ResponderType	FeedbackCategories	OrderSupport	FeedbackText
Resident	Other	Object	Previous measures within the area by the so called Liveable Neighbourhoods Team have done nothing to improve the traffic situation and quality of life . And why do I think this- The track record of poorly designed and situated signage for the 20 MPH speed enforcement on the Wells Rd , Staunton Lane and Staunton Fields. The lack of any physical speed enforce on the Wells Rd The non appearance of double yellow lines on Staunton Lane / Stockwood Rd as put forward last year to stop parking on the foot way. The need to reinstate double yellow lines in Staunton Fields that are no longer visible. Signage for a pedestrian crossing on Staunton Lane incorrectly sighted. The proposal to move two bus stops unnecessarily on the Wells Rd. The proposal to widen footways to make them more accessible when if the hedgerows and the grass was cut people won't have to walk on the carriage way to gain access. What I'm trying to say is that why does this team feel the need to spent more money on a scheme that benefits far fewer people than it affects. In an era where money for improvements is limited why waste it on items that benefit the minority. Rather than slowing and restricting the movement of traffic in the area much to the motorists frustration with narrower roads and unnecessarily crossing why not do something radical like providing better parking for the play area. Most families use cars to access the area and few actually walk there. I think it's about time that Banes take a look at the area and priorities on which to allocate monies, surely it is better to spend on improving the existing infrastructure on a value for money basis than high capital expenditure based on what some thinks is a good idea. What is needed is needed is not always what is wanted. The Liveable Neighbourhood Team do not in my opinion have a very good record in this regard. Having said this and spent time sending this I don't expect it to make one jot of difference to the outcome of this scheme as my previous comments and suggestions have been ignored.

			The plan of the scheme shows not only the installation of a Toucan Crossing but also a new bus stop. This bus stop is going to be in the road rather than in a layby and will clearly create an obstacle to following traffic. There is an existing bus stop about 50 metres from the proposed crossing. This existing bus stop allows buses to pull in and not impede following traffic. The new bus stop seems to be unnecessary and will cause more problems for vehicle drivers. If there are stationary vehicles at the crossing waiting to pass the bus it may encourage pedestrians to cross when it is not safe for them to do so.
Resident	Traffic	PartlyObject	I am in agreement with the installation of the Toucan Crossing but not with the bus stop.

Resident	Traffic	PartlyObject	TRO ref: 26-042. **Objection to Proposed Highway Works on the A37, Whitchurch Village** I support measures to improve pedestrian and cyclist safety, including improved footways, cycle links and a safe crossing of the A37. However, I object to several elements of the proposed scheme, particularly the narrowing of the A37 junction with Queen Charlton Lane/Woollard Lane and the relocation of the existing bus stops. The proposal states that narrowing the junction will slow approaching traffic and make it easier for pedestrians to cross. However, I believe this proposal fails to properly consider the existing traffic conditions. This junction already experiences significant congestion during peak periods. Traffic regularly queues back along Woollard Lane towards Sleep Lane. These queues often extend around the bend, creating a safety concern as drivers can unexpectedly encounter stationary traffic. The proposed narrowing is likely to reduce the junction's capacity and make congestion worse. Currently, vehicles turning left from Woollard Lane onto the A37 can often filter past vehicles waiting to turn right across the A37. This allows traffic to continue moving and reduces unnecessary queues. If the junction is narrowed, left-turning vehicles may no longer be able to pass those waiting to turn right. Instead, all vehicles will have to wait, increasing delays and causing queues to extend further back onto Woollard Lane and Sleep Lane. This would reduce the efficiency of the junction and make it even more difficult for residents to access the A37. I also question the need to relocate both bus stops. The existing bus stops already serve the village, and it is not clear what significant benefit would be achieved by moving them a relatively short