

ResponderType	FeedbackCategories	OrderSupport	FeedbackText
Resident	Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental	Object	I am absolutely against the proposed zebra crossing.I have one of the last shops on Lansdown road and this will be another nail in the coffin for me.The site seems above all extremely dangerous-this is a complex intersection of 5 roads.We already have the traffic island with all day/all night street light that makes it impossible to sleep in the room facing the street as it shines all night.Banes would not put a shield on it. If there were a further halting of traffic where you propose ,the traffic stopping,idling and creating more pollution will be horrendous.The aim should surely be to keep the flow of traffic moving. If that is put there, there will be queues the length of lansdown rd,morford st and the same on the other side.At the moment traffic travels quite slowly and cars tend to allow people in from the right/left. For pedestrians we take one road at a time and there has never been any pedestrian accident since Ive lived here,nearly 30 years. The cost of £60 k seems better spent on helping the people of Bath instead of endless obstructions like this. Frankly I will go the way of all the rest, close shop and move out.
Resident	Traffic,Safety,Disturbance	Object	I consider the proposed crossing to be completely unnecessary. There exists a perfectly safe crossing just north of Ainslie's Belvedere/Caroline Place that is used regularly by local residents and those who live in Belvedere. There is an island 'sanctuary' in the middle of the main road here. The proposed zebra crossing will exacerbate vehicle emission and noise pollution by vehicles stopping and starting. It will also be dangerous for pedestrians having to cross Upper Hedgemoor Rd and Camden Rd to access the crossing to and from both the east and the west. The same comments apply to those crossing Morford St. in summary, there is no need for the proposed zebra crossing that will be particularly expensive and disruptive to install.
Resident	Traffic,Safety	Object	There are many roads converging in the close vicinity to the proposed site of the pedestrian crossing. Given that the recommendations for pedestrian crossings are that they are situated 5-20 away from junctions it is very possible that a crossing here would present a greater risk to pedestrians than leaving things as they are.

Resident	Traffic,Safety,Access,Environmental	Object	<p>1. Safety, I would be scared for my safety as the proposed site of the crossing is not easily visible to drivers at this complicated 5 to 6 roads junction. It is always busy with buses coaches cars and sight lines could be easily shielded. No one would dare to solely rely on traffic stopping at a pedestrian crossing so it would be necessary to scan at least FIVE different roads and different directions before stepping out ensuring all those drivers were aware. When exiting Morford Street cars are doing a hill start and have trouble seeing cars coming up Lansdown and adding pedestrians into the equation seems extremely dangerous. The proposed location is impractical as well as perilous for pedestrians as there are no clear sight lines to see the many converging roads and so taking one road at a time is the most practical i.e. using the existing traffic islands just below this junction at the top of Caroline Place. Using the proposed crossin would be hard for the visually impaired along with anyone with hearing difficulties as sound bounces everywhere and it is impossible to judge/assess where the car/buses are coming from. Children walking to the schools up Lansdown tend to walk on the eastern pavement anyway and use the traffic islands to cross so dealing with one stream of traffic in one direction at a time. Placing a pedestrian crossing where one would need to look in all directions at this multi-onslaught complicated junction would result in pedestrians having to wait for 5 roads' worth of traffic to see them and stop so it could take ages to cross. The traffic islands just south of the proposed location is a genuinely safe place to cross and is used by us locals as you can cross one traffic lane at a time, wait in the middle and then cross again. It is faster and safer than having to wait for all traffic in all directions to stop. The island even has a post in the middle to support for those who are frail and wish to stop halfway. 2. Access - the position seems bizarre and unhelpful to us pedestrians as the east side of the crossing doesn't serve a busy area and still would require crossing Camden Row. The proposal says it would help those wishing to access the park but there is no park entrance near and so many use the traffic islands and enter the park via Caroline Place or walk down to the lower Lansdown pedestrian crossing for the main entrance. Those wishing to head for Camden Crescent from the west side of Lansdown use the islands as then one only has one road at a time to check when crossing and use the raised area to reach the northside pavement for Camden Row, the Crescent and beyond. I genuinely do not think the crossing will have the footfall imagine as the location does not serve an obvious demand. 3. Traffic - Although I tend to walk, I am also a driver. I think it would be difficult to deal with looking out for someone crossing at this busy complicated junction. When exiting Morford Street cars are doing a hill start check the blind corner and adding pedestrians into the equation seems extremely dangerous. The park and ride buses and the local buses are often delayed at this junction and if the proposed crossing went ahead it would increase the complexity of the junction, increase congestion and tailbacks in 5 different directions. 4. Environmental - Stopping traffic will cause more tail backs into the surrounding roads causing congestion, engine idling which increases air and sound pollution. I would like to add that I am very disappointed that it seems the decision on this pedestrian crossing has been made already prior to the closing date of the consultation. Please see the local ward councillors newsletter from early March (photo enclosed) confirming the crossing is going ahead. Please take my comments seriously as this is meant to be a consultation with locals.</p>
