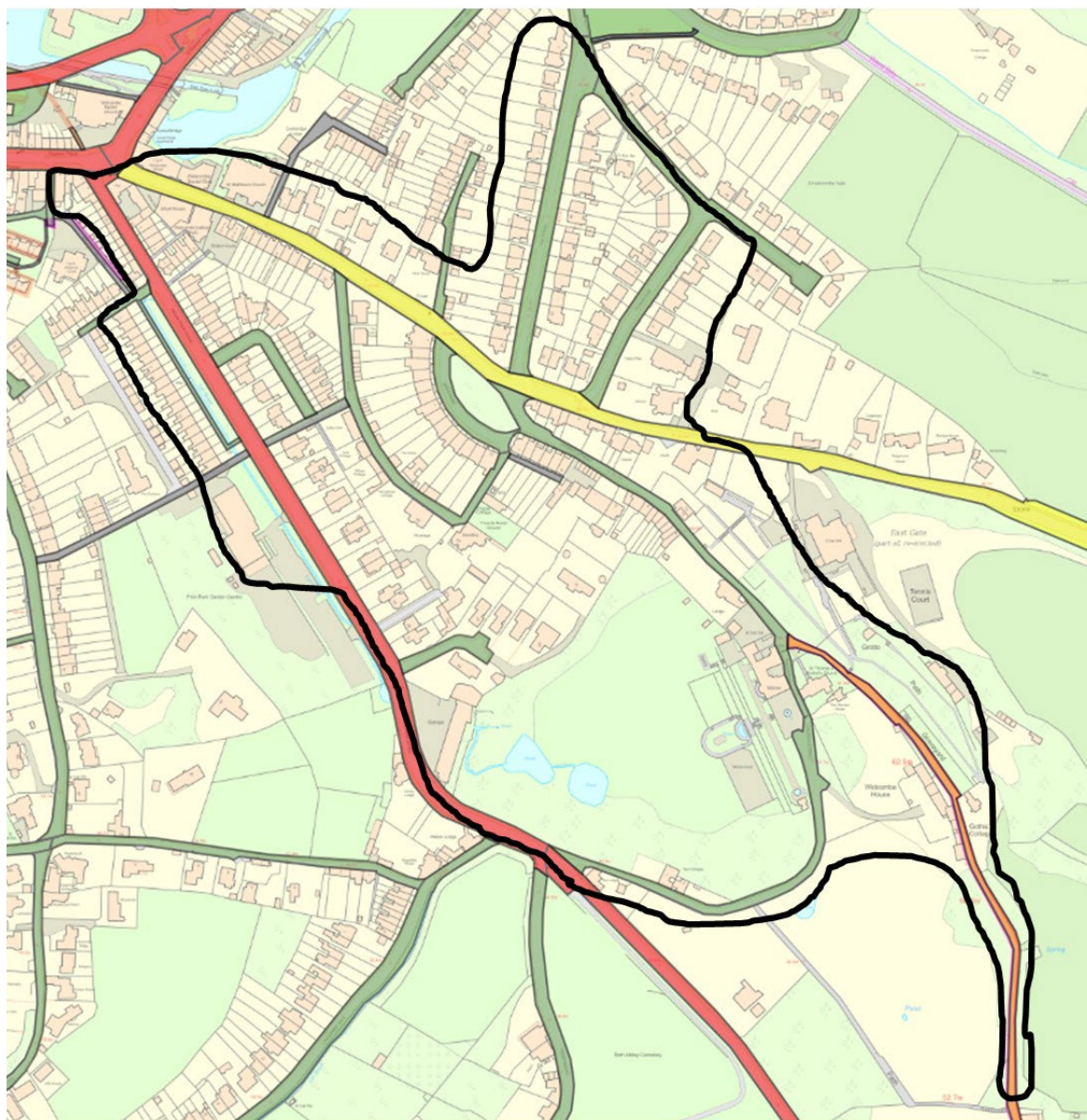
The council is now proposing some additional measures to support active travel in the area (walking, wheeling and cycling). This report summarises the initial feedback from residents on the proposals.

The public engagement ran from 28 January to 28 February 2025. To promote it, the council sent a letter and accompanying colour leaflet illustrating the proposals to 363 households and businesses in and around the Church Street and Prior Park Road area.

