

BROADSTONE TOWN COUNCIL

Dunyeats Road / Tudor Road Residents engagement

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1. Introduction

The BCP Ward Councillors for Broadstone have been talking to BCP Council for many years regarding the issues surrounding this junction. They have represented resident views but to date have not gained traction with BCP to enable a change to take place.

Recent incidents, however, have heightened concerns and following further representations, BCP have visited the site with a Ward Councillor and agreed to look at possible options to improve safety concerns.

On the back of that, Broadstone Town Council agreed to hold two public drop-in sessions to seek further views from the public to aid BCP in their deliberations.

2. Approach

The two drop-in sessions were scheduled at different times of day to support attendance by as many residents as possible.

At each session there were 15 improvement suggestions that had been made by residents, either directly to Ward Councillors, from the First School parents meeting they held, meetings with the school and some collected from Facebook. Attendees were given 6 green dots and 6 red dots and then asked to review then suggestions and place their dots on the 6 they thought might help and those they thought would not.

Additionally, there was a suggestion box (both physical and online via a QR code) where residents could make their own suggestions or highlight a combination of the ideas presented that, in their opinion, might work.

These sessions were attended by almost 100 people and in addition it should be noted that not all attendees decided to use all of their dots and some chose to put a number of them on the same option.

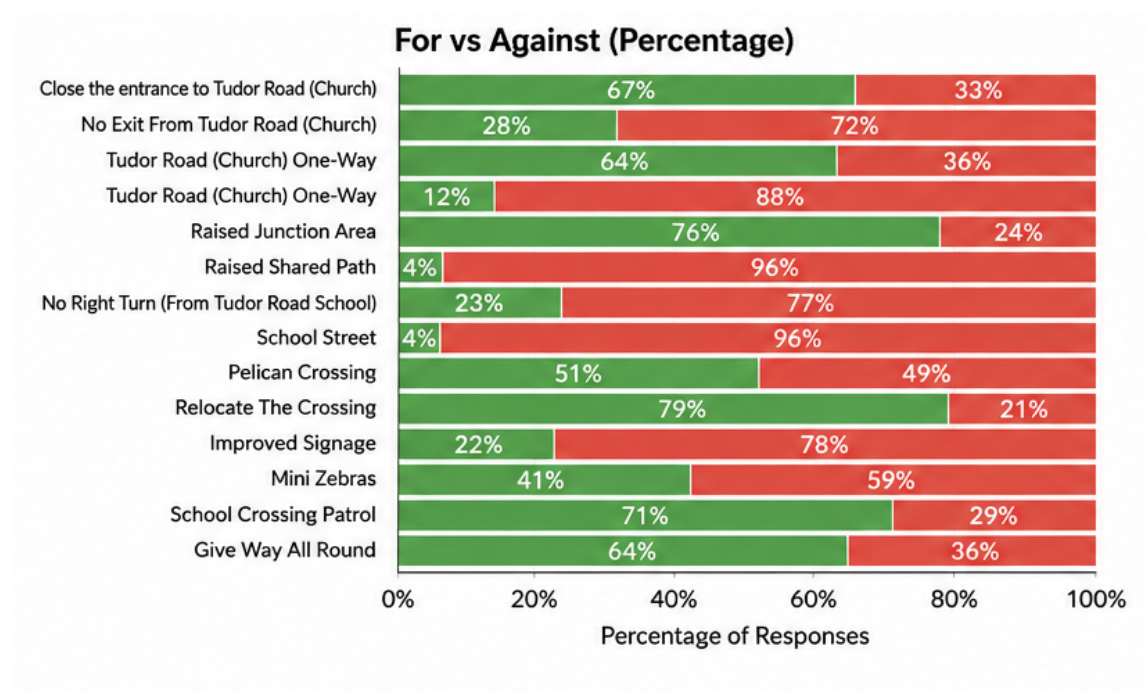
We should be clear that these are not our own suggestions and, as a council, we are not for or against any of these options.

3. Results

3.1 Dots placed

The detailed boards for all 15 options and dot sheets can be seen in Appendix A.

Proposal	For	Against
Close the entrance to Tudor Road (Church)	29	14
No Exit From Tudor Road (Church)	11	29
Tudor Road (Church) One-Way	30	17
Tudor Road (Church) One-Way	7	53
Raised Junction Area	53	17
Raised Shared Path	1	27
No Right Turn (From Tudor Road School)	11	36
School Street	2	43
Pelican Crossing	27	26
Relocate The Crossing	53	14
Improved Signage	13	45
Mini Zebras	22	31
School Crossing Patrol	25	10
Give Way All Round	35	20



3.1 Comments

There were several interesting themes throughout the comments (full comments can be seen in appendices B and C).

- **Junction Priority & Continuous Pathways:** A central conflict is the continuous pathway for cyclists and pedestrians. Drivers feel this forces them to risk collisions ("edge out" / "take your life in your hands") to gain visibility.
- **Visibility and Sight Lines:** Multiple comments highlight "terrible" or "non-existent" lines of sight. Drivers cannot see oncoming pathway users without blocking the path. Hidden signage and overgrown vegetation worsen this.
- **User Behaviour & Safety Interventions:** There is a perceived lack of caution from cyclists and pedestrians who "do not even look" or "dart between cars." Commenters want shared responsibility via slowing mechanisms.
- **Infrastructure Design Flaws:** Dropped kerbs are criticised for looking like an "invitation to vehicles to drive straight across." The current pathway colour coding is also noted as not vibrant enough for clear differentiation.
- **Inter-user Conflict:** Residents report facing verbal abuse from cyclists when drivers inevitably block the continuous path to view the main road.
- **Motorist Inconvenience:** There is theme of inconvenience to the motorist being an important factor.
- **Other Junctions:** There is a strong feeling the other junctions with Dunyeats Road (primarily Lower and Upper Golf Links Roads) need to be addressed at the same time.

4. Conclusion

We are not experts in highway safety so would leave detailed design comments to the BCP team.