Resident	Traffic,Safety	PartlyObject	<p>As someone who lives very close to and uses this junction daily I am concerned that the safety for both pedestrians and road users hasn't been fully considered. It is a very busy and confusing junction to use, there are so many roads coming into Lansdown Road at that junction that I would be concerned that drivers would not see or even anticipate seeing pedestrians and stop. It is junction where you frequently hear horns beeping as cars miss cars coming from other directions.</p>

Resident	Traffic,Safety,Disturbance,Environmental	Object	<p>When the last call for responses was made, the Council used an invalid email address (design&projects@bathnes.gov.uk) that prevented anyone from easily responding to the proposal. A lack of responses in December 2025 doesn't mean that the local residents were in agreement with this proposal if the Council made it impossible for them to easily respond to make any comment. Once again, I am writing to express my objections to the proposal to install a zebra crossing at the suggested site on Lansdown Road between Morford Street and Camden Crescent. My original comments still stand: As a resident of Upper Hedgemoor Road my biggest concern is on the impact of the traffic movement through Camden that is likely to result from the use of the crossing at peak times and the impact this will have on the volume of traffic using Upper Hedgemoor Road. For the last 25 years the number of cars using Upper Hedgemoor Road as a rat run to avoid the wait at the junction of Camden Crescent and Lansdown has increased alarmingly. There are not only more cars, but the drivers have become more aggressive in their driving behaviours. I witnessed one car driver trying to get into the cab of the recycling collection lorry to move it because he was in a hurry and he didn't want to wait for the operatives to safely finish what they were doing before they moved the vehicle. There are often car horns blaring or other anti-social behaviours taking place in the morning rush hour as drivers become increasingly frustrated with the traffic situation. Most of the increase in traffic volume along Upper Hedgemoor Road can quite easily be attributed to the unintended consequences of previous Council activities, particularly when they have had road closures along Camden, but forgot that all of the traffic would then try to use a road that is a fraction of the size and not designed to carry two-way traffic. The woefully inadequate diversion signage causes massive problems. Commuters are creatures of habit and will often ignore diversions if they think there's a chance that they can still get through. With the current road layout, one anxious driver who is unsure of their driving abilities can cause a massive tailback at the Camden Crescent junction while they wait for a gap in the traffic to enable them to exit. Add in the necessary stop/start build-up that will result from a zebra crossing on the junction and you have all the ingredients for total traffic mayhem.</p> <ul style="list-style-type: none"> •The most likely outcome of the crossing will be much longer traffic queues along Camden Crescent as the cars wanting to turn right onto Lansdown out of the road will have fewer opportunities to do so. •The knock-on effect of this will be that vehicles wanting to turn left onto Lansdown out of Camden Crescent will decide to turn off earlier in Camden (left down Gay's Hill and on to Upper Hedgemoor Road) to try to 'jump the queue'. •An increase in vehicles trying to exit from Upper Hedgemoor Road will only make the situation more dangerous. They are quite likely to come face to face with drivers trying to rat run in the opposite direction and many of the vehicles using this route are now commercial vehicles and large SUVs/4x4s - so they are larger and harder to negotiate around. •Buses (6, 6A, and 7) won't have the luxury of a rat run, so they'll be stuck on Lansdown Road or Camden Crescent in the queue. •There is an increased likelihood of another traffic incident involving the wall between Camden Crescent and Upper Hedgemoor Road. A lorry on Camden Crescent tried to squeeze through on the nearside of the queue of traffic so that they could turn left and caught the nearside of their vehicle on the wall, causing it to tumble down onto Upper Hedgemoor Road. <p>(Full response in file)</p>
Resident	Parking,Traffic,Safety,Access	Support	This is a difficult road to cross for pedestrians, and the crossing will be a big improvement.
Resident	Safety	PartlySupport	I just responded to this consultation to say I am happy to see a crossing being proposed here but also there is a crossing needed across Camden Crescent and some pavement needed on the Hedgemoor Park side and also Upper Hedgemoor Road needs a crossing. But I accidentally submitted my feedback before attaching two videos showing the dangers for pedestrians at this junction. Is there anywhere where I can view my feedback after submitting it because I also didn't double check and edit what I had written.