An annotated map, full summary of the proposals and an online survey were also available online at <https://www.bathnes.gov.uk/church-street-and-prior-park-road>. Alternative formats (print etc) were available on request and advisors were trained and in place to support residents.

The council also promoted the engagement via a press release, e-news and social media posts on X (formerly Twitter), Facebook and Instagram. A communications toolkit was developed and sent to ward councillors to help them share details of the public engagement. Upon request, copies of the colour leaflet or posters were sent to local business premises.

**Figure 1 Map of the mailing area\***



\*Mailing area shown with a black line

## **1.1 The proposals**

The public engagement during January/February 2025 was on proposals to complement the existing through-traffic restriction and further improve conditions for active travel in the area.

The proposals were based on ideas put forward by residents during earlier public engagements, including a co-design workshop, and further shortlisting work which is described on the Church Street and Prior Park Road LN web page:

<https://www.bathnes.gov.uk/church-street-and-prior-park-road>

The proposals were to:

- install a zebra crossing on Widcombe Hill just west of the junction with the Tynning
- install a continuous crossing over the junction of Church Street with Widcombe Hill

The council stated these proposals would bring about the following improvements:

- approaching vehicles would have to reduce their speed
- pedestrians would have priority when crossing Widcombe Hill and the Church Street junction
- pedestrian safety would improve

For more information, see <https://www.bathnes.gov.uk/church-street-and-prior-park-road> and the copy of the leaflet produced by B&NES for residents, shown in Appendix A.

To ensure an unbiased interpretation of the responses received, AECOM were appointed to carry out the thematic coding and analysis of open-ended questions.

## **1.2 Response overview**

There were 71 responses to the proposals:

- 63 responses were provided using the online consultation survey
- 8 responses were provided by email

## **1.3 Respondent profile**

There was an option to answer equality monitoring questions in the survey. Of the 69 respondents who completed the online survey, 37 answered these questions.

Of those who responded to the questions, about half (n=20) were 55-years-old or over and there was an almost even split of male and female respondents. A full breakdown of the responses to the equality monitoring questions is shown in Appendix B.

The age and gender of the nine respondents is shown in Tables 1 and 2.

**Table 1 Age groups**

	<b>N</b>
<b>Base (number of respondents)</b>	<b>37</b>
Under 25	0
25 to 34	1
35 to 44	1
45 to 54	5
55 or over	20
Prefer not to say / Not answered	10

**Table 2 Gender**

	<b>N</b>
<b>Base (number of respondents)</b>	<b>37</b>
Female	13
Male	18
Prefer not to say / not answered	7

DRAFT

## 2. Methodology

### 2.1 Questionnaire

Respondents were given the opportunity to comment on the four proposals, which covered the area:

#### **Install a continuous crossing over the junction of Church Street and Widcombe Hill**

- Proposal 1 - Install a continuous crossing over the junction of Church Street with Widcombe Hill and remove the existing traffic island
- Proposal 2 - Remove approximately three on-street resident parking spaces on Church Street and provide double yellow lines to accommodate the new continuous crossing.

#### **Install a zebra crossing on Widcombe Hill just west of the junction with the Tynning**

- Proposal 3 - Install a new zebra crossing with dropped kerbs and tactile paving on Widcombe Hill, just west of the junction with The Tynning, to slow approaching vehicles and improve the safety of people crossing the road.
- Proposal 4 - Move the existing bus stop on Widcombe Hill to the west of the junction with Church Street to improve visibility of the zebra crossing. This would require the removal of approximately two on-street parking spaces.

### 2.2 Receiving responses

The engagement questionnaire was hosted on the Council's website <https://www.bathnes.gov.uk/church-street-and-prior-park-road>. To ensure inclusivity, B&NES Council accepted responses via email and post, as well as online. Accessible formats were also available.

### 2.3 Thematic coding

AECOM developed a robust framework to analyse the free text comments and ensure the frequency and strength of feeling is accurately reported. This process is known as coding. All responses received were read by a professional coder and grouped into themes to achieve meaningful analysis. Over 10 per cent of each coders work were checked as part of our quality control procedures.

These themes are to highlight potential considerations about the designs.

Throughout the report, quotes from the free text responses have been used to illustrate the points raised. Quotes have been selected to best show the essence of what was said for each theme. For ease of reading, any clear and obvious typos or spelling errors have been corrected.