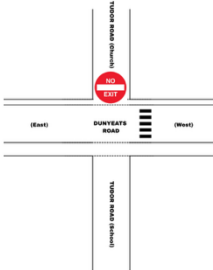
However, it is clear from this that there are some common areas that need to be considered:

- Sightlines on Tudor Road, Lower Golf Links Road and Upper Golf Links Road
- Address the priorities of both motorists and Cyclists. Cyclists need to be more cautious/slow down and Motorists need to not drive through the initial Give Way line.
- Some of the moving parts need to be removed, possibly by making changes to both sides of Tudor Road, in terms of which direction you can turn or stopping vehicles exiting Tudor Road (Church).
- Attention needs to be given to highlighting the dangers more clearly, possibly through signage, road colours, raised areas, mini zebras or maybe rumble strips.
- The crossing is highlighted by many people as an issue, so relocating or changing the nature of it should be considered.

APPENDIX A - Suggestions and feedback

1 Close the entrance to Tudor Road (Church)

NO EXIT FROM TUDOR ROAD (CHURCH)
Block exit from Tudor Road to Dunyeats Road

PROs

- **Improves safety:** Would stop vehicles exiting from Tudor Road (Church) on to the junction
- **Reduces the opportunity for collisions:** Drivers turning left have caused some of the collisions, that risk would be removed

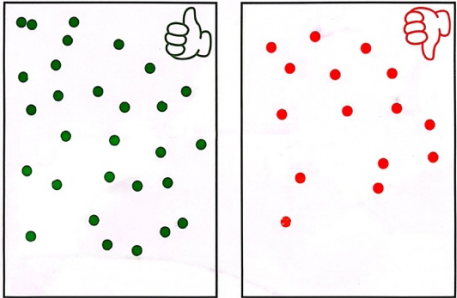
CONS

- **Inconvenience:** Inconvenient for residents of Tudor Road

NOTE

- This still leaves Tudor Road (Church) as a 2-way street but wil no exit.

IF YOU LIKE OR DISLIKE THIS SUGGESTION, PLACE YOUR DOTS HERE.



Scanned with CamScanner

For: 29
Against: 14

2 No Exit From Tudor Road (Church)

CLOSE ENTRANCE TO TUDOR ROAD (CHURCH)
Block entry to Tudor Road from Dunyeats Road



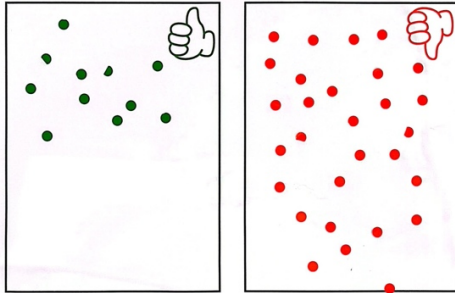

PROs

- **Improves safety:** Would stop vehicles exiting from Tudor Road (Church) on to the junction
- **Improves safety:** Would stop vehicles turning into Tudor Road (Church)
- **Reduces the opportunity for collisions:** Drivers turning into Tudor Road have caused some of the collisions, that risk would be removed

CONS

- **Inconvenience:** Inconvenient for residents of Tudor Road

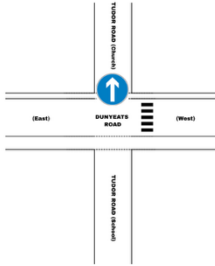
IF YOU LIKE OR DISLIKE THIS SUGGESTION, PLACE YOUR DOTS HERE.



For: 11
Against: 29

3 Tudor Road (Church) One-Way

TUDOR ROAD (CHURCH) ONE WAY
Allow entry to but not exit from Tudor Road (Church)

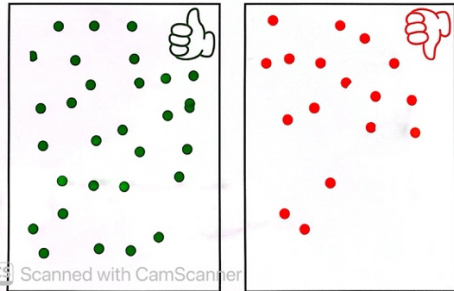
PROs

- **Improves safety:** Would stop vehicles exiting from Tudor Road (Church) on to the junction
- **Reduces the opportunity for collisions:** Drivers exiting Tudor Road (Church) have caused some of the collisions, that risk would be removed

CONS

- **Inconvenience:** Inconvenient for residents of Tudor Road

IF YOU LIKE OR DISLIKE THIS SUGGESTION, PLACE YOUR DOTS HERE.

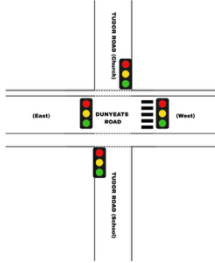


Scanned with CamScanner

For: 30
Against: 17

4 Tudor Road (Church) One-Way

TRAFFIC LIGHTS
4-way Traffic Lights
(including bike and pedestrian lights)

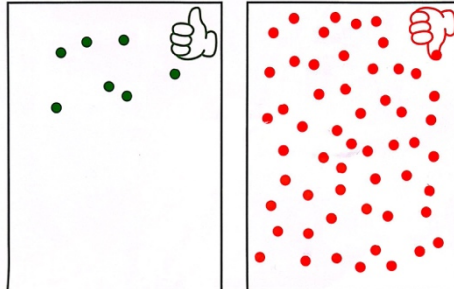
PROs

- **Improved Safety:** Integrates the crossing into the Lights system
- **Reduced simultaneous traffic movements:** Traffic Lights would allow only 2 sides to pass at the same time, reducing the risk of incidents
- **Reduced driver confusion:** Reducing the options available reduces confusion and risk
- **Safest option:** Traffic Lights would offer protection for all scenarios

CONS

- **Congestion:** Traffic may build up.
- **Cost:** Lights are extremely expensive and have an annual maintenance and operational cost.
- **Environmental impact:** Stationary traffic increases fuel consumption and emissions

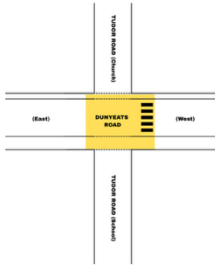
IF YOU LIKE OR DISLIKE THIS SUGGESTION, PLACE YOUR DOTS HERE.