Resident	Safety	PartlySupport	<p>I am a pedestrian and regularly cross the road exactly here when visiting my mother who lives on Fairfield Road. I walk up Morford street and need to cross to Camden Crescent or vice versa. I am really pleased to see you have noticed how difficult and dangerous it is for pedestrians at this junction. For a long time I have been meaning to email you with a video showing the difficulties I have been having and how traffic comes from every direction making it so dangerous. I think the crossing you have proposed would be well placed for most of the journeys I have to make either going from Camden Crescent and into Morford Street or vice versa or going from Camden Crescent and walking along Lansdown Road or vice versa. The only journey that would still be problematic to achieve on foot would be from Camden Crescent to Hedgemoor Park or vice versa because of the lack of pavement on the Hedgemoor Park side of Camden Crescent and the lack of a pedestrian crossing on Camden Crescent. Additionally it can be hazardous crossing Upper Hedgemoor Road because the traffic using that road is more intermittent but it is also a difficult and dangerous road for pedestrians. So a pedestrian crossing on the Upper Hedgemoor Road could also be very useful.</p>
Resident	Traffic,Access	Object	<p>This action is as a result of the ill-conceived LTN at Winifred's Lane which has caused 500,000 car journeys and tonnes of extra carbon along Julian Road (in front of a primary school) and/or Morford Street (less wealthy residential area) onto Lansdown Road thus impacting negatively on an already difficult junction (Morford St. with Lansdown). It will be 'sold' as a mitigating action as a result of the now vastly increased traffic via Morford Street due to the re-routing of traffic by the Council's and selective residents' LTN/ETRO they have implemented against 72% (in area) and 84% (outside the area) residents wishes. IT IS NOT THEREFORE A MITIGATION yet rather an unintended consequence that B&NeS were warned about, yet have chosen to ignore. In terms of safety, it will create other unintended movement, ingress and egress issues for flowing traffic up and down the hill and turning at the junction of Morford and Lansdown. This is more unnecessary tax payer expenditure as a result of Council choices. Plus, I also believe there is a disabled parking spot at the top of Morford Street. What will happen to this?</p>
Resident	Traffic,Safety,Access	Object	<p>26-008 Morford Street/Lansdown Road ZEBRA. We have made strenuous objections to this proposal already - now there is another consultation. This is a VERY DANGEROUS proposal and will result in casualties and accidents. I have lived in Camden Crescent for 45 years and know this junction extremely well - it requires quick evaluation of FOUR streams of traffic to pull out of any of the affected roads and you have to make a quick decision. If you add PEDESTRIANS into this equation, who often step out without looking or any regard for traffic already pulling out from one of FOUR roads - you have a really dangerous situation. Since BANES closed Winifred's Lane, traffic in this area is much heavier. This is not a solution. When you did the 'feasibility study' your engineer agreed that long/large vehicles pulling out from Morford Street would become straddled across Lansdown Road to stop for pedestrians. This is a pointless and dangerous proposal. We already have a VERY SAFE crossing a few yards down Lansdown Hill from here - make that traffic island into the ZEBRA CROSSING if you need to insert another crossing - but don't proceed with this ill-conceived, dangerous proposal, which is devoid of any COMMON SENSE and understanding of this complex junction. We urge you to abandon this - yet again. Many thanks</p>
Resident	Traffic,Safety,Access,Financial	Object	<p>I wholeheartedly object to this crossing, Your locations are so wrong, they should not be put in the middle of an already busy and confusing intersection. How do you cross Camden Crescent or Upper Hedgemoor safely? Drivers are already trying to negotiate a busy intersection, adding a zebra crossing does not help. Move them a 100 metres away from the busy intersection, and at more locations to cross easily.</p>
Resident	Safety	Object	<p>There is already a safe path set out to cross at this intersection. The fact that pedestrians are in too much of a hurry to walk a few extra yards to cross the road in safety should not be made a reason to create further confusion and congestion on the streets of Bath. This zebra crossing can only have been suggested by someone who has no clue about road safety. Please see the attached image showing the route to cross this junction safely, already put into place by more intelligent people. Please put some effort into teaching the pedestrians of Bath Rules 1-35 of the Highway Code and more specifically Rule 7 - The green Cross Code, which advises pedestrians to first choose a safe place to cross and to wait until traffic has stopped before stepping into the road, including pedestrian crossings. Priority is given, not taken. There is no such thing as right of way.</p>

Resident	Safety,Access,Other	PartlySupport	I am totally supportive of the proposed zebra crossing as there is a need for a safe crossing on Lansdown around the top end of Morford Road. However, it would be a great improvement in the proposal if something could be done to address the problems pedestrians encounter immediately below the proposed crossing point where there is a "double" junction of both Upper Hedgemean Road & Camden Crescent with Lansdown. This is the top end of the most direct walking route from London Street to Lansdown, used by pedestrians coming up Walcot Street, over Cleveland Bridge from Bathwick, and by schoolkids including those using the school bus from Bathford to Ralph Allen which stops near top of Walcot Street. To reduce risk to pedestrians emerging from Upper Hedgemean to walk up Lansdown, the movement of cars towards/through the end of Upper Hedgemean might eg be calmed at this awkward and hazardous junction by additional road markings or texturing of the surface on Upper Hedgemean?