### 3. Findings

There were 244 comments provided by 71 respondents about the four proposals. This section summarises the themes from the comments provided for each proposal.

When a respondent mentioned the same theme on more than one occasion, the theme has only been counted once. A single respondent could mention more than one theme, and this explains why the number of comments may add up to more than the number of responses. A full list of themes and the frequency each theme was mentioned can be found in Appendix C.

#### 3.1 Install a continuous crossing over the junction of Church Street and Widcombe Hill

The main purpose of the engagement was to understand initial views on the proposals and designs. The main feedback was:

- The removal of parking spaces would impact the area where parking is already considered difficult.
- Respondents felt the continuous crossing was not necessary.
- The crossing was more of a priority elsewhere, such as Prior Park Road and the Ralph Allen Drive Junction or the Widcombe Hill junction instead.
- Support for the proposals including the benefits for pedestrians in making the streets safer

##### Loss of parking spaces

Thirty respondents opposed the removal of the three permit holder spaces with nineteen stating that this is because it is already difficult to park on Church Street.

*“Zone 3 residents parking on Prior Park Road is already under intense use [we] already having huge difficulties finding spaces to park our one car.”*

*“Parking availability on Church Street is currently hugely problematic for residents (particularly during evenings). The removal of 3 parking bays will tip the balance and make the situation unmanageable.”*

##### The continuous crossing is unnecessary

Twenty four respondents felt the crossing was unnecessary because traffic on Church Street is already minimal and slow moving or that the scheme was a waste of money. Thirteen respondents mentioned the crossing being both unnecessary and a waste of money

*“Why? For what purpose? I can cross the road easily already because there is practically no traffic on it. Waste of money.”*

*“Very, very little traffic and travelling at 0-1 miles an hour, use this. There is negligible pedestrian risk.”*

### Alternative locations for the crossing.

The theme next to be mentioned frequently was a view that the crossing would be more beneficial if it were placed in a different location, 15 mentioned Prior Park Road without specifying an exact location and 10 additional respondents specifically named the Prior Park Road, Ralph Allen Drive Junction, while four mentioned Widcombe Hill.

*“Prior Park Rd can be very difficult and dangerous to cross especially at busy times. I support the need for a crossing at the Prior Park Road/Ralph Allen Drive.”*

*“Priority should be for a zebra crossing between the end of church street across Prior Park Ed/Ralph Allen drive. This is an extremely dangerous crossing with significant levels of speeding downhill and limited visibility.”*

*“There are far more urgent road improvements that should be prioritised such as a pedestrian crossing on the Widcombe parade end of Prior Park Road”*

### Support because the crossing will improve safety

There were 16 respondents who commented that they supported the proposals, however 11 of these did not provide any further detail to explain why. There were five respondents who did explain they felt the crossing could have a positive impact on pedestrian safety.

*“I strongly support these measures. I often walk up Widcombe Hill... and find the crossing in this area to be dangerous and challenging.”*

*“Definitely needed as difficult for pedestrians to see round bends when crossing the road and traffic doesn't slow down.”*

## 3.2 Install a zebra crossing on Widcombe Hill just west of the junction with the Tynning.

The main feedback for the proposed designs was a re-iteration of support for a crossing on Prior Park Road (15 respondents) and concern about the impact of fewer parking spaces (17 respondents). There were 14 respondents who supported the proposal.

### Support for the crossing

The main reasons given for support was the anticipated benefit of road safety.

*“I strongly support this proposal; it would make our walk to Widcombe Junior School safer”*

*“A zebra crossing on this section of Widcombe Hill is very much needed”*

### Loss of parking spaces

There were 17 respondents who commented about the negative impact of two less parking spaces, and 11 highlighted the existing parking difficulties in the area.

*“Widcombe Hill and the surrounding roads are already extremely difficult to park on for local residents. The proposal to remove the parking spaces would*

*have a negative impact for all local residents, most of who do not have off-street parking.”*

**Oppose due to safety concerns / visibility for pedestrians.**

Seven respondents opposed the crossing felt there would be poor visibility for drivers, leading to safety concerns for pedestrians.