For: 7
Against: 53

5 Raised Junction Area

RAISED JUNCTION AREA
On Dunyeats Road, shared path, pavement and crossing

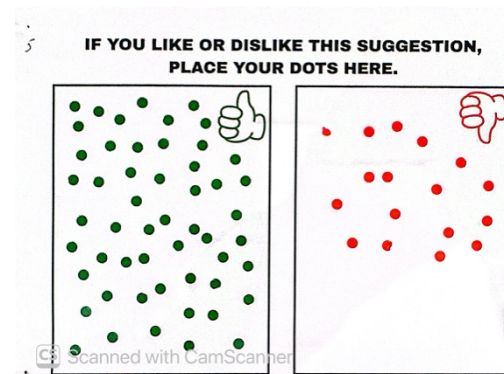



PROs

- **Change vehicular behaviour:** Vehicles are more likely to cross the raised area slowly
- **Improved safety:** A raised area highlights the danger zone

CONs

- **Bike Traffic:** Bikes may travel faster down the path or be less observant of the potential for incidents

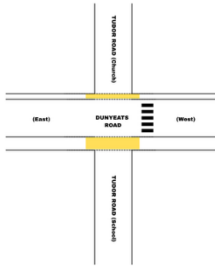


For: 53
Against: 17

Note: From comments, it is possible people thought this meant the cycle path would also be raised, which was not the intention.

6 Raised Shared Path

RAISED SHARED PATH
On the Dunyeats Road shared path and pavement

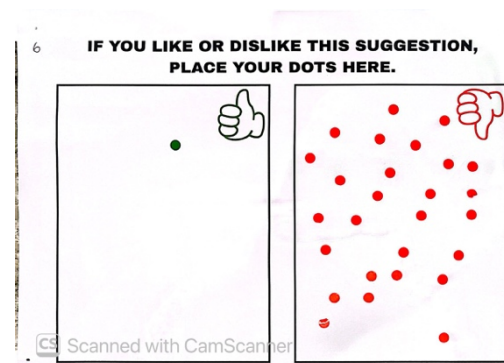
Where a path is shared, it is standard practice to maintain the level of the pavement, not reduce it to road level. This was not done when Dunyeats road was implemented

PROs

- **Change vehicular behaviour:** Vehicles are more likely to cross slowly or even stop enabling them to see more of the dangers of the crossing

CONs

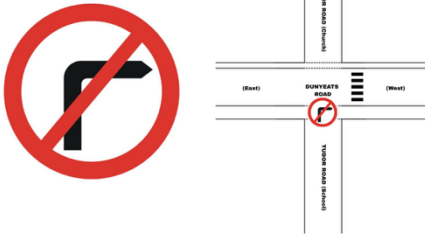
- **Bike Traffic:** Bikes may travel faster down the path or be less observant of the potential for incidents



For: 1
Against: 27

7 No Right Turn (From Tudor Road School) onto Dunyeats Road

NO RIGHT TURN
From Tudor Road (School) onto Dunyeats Road



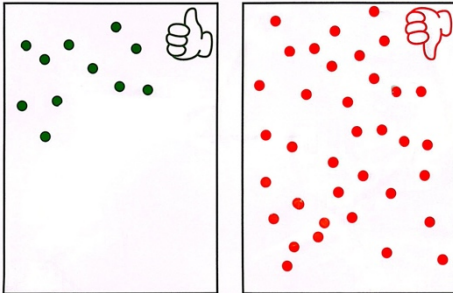
PROs

- **Improves safety:** Vehicles will not be able to turn across the traffic and over the Zebra Crossing
- **Simplifies the junction:** Fewer vehicle movements will make the junction easier for all road users to navigate.

CONs

- **Relocates traffic:** Would move those wishing to turn left on to Lower Golf Links Road
- **Causes issues elsewhere:** Would have to look at parking on Lower Golf Links Road and the exit on to Dunyeats Road

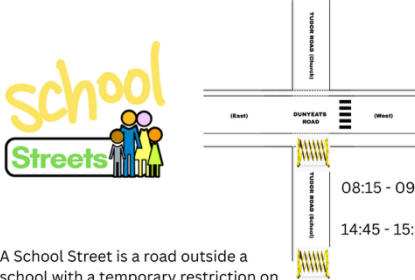
7
IF YOU LIKE OR DISLIKE THIS SUGGESTION,
PLACE YOUR DOTS HERE.



For: 11
Against: 36

8 School Street

SCHOOL STREET
Create a closed School Street in key periods



A School Street is a road outside a school with a temporary restriction on motorised traffic at school drop-off and pick-up times. The result is a safer, healthier and pleasant environment for everyone.

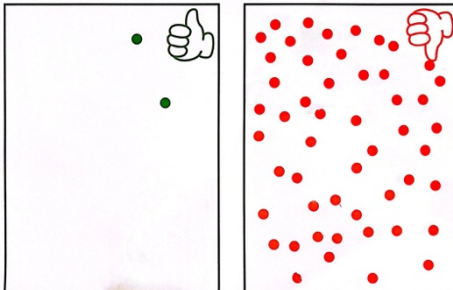
PROs

- **Improves safety:** Reduces the number of vehicles on Tudor Road at key times
- **Improves safety:** No cars would be exiting Tudor Road making the crossing safer at those times

CONs

- **Inconvenience:** Businesses on Tudor Road would need to be accommodated
- **Limited benefit:** Only helps during limited hours and recent incidents have not been during school hours

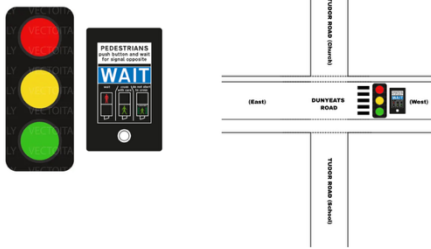
8
IF YOU LIKE OR DISLIKE THIS SUGGESTION,
PLACE YOUR DOTS HERE.