Resident	Traffic,Safety	Support	As a resident who often crosses Lansdown Road (on foot) here, this is a very difficult place to cross, and often requires you to run across the road due to minimal gaps in traffic, especially at commuter times where cars are crossing between Camden Crescent and Morford St (and vice versa). A less-able person, or child, would struggle to cross here safely. Sometimes it's easier to walk slightly further up Lansdown Road to cross. As a cyclist, who is often going from Morford St to Camden Crescent (and vice versa), this is a tricky junction (again at commuting times) and would help to 'throttle' the traffic. The usual 'car-centric' Bathonians will no doubt be outraged, but this crossing will help pedestrians.
Resident	Safety	Object	This is a complicated junction for both motorists and pedestrians. Even without any interventions for pedestrians, Upper Hedgemean Road should be no right turn into Lansdown Road. There should be no right turn from Lansdown Road into Upper Hedgemean Road. Vehicles exiting and entering Upper Hedgemean Road as a short cut through Alpine Gardens are adding to the danger at this junction, especially for pedestrians. There is a central refuge at the section of road between Camden Crescent and Caroline Place. THIS is the safe place for pedestrians to cross, but they typically do not want to deviate from a straight line to cross in safety. If you MUST put yet another zebra crossing, that would be where you would locate it. However, the safest way of managing this complicated junction is traffic lights so that both pedestrians and vehicles can take their turn. The real danger for pedestrians in recent years is a lack of use of the Green Cross Code.
Resident	Safety	Support	I fully support this proposal as a local resident that uses this road as both a pedestrian and a motorist. I believe that the zebra crossing will make the main road and associated junctions much safer by firstly slowing down vehicular traffic. This will allow pedestrians to be able to cross more safely on the zebra crossing.
Other	Traffic,Safety,Environmental	Object	I am a Bathonian although I do not currently live in Bath I spent > 12 years living in Hamilton Road and more than that working in Bath, commuting; I have a good knowledge of the road system and a background in Road Safety and Traffic Management. This proposal is beyond my comprehension.. This is an extremely busy junction exacerbated by the introduction of the LTN on Winifred's Lane generating increased traffic flow . This is in effect to be placed in the middle of a fourway junction that has limited views from all side roads. To then introduce the complication of a crossing watching out for pedestrians is adding even more mental demands on drivers. I would ask who suggested this, was it a Planner, a Councillor or computer modelling? In all cases I would point one to the Local Transport Note 2/95, suggesting a minimum 20m from a junction.and at least 5m? This is a major route into the City and the implementation of this proposal will cause congestion and ultimately pollution in the CAZ. But, more importantly unnecessary danger to all road users. The ultimate solution would be a traffic light controlled junction, but is that really necessary. I would also ask, how many accidents have been recorded here, both vehicles and specifically involving pedestrians?
Resident	Traffic,Safety,Environmental	Object	We have made strenuous objections to this proposal already - now there is another consultation. This is a VERY DANGEROUS proposal and will result in casualties and accidents. I have lived in Camden Crescent for 45 years and know this junction extremely well - it requires quick evaluation of FOUR streams of traffic to pull out of any of the affected roads and you have to make a quick decision. If you add PEDESTRIANS into this equation, who often step out without looking or without any regard for traffic already pulling out from one of FOUR roads - you have a really dangerous situation. Add in the cyclists who speed down the hill and often fail to stop at crossings - BANES will be creating a very dangerous traffic scenario - for no good reason. Since BANES closed Winifred's Lane, traffic in this area is much heavier. This crossing is not a solution. When you did the 'feasibility study' on this, your engineer agreed that long/large vehicles pulling out from Morford Street would become straddled across Lansdown Road to stop for pedestrians. This is a pointless and dangerous proposal. We already have a VERY SAFE crossing a few yards down Lansdown Hill from here. It makes perfect sense to turn that traffic island into the ZEBRA CROSSING, if indeed you actually need to do anything. This is an ill-conceived and dangerous proposal, which is devoid of any COMMON SENSE and understanding of this complex junction.

Resident	Traffic,Safety,Environmental	Support	<p>Hi there, I am writing to express my support for the proposed new zebra crossing on Lansdown Road. I believe it would help create a much safer environment for pedestrians and promote active travel in Bath. I hope the council goes ahead with this and similar projects - walking in Bath is not as safe as it should be and this would go a small way to changing that. This response also applies to the proposal 26-005, which I believe would significantly improve safety around RUH. Please can the council also expedite plans for a zebra crossing on Beckford road near the entrance to the canal path? It is much needed for families particularly those with children.</p>
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