*“A pedestrian standing on the pavement on either side of Widcombe Hill at the junction with The Tynning has clear line of sight both up and down the hill to be able to cross safely. A resident in a car pulling out of The Tynning onto Widcombe Hill has very restricted visibility with a lot to be aware of in different directions. Putting a zebra crossing there adds yet another variable and instead of making it safer will make it much more dangerous for all.”*

DRAFT

## 4. Next steps for Bath and North East Somerset Council

The feedback received for the proposals will be considered, and the next steps will be to:

- consider and publish the outcomes of the engagement
- subject to engagement with ward councillors and the relevant Cabinet Member on the outcomes, prepare final designs and make any necessary adjustments
- install the measures under standard Traffic Regulation Orders (where appropriate)

DRAFT

## Appendix A Church Street and Prior Park Liveable Neighbourhoods leaflet



Bath & North East Somerset Council is seeking your feedback on plans to improve your neighbourhood streets, and the proposals set out in this leaflet.

Lately we've seen a significant increase in traffic on residential streets which makes walking, wheeling and cycling much harder. We want to improve streets so that people who don't have cars, or who want to travel actively, can get around easily.

The map of your area overleaf shows a range of improvements to complement the existing through-traffic restriction, encourage more considerate driving, and create safer routes to schools and shops and a quieter, healthier environment.

### Share your views

1. View the proposals inside
2. Find out more online
3. Share your feedback at

[www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN)

### Contact

Please contact us for support

- Call 01225 394025 (9am-5pm)
- Email [LN@bathnes.gov.uk](mailto:LN@bathnes.gov.uk)



Funded by  
**UK Government**

Funding secured by  
**WEST** MAYORAL  
OF ENGLAND COMBINED  
AUTHORITY

Bath & North East  
Somerset Council  
Improving People's Lives

## Church Street & Prior Park Liveable Neighbourhood Proposals for your feedback



Sources: Esri, Airbus DS, USGS, NGA, NASA, CCAR, N Robinson, NCEAS, NLS, OS, NMA, Geodatastyrelsen, Rijkswaterstaat, GSA, Geoland, FEMA, Intermap and the GIS user community, Esri Community Map Contributors, Esri UK, Esri, HERE, Garmin, FourSquare, GeoTechnologies, Inc, METI/MASA, USGS. Contains public sector information licensed under the Open Government Licence v3.0.

- ① A continuous, raised crossing would be installed over the junction of Church Street with Widcombe Hill, and the existing traffic island would be removed.
- ② To accommodate the crossing and improve pedestrian access, we would remove approximately three on-street resident parking spaces on Church Street and provide double yellow lines.
- ③ A new zebra crossing with dropped kerbs and tactile paving would be installed on Widcombe Hill, just west of the junction with The Tynning, to slow approaching vehicles and improve the safety of people crossing the road.
- ④ The existing bus stop to the west of the junction with Church Street would be moved further west on Widcombe Hill to improve visibility of the zebra crossing. This would require the removal of approximately two on-street parking spaces.
- ⑤ A set of bollards on either side of St Thomas à Becket Church and Widcombe Manor is already in place to prevent drivers from using Church Street as a through-route. The bollards can be removed by the emergency services and for access to the church, and access to properties is maintained from either side of the restriction.

### Signage

The potential location of signage alerting road users to these new proposals will be included in detailed designs.

### Continuous crossings

Continuous crossings feature wide, block-style paving raised to the level of the pavement to improve accessibility for people with disabilities, mobility aids and push chairs. They are designed to slow vehicles approaching the junction and give pedestrians priority when crossing the road. Road junctions are typically narrowed and bollards line the edge of the footway to prevent vehicles from driving on the pavement.

#### Finalising plans

Once we have considered your feedback, we will publish more detailed designs and make any necessary adjustments before installing the scheme under standard Traffic Regulation Orders. Please go to [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) (Church Street & Prior Park Road) to find out more about how we decide on changes to road layouts.

Scan the QR code to find out more on your smartphone



## Why do we need these improvements?



Better health and wellbeing



Less noise, congestion and pollution



Closer, friendlier communities

### How were these proposals developed?

Over the last few years, we have engaged local communities, including residents in the Church Street & Prior Park area, about traffic-related issues on residential streets. This has included several rounds of engagement and a co-design workshop to suggest improvements.

Not all the ideas put forward made it to this draft plan. Some are not affordable, some have already been trialled and made permanent, and some ideas have evolved to ensure they are safe and meet specific technical criteria.