For: 2
Against: 43

9 Pelican Crossing

PELICAN CROSSING
Convert the Zebra Crossing into a Pelican Crossing

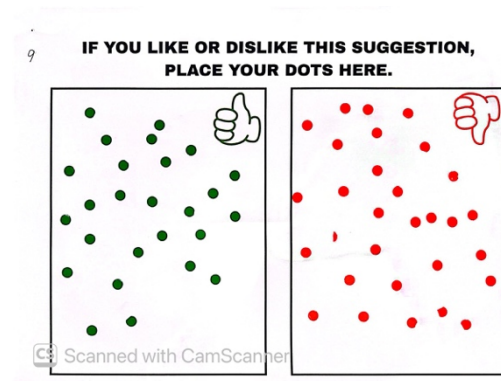


PROs

- **Pedestrian safety:** Provides pedestrians with a protected crossing
- **Accessibility:** Improves accessibility for people who may need more time to cross
- **Simplifies the junction:** Drivers are required to stop on a red light without any ambiguity
- **Operational hours:** Operative 24/7

CONS

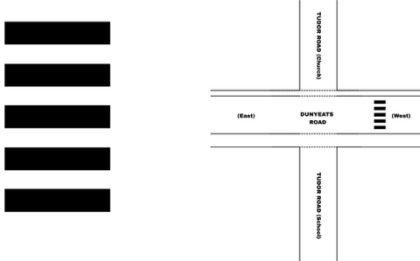
- **Congestion:** Traffic may build up.
- **Cost:** Lights of any sort are extremely expensive and have an annual maintenance and operational cost.



For: 27
Against: 26

10 Relocate The Crossing

RELOCATE THE CROSSING
Move the crossing slightly further down the road

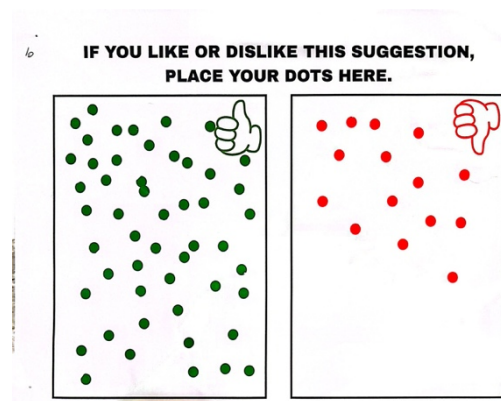


PROs

- **Improves safety:** Would allow motorists more time to see dangers

CONS

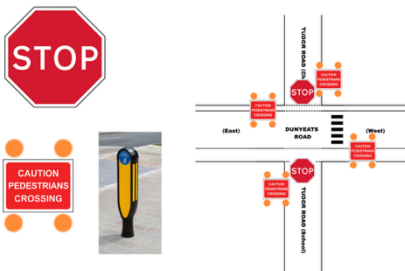
- **Human Behaviour:** People cross where there is a need. They may still cross on the corner without the protection of a crossing. This was the reason the crossing was positioned where it is.



For: 53
Against: 14

11 Improved Signage

IMPROVED SIGNAGE
Clearer Signage on all sides of the Junction

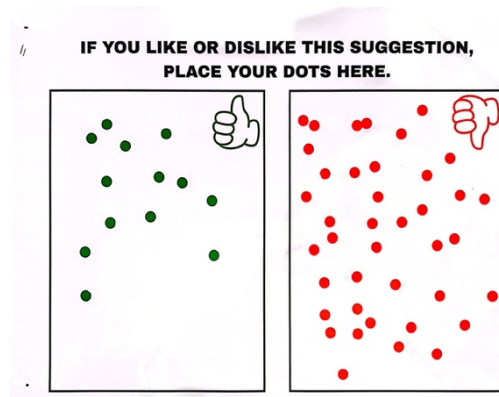


PROs

- **Improves safety:** Would warn all users of the danger
- **Change vehicular behaviour:** Would encourage vehicles to stop before the pavement rather than drive straight to the edge of the road

CONS

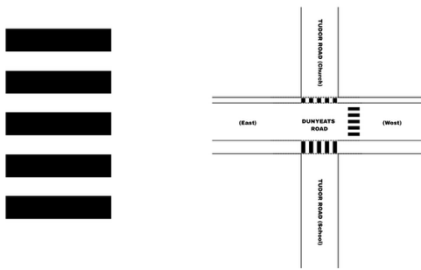
- **Cost:** The flashing signs are costly and have an annual cost
- **Motorists may ignore them:** Offers no more protection that currently if motorists ignore them



For: 13
Against: 45

12 Mini Zebras

MINI ZEBRAS
Mini Zebras on the pavement to alert all users

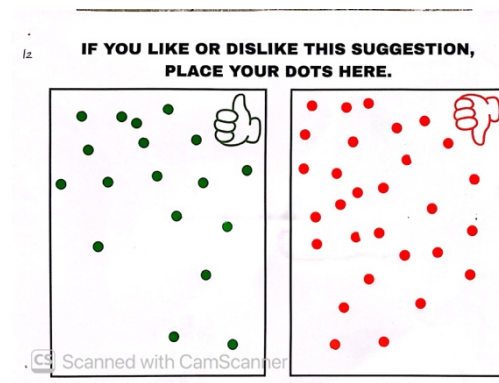


PROs

- **Improves safety:** Would warn all users of both the road and the path of the danger
- **Change vehicular behaviour:** Vehicles would be more likely to stop before entering the Zebra.
- **Cost:** This is a very cost effective solution

CONS

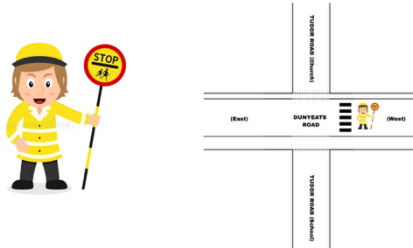
- None



For: 22
Against: 31

13 School Crossing Patrol

SCHOOL CROSSING PATROL
Guide crossings at drop off and pick up

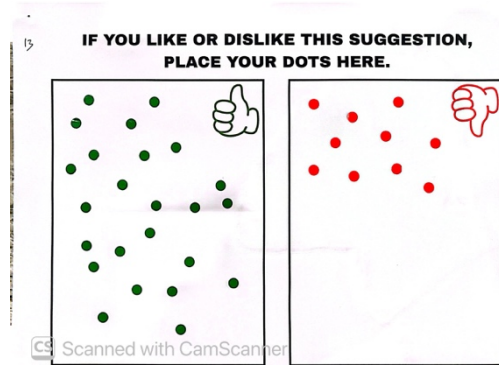


PROs

- **Improves safety:** Would protect people crossing during the hours the School Crossing Patrol was in operation