#### Aims of the scheme



In 2024, we made a through-traffic restriction trial on Church Street permanent to prevent drivers from using this narrow, residential street as a short cut and to create a quieter, safer environment for residents, pedestrians and cyclists.

We are now proposing improvements for pedestrians near the junction with Widcombe Hill, including a new zebra and continuous crossing to support those travelling actively to schools, shops and neighbouring residential areas.

### Next steps

We will consider your feedback



Detailed designs will be prepared and published



Necessary adjustments will be made before finalising plans



We will install the improvements

Visit [www.bathnes.gov.uk/yourLN](http://www.bathnes.gov.uk/yourLN) to find out more

## Appendix B Respondent profile

This set of tables shows the responses provided by the nine respondents who answered the equality monitoring questions.

<b>Table A1 Age groups</b>	<b>N</b>
<b>Base (number of respondents)</b>	<b>37</b>
Under 25	0
25 to 34	1
35 to 44	1
45 to 54	5
55 or over	20
Prefer not to say / Not answered	10

<b>Table A2 Gender</b>	<b>N</b>
<b>Base (number of respondents)</b>	<b>37</b>
Female	13
Male	18
Prefer not to say / Not answered	6

<b>Table A3 Ethnicity</b>	<b>N</b>
<b>Base (number of respondents)</b>	<b>37</b>
White	30
Mixed or multiple ethnic groups	1
Asian or Asian British	0
Black, African, Caribbean or Black British	2
Other ethnic group	1
Prefer not to say	3

<b>Table A4 Marital status</b>	<b>N</b>
<b>Base (number of respondents)</b>	<b>37</b>
Never married and never registered in a civil partnership	3
Married	22
In a registered civil partnership	1
Separated, but still legally married	1
Separated, but still legally in a civil partnership	0
Divorced	3
Formerly in a civil partnership which is now legally dissolved	0
Widowed	2
Surviving partner from a registered civil partnership	0
Prefer not to say	5

**Table A5 Religion****N**

<b>Base (number of respondents)</b>	<b>37</b>
No religion	14
Christian	14
Buddhist	1
Hindu	0
Jewish	0
Muslim	1
Sikh	0
Any other religion	1
Prefer not to say	5
Not answered	1

**Table A6 Assigned sex at birth corresponds with gender identity****N**

<b>Base (number of respondents)</b>	<b>37</b>
Yes	30
No	0
Prefer not to say	4
Not answered	3

**Table A7 Sexual orientation****N**

<b>Base (number of respondents)</b>	<b>37</b>
Heterosexual or straight	26
Gay or lesbian	0
Bisexual	0
Prefer not to say	8
Other	0
Not answered	3

**Table A8 Health conditions****N**

<b>Base (number of respondents)</b>	<b>37</b>
Yes, I have physical or mental health conditions or illness lasting, or expected to last, 12 months or more	6
No, I do not have physical or mental health conditions or illness lasting, or expected to last, 12 months or more	26
Prefer not to say	4
Not answered	1

## Appendix C Coded Themes

### Proposal for a continuous raised crossing over Church Street at the junction with Widcombe Hill

<b>Total comments received about this proposal</b>	<b>44</b>
Not needed / not necessary	20
Waste of money	17
Support for crossing at Prior Park Road instead (not specified where)	15
Support the proposal (general comment)	11
Support for crossing at Prior Park Road / Ralph Allen Drive junction instead	10
Limited pedestrian usage	6
Support for alternative traffic measures elsewhere	6
Oppose the removal of the existing island	5
The crossing will improve safety	5
Support for crossing at Prior Park Road / Widcombe Hill junction instead	4
Oppose due to safety concerns for pedestrians crossing safely as no clear line of sight	3
Aesthetic concerns	3
Lack of data to support crossing	3
Concern for cyclists	1
Enforce current parking restrictions	1

### Loss of 3 permit holder only parking bays on Church Street to accommodate the continuous crossing

<b>Total comments received about this proposal</b>	<b>35</b>
Oppose losing the spaces	23
Church Street parking is already an issue, will be made worse	19
Will cause a parking shortage for residents	6
It is a disproportionate loss of parking spaces	5
Will have a negative impact on neighbouring streets	5
Calls for more parking spaces	4
Negatively impact quality of life	3
Stricter enforcement of the current parking regulations.	2
Lack of data to support proposal	2
Should have bike storage as part of the scheme	1
Concern over electric car charging	1