CONs

- **Cost:** The Town Council would likely have to pay for this as BCP are phasing them out
- **Limited benefit:** Only helps during limited hours and recent incidents have not been during school hours



For: 25
Against: 10

14 Give Way All Round

GIVE WAY ALL ROUND
Give way lines clearly painted to ensure Cyclists and Motorists give way

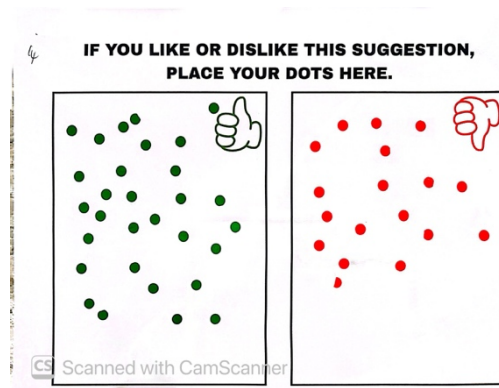


PROs

- **Improves safety:** Would ensure that all users - Motorists, Cyclists, scooters, runners and pedestrians - to treat the junction with extreme caution
- **Change all user behaviour:** All users would have to modify their behaviour

CONs

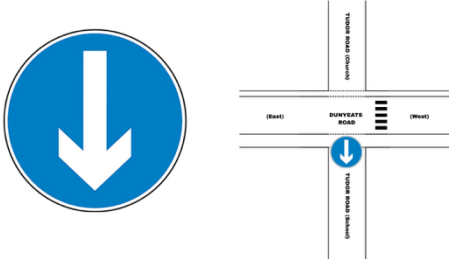
- **No Priority:** No priority may cause confusion



For: 35
Against: 20

15 Tudor Road (School) One Way - Reversed

TUDOR ROAD (SCHOOL) ONE WAY
Reverse the One Way direction for Tudor Road (School) and No Right Turn from Dunyeats Road



PROs

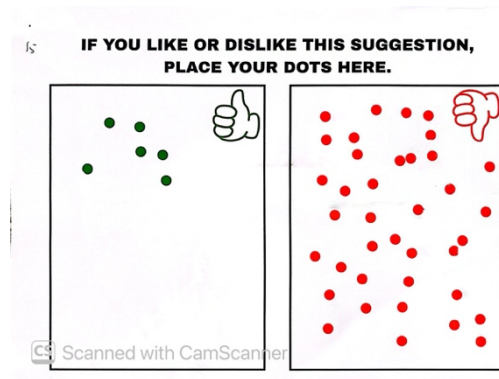
- **Improves safety:** Removes traffic turning onto Dunyeats Road from Tudor Road (School)
- **Improves safety:** Stopping vehicles turning right from Dunyeats further reduces traffic movements at the junction

CONs

- **Confusion:** Drivers are used to the current direction of the one way system

NOTE

- If this option was selected, it might be wise to look at no Right turn from Dunyeats Road



For: 7
Against: 42

APPENDIX B - Comments and diagrams submitted

- 4.1 I think the main problem is the continuous pathway for cyclists & pedestrians. As a car driver you take your life in your hands by edging out of Golf Links Upper + lower to get onto Dunyeats.

Please put the cyclists back on the road so we can see them and the pedestrians need to stop before walking across the road. It has got so bad that cyclists and pedestrians do not even look to see if a car is coming. I would like to see the reasoning for making the pathway continuous.

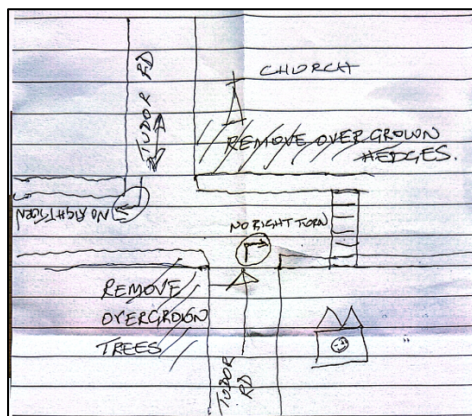
- 4.2 Put the junctions back to how they were with a kerb at Upper & Lower Golf Links and at Tudor Road.

The elephant in the room is the sight line and BCP's determination to have contiguous cycle paths at any cost.

- 4.3 1. The Tudor junction is not the only problem junction. Upper & lower Golf Links Rd junctions are also problematic.
2. As a cyclist and a motorist, I have both perspectives. But at these junctions, only the cyclist has the advantage of good sight lines. Cyclists need to be encouraged to slow down at junctions – Stop signs or zebra crossings (cyclist must dismount) are a must.
3. In most cases, with considerate cyclists and motorists, things run smoothly. But as a resident of Golf Links Road, I have been unable to avoid abuse from the odd cyclist which is upsetting.

- 4.4 Make signs in both parts of Tudor Rd to prohibit right hand turns

Cut back vegetation



- 4.5 Biggest error is the dropped kerbs – they present an invitation to vehicles to drive straight across. Give way sign in the one way is partly hidden and the sight lines are non-existent

- 4.6
1. The whole system needs looking at. This is not the only problem junction.
 2. The change of colour of all the junctions on the shared pathway needs to be more vibrant. At the moment it's still difficult to see.
 3. How do you stop the kids walking between cars going quickly at all the junctions? They leave the path and dart between
 4. Line of sight on all the junctions is terrible. Cars have to pull out at some point and **if unlucky** a stream of traffic is coming leading you to be stranded across the pathway. I have been verbally abused by cyclists for this. When trying my best to navigate and by being considerate and stopping before pulling onto the path.
 5. Further up by Ashwood drive the road narrows on the bend. I have had a few near misses where cars have darted into the middle of the road here. There is little room for mistakes now the road is so narrow.
 6. At the end of the pathway near the Italian Bakery bikes & pedestrians cross without stopping even though the pathway has ended. I've had a few occasions when bikes have dashed across when it was my right of way.
 7. You've addressed a lot of car behaviour. Cyclists behaviour needs to change too. They are either going to pull on the shared pathway or using the road. Trying to use a junction and having to watch for bikes on the path and on the road is challenging.
 8. The 20mph has helped their speed.
 9. Would school crossing patrols on Upper Golf Links, Lower Golf Links & Tudor Road help? Allowing crossings in two/ways between pupils and cars. This would stop the steady stream that leaves it difficult for cars to cross.

4.7 Combo

Raised Junction Area

Move zebra crossings down

Add signage

4.8 Cut back vegetation either side of Tudor Road (school) to no higher than 1m.

Within a few metres of the junction.

This would enable motorists approaching the junction to see cyclists or pedestrians coming.

- 4.9 I don't think raised kerbs/roadways are acceptable – not suitable for visually impaired/mobility challenged pedestrians.

Exits on Dunyeats Road should be splayed, giving drivers cyclists & pedestrians time to see approaching traffic and react.

Children cycling from BMS freewheel down Dunyeats Road with no concept of traffic exiting side roads – there should be diversions in the cycling lane to ensure cyclists have to slow down e.g. chicane/diversion into side roads – not crossing on the actual junction.

- 4.10 Improve vision at both junctions and Tudor Road

And Golf Links Road

By cutting back hedges to provide sight up and down Dunyeats Road

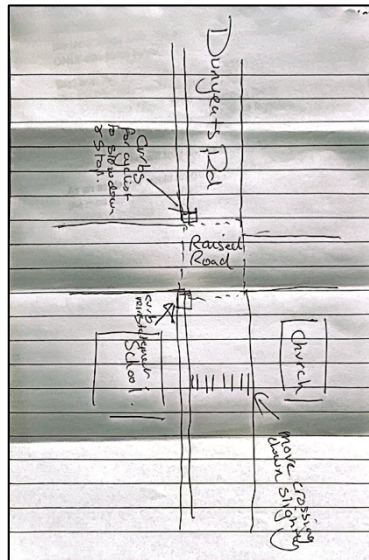
- 4.11 Combination of the Big Bump and Signage on cycle paths plus foot paths

- 4.12 On Tudor Rd (Church side) on double yellow lines at corner. Cars park frequently & cause cars travelling to pull out to see round corner.

Marking the pavement with yellow markings on kerb. Therefore – no parking at any time.

Many people park at both ends of Tudor Rd (Church), & cause visibility problems.

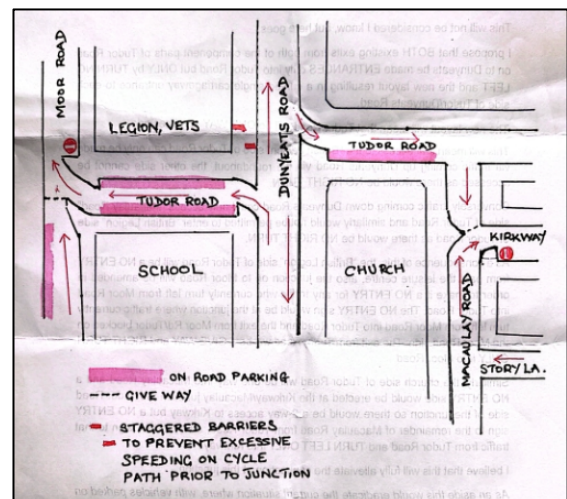
4.13 No comments, just a diagram



4.14 This will not be considered I know, but here goes.

I propose that BOTH existing exits from both of the component parts of Tudor Road on to Dunyeats be made ENTRANCES only into Tudor Road but ONLY by TURNING LEFT and the new layout resulting in a curved single carriageway entrance to each side of Tudor/Dunyeats Road.

The new layout will mean that Tudor Road will be ONE WAY on either side.



This will mean that access to the “British Legion” side of Tudor Road can only be made via traffic coming up Dunyeats Road via the roundabout, the other side cannot be accessed as there would be NO RIGHT TURN.

Conversely, traffic coming down Dunyeats Road could only access “Macaulay Road” side of Tudor Road and similarly would not be permitted to enter “British Legion” side of Tudor Road as there would be NO RIGHT TURN.

As a consequence of this, the “British Legion” side of Tudor Road will be a NO ENTRY from past the leisure centre, also the junction on to Moor Road will be amended in order to make it a NO ENTRY for any traffic who currently turn left from Moor Road into Tudor Road. The NO ENTRY sign would be at the junction where traffic currently turn left from Moor Road into Tudor Road and the exit from Moor Rd/Tudor blocked on the Moor Road side. The exit from Tudor Road will be a GIVE WAY and RIGHT TURN ONLY into Moor Road.

Similarly, the church side of Tudor Road will be one way into Macaulay Road and a NO ENTRY side would be erected at the Kirkwray/Macaulay junction the

Tudor Road side of the junction so there would be a 2-way access to Kirkwray but a NO ENTRY sign to the remainder of Macaulay Road from Tudor Road, a GIVE WAY sign to that traffic from Tudor Road and TURN LEFT ONLY into Kirkwray.

I believe that this will fully alleviate the congestion at this junction.

As an aside this would eradicate the current situation where, with vehicles parked on the road along the church side, there are times when vehicles are travelling in opposite directions in Tudor Road at the same time and the vehicle coming from Dunyeats Road has to mount the pavement to create room to pass each other.

4.15 1. Moor Rd.