### Proposal for a Zebra crossing with tactile paving on Widcombe Hill (west of the junction with The Tynning)

<b>Total comments received about this proposal</b>	<b>46</b>
Support for crossing at Prior Park Road instead (not specified where on the road)	15
Support the crossing	14
Oppose the crossing / not needed	11
Oppose due to safety concerns / visibility for pedestrians	7
Waste of money	4
Need more information	5
Opposition to tactile paving	3
Should be a signalled crossing not a zebra crossing	3
Support for crossing at the Prior Park Road / Ralph Allen Drive junction instead	3
Support for crossing at the Prior Park Road / Widcombe Hill junction instead	1

### Moving the bus stop further west on Widcombe Hill to accommodate the zebra crossing

<b>Total comments received about this proposal</b>	<b>24</b>
Agree with moving the bus stop	8
Disagree with moving the bus stop	8
Commenting on another proposal	2
It would be more challenging for people with disabilities	2

### Loss of 2 permit holder only parking bays on Widcombe Hill to accommodate the zebra crossing

<b>Total comments received about this proposal</b>	<b>35</b>
Oppose losing the parking spaces	17
Parking in the area is already difficult	11
Support this proposal	5
Support other traffic calming measures	4
Parking spaces must be added to compensate for the lost ones	4
Provide data to support the proposal	3
Move the crossing location to not lose the parking spaces	3

## Appendix D Designers Response

### D.1 Response to suggested changes

Below is a list of concerns or suggested amendments requested by residents to be made to the proposed scheme.

#### D.1.1 Parking Spaces

**There were concern about loss of parking spaces caused by the continuous crossing**

*The removal of three permit holder bays has been carefully considered against the wider benefits of pedestrian safety. Parking demand in Zone 3 is recognised, but the design prioritises safe pedestrian movement at a junction with limited visibility.*

#### D.1.2 Need for a Continuous crossing

**There were concern that the crossing is unnecessary**

*Continuous crossings are designed to give pedestrians priority when crossing a side road. Vehicles are required to slow down, indicate and give way to pedestrians before starting their turn into the junction, formalising driver behaviour set out in the Highway Code. When exiting a junction with a continuous raised crossing, drivers must wait until it is clear of pedestrians before advancing and checking their exit path as normal.*

*We adhere to a standard design across B&NES, including tactile paving and clear signage, to ensure safety and inclusivity for all road users. In this location, the crossing complements other measures in the area—such as the existing quiet route created by the through-traffic restriction on Church Road and the proposed zebra crossing on Widcombe Hill—collectively improving the walking and cycling route and creating a safer, more coherent corridor for pedestrians.*

#### D.1.3 Continuous crossing location

**Alternative locations suggested for the crossing (Prior Park Road, Ralph Allen Drive, Widcombe Hill)**

*Alternative sites were considered during option appraisal. Prior Park Road and Ralph Allen Drive junctions present higher traffic volumes but also greater design complexity. The Church Street/Widcombe Hill location was selected to give pedestrians priority when crossing the side road and to complement the other interventions in close proximity including the modal filter and the zebra crossing.*

#### D.1.4 Removal of parking spaces

**Concern about loss of parking spaces caused by the zebra crossing**

*The removal of two parking bays has been carefully considered to achieve safe sightlines and adequate setback for the crossing. While parking pressures in the area are recognised, the design prioritises pedestrian safety and accessibility. At the next stage of design development, when a spatially accurate design is available, the layout will be reviewed to identify opportunities to retain parking spaces where possible without compromising safety.*

#### D.1.5 Zebra crossing location

**Opposition due to safety/visibility concerns around the zebra crossing**

*Visibility assessments have been undertaken to confirm compliance with stopping sight distance requirements. The crossing has been positioned to maximise forward visibility for drivers and pedestrians, with signage and markings reinforcing awareness. Concerns about restricted visibility for vehicles emerging from The*

*Tyning are noted; however, the design incorporates measures to mitigate conflict, including clear approach marking and appropriate setbacks. These measures ensure the crossing improves safety without introducing unacceptable risk.*

DRAFT