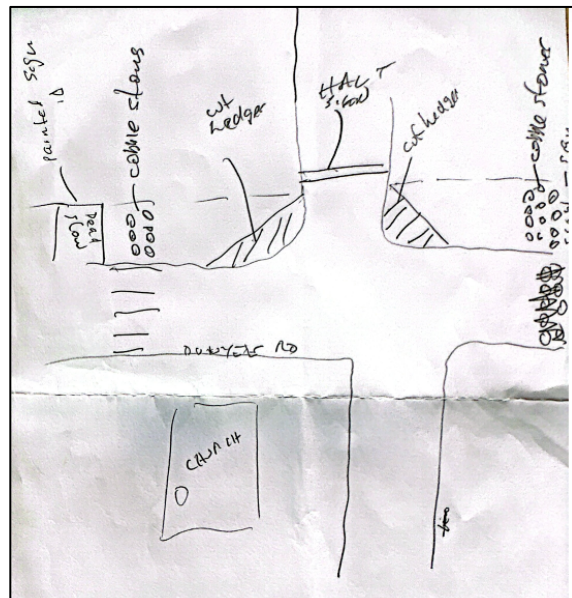
- a) Make giveaway sign a HALT sign
- b) Cut back hedges on both corners to give drivers clear vision in both cyclists on cycleway. (to 1.2m high)
- c) Put an end of cobble stones on cycleway and clear slow sign to slow cycles down and warn of danger
- d) consider moving zebra crossing
- e) consider additional school exit gate for children on foot travelling North towards Broadstone

2. Lower golf links

- a) as Moor rd
- b) as Moor rd
- c) as Moor rd

3. Upper golf links rd

Same as (2) above



APPENDIX C - Comments submitted via the QR Code

- 1 I think a pelican crossing would always have been a safer option. People do not stop when trying to cross a zebra crossing. It is also too close to the junction. A decision should never have been made just because that's where people like to cross! They have to take responsibility for using crossing that would literally be within 20 yards of where it is now! Always thought it crazy to give pedestrians and cyclists right of way crossing a road. Anything like signage that told them to be careful crossing the road has to make people safer. 4 way traffic lights would cause way too much congestion to an already heavily congested road. Living on Dunyeats it is already a very busy road to get out onto made very unsafe by turning the pavement into a shared path. Trust me, getting out of Tudor road is pretty easy compared to getting out of your drive with a far more restricted view than any of the side roads. So most of this is caused by bad driving but also cyclists riding down the shared path faster than the 20mph limit and not even having to be on the outside of the pavement. Have had way too many close calls!
- 2 Remove markings for continuous pavement
- 3 Remove marking for continuous pavement. This will not change priorities however may make users of shared path check before crossing. Ideally a solution would be to improve visibility for drivers however this does not seem to be possible and this offers a pragmatic alternative.
- 4 Add in signage on shared path to show pedestrians have priority over cyclists and that they should slow and be prepared to stop for pedestrians and also use a warning bell or yell.
- 5 Restore shared path to its original pedestrian only as it's not suitable as a cycle lane due to v poor visibility from joining roads and there doesn't appear to be a way of improving motorist visibility. A good number of cyclists use the road anyway but for those that don't bring v close to hedges etc means it is not possible for a motorist to see them when pulling out.
- 6 Make Tudor road no entry from Dunyeats road
- 7 Would just like to clarify that incidents have occurred during school hours - I witnessed a car coming from Tudor Rd (School side) that was turning right that bumped into the back of a car coming down from Dunyeats that had stopped for the zebra crossing. Thankfully, no one was hurt, but children and adults crossing at that time very almost got hit by the car being shunted forward. ND i have seen many similar close calls. Thank you very much for putting on the event tonight - well delivered
- 8 I would like a solution to all junctions on to Dunyeats to improve visibility, possibly mirrors. Possibly restrict cyclists to near the road not hedge and possibly a sleeping policeman for cyclists.

- 9 This to reduce risk as traffic turns in and out of Tudor Rd (church side). Extend no parking by extending double yellow lines for say 2 cars on church side of Tudor. Current situation creates congestion as cars turn in and out with risk of collision on Tudor.
- 10 Move the zebra crossing further up dunyeats road to the other side of the junctions with Tudor Road - this would give more visibility of people wanting to cross over (crossing would be further away from low hanging trees which currently cause visibility issues), and would mean people coming up to the school from the roundabout have a crossing and this coming down also have a designated crossing
- 11 Only Left turns permitted when coming out of both Tudor Road exits onto Dunyeats Road, with a 'no stopping' yellow box junction added as you turn right into the Ridgeway from Dunyeats, meaning traffic from the Broadstone Roundabout can turn into the Ridgeway easily in order to prevent a blockage. Then finally, move the zebra crossing further down towards the Broadstone roundabout (moving the bus stops down or shortening the bus stops slightly if required). I'd also suggest that 20-zone is only when lights flash by installing solar sign posts, since Dunyeats is a primary and important road where speed restrictions could be limited to during school hours (07:00-18:00) only as people commute to/from work and this would go a long way to appease residents.
- 12 I believe the crossing should be removed completely. I cannot be certain but believe that statistics would show that the road was safer before a crossing existed at that point. Making the pedestrians responsible for the timing of their journey across the road removed their over reliance on the safety proffered by the existing zebra. At certain times of day pedestrians are virtually invisible. By returning the safety to individuals less accidents will occur. To risk assess a road with traffic requires attention and focus. Therefore individuals would not assume cars will stop for them.
- 13 As a change to the raised junction area idea, the raised section be elongated to be further west than the crossing.
- 14 In combination with the relocating the crossing further down the road it could be raised.
- 15 The visibility splays on this junction should be improved. It would make a massive difference.
- 16 Combination of close Tudor Road church to entry and exit traffic and change to pelican crossing with it located further down westwards on Dunyeats rd. or Just Pelican crossing but moved further west
- 17 The following slide is my proposal for all junctions in Dunyeats Road that currently have severely restricted visibility for car drivers attempting to pull into Dunyeats Road.

For the purpose of this proposal I include...

- Tudor Road
- Upper Golf Links Road
- Lower Golf Link Road

My proposal is not aimed at slowing or inconveniencing one type of pavement/road user.

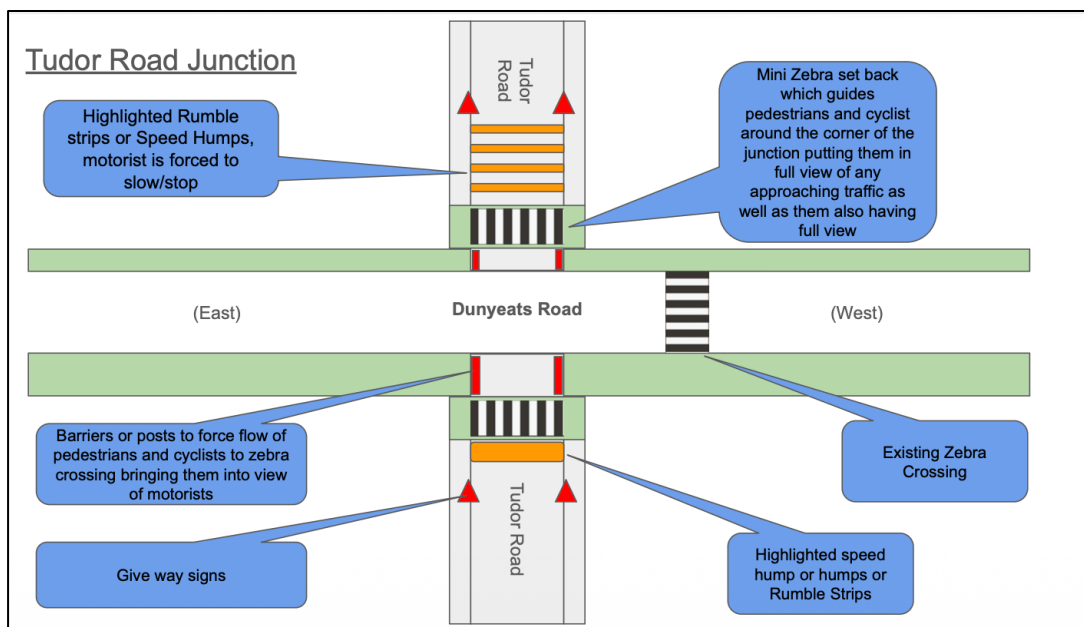
Whilst this proposal promotes and encourages caution by all users, it does something else. It puts cyclists and pedestrians in full view of motorists at which point the laws around right of way kicks in due to the fact that once seen, motorists have to give way.

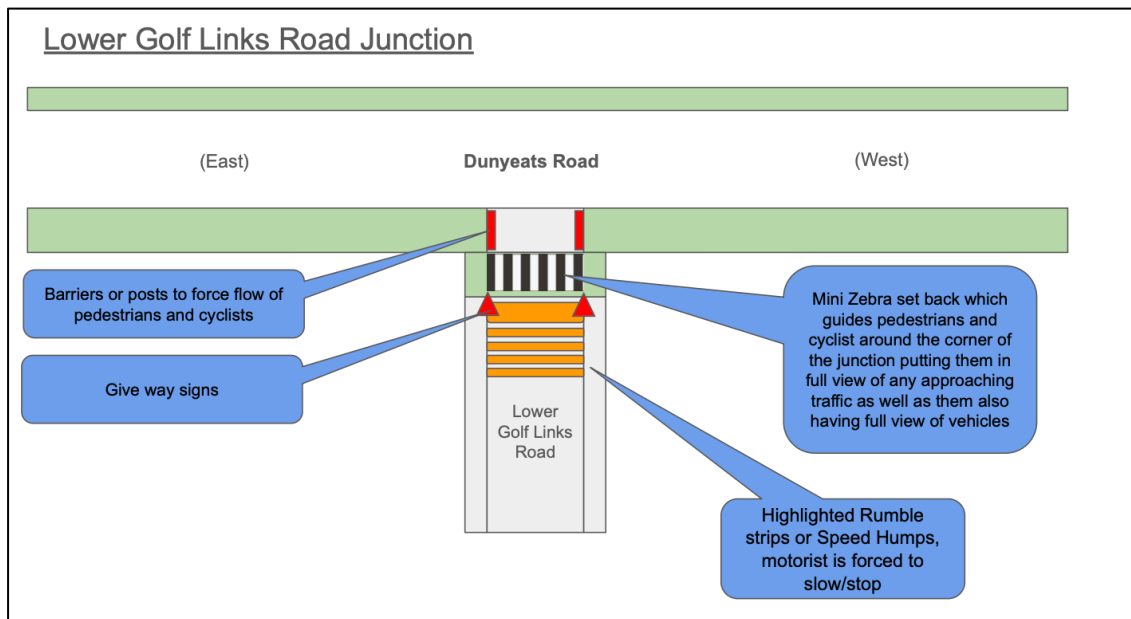
As it stands motorists are having to pull into the pavement/cycle lane to be able to see in particular looking left, a point that has been raised, agreed, and constantly ignored.

I in no way see this set up as a blueprint for all across junction cycle lanes. There are great examples of this type of cycleway coming out of the Merley Estate with fantastic sightlines and give way signs that enable all users to see and act accordingly. To date I am not aware of any incidents with pedestrians or cyclists using these lanes.

IF IMPLEMENTED EVERY USER WOULD BE CONTRIBUTING TO THE SAFETY OF THESE PARTICULAR JUNCTIONS.

CYCLIST AND PEDESTRIANS ARE NOT HELD UP IN ANY NOTICEABLE WAY.





- 18 The footpath being wider is a fabulous in Dunyeats despite the nastiness on social media. I feel safe walking with little ones and riding my bike.

Out of options my vote would be.

Traffic lights in the intersection for the pros you gave - long lasting, black and white guidance for pedestrians and motorists.

Raised intersections / crossing - but this should be a decent raise to slow motorists down - there's new ones in the BCP area which have done the trick.

I'd stick one at the Tudor Road crossing and one near the Scout club footpath. They double up slowly people right down as they don't want to damage their cars.

If it was my train set - traffic lights and raised intersection at Tudor Road.

Raised and signal-controlled pedestrian crossing by the footpath entrance of the scout club .

Diverting the traffic from what is commercial / school road to the residential areas I think would just move the problem / foolish because of it causing elsewhere.

We are blessed with two wonderful schools here. But there are some blind spots that take people by surprise. Removing that element of uncertainty and speed is the way forward.

- 19 One solution not given would be to advance the stop line for motorists by a small way so that they can actually see whether cyclists or pedestrians are using the shared space rather than have to edge out into the space in order to have sight. If the cycle/ pedestrian area was slightly narrower at the junctions it would a) alert cyclists

and pedestrians to a junction being present but also mean that all parties could see the whole of the junction not just the pathway part! Cost would be minimal for everyone and much safer junctions for all. No need to move crossings or Change of direction or access and I can't understand why this wasn't an option.