

## Okus and Old Town Area Traffic and Transport Study

Scheme	Comments made at exhibition			Additional comments and way forward
	Support	Do not support	No comment / Unsure	
20mph Zone	78%	15%	7%	Regulations being double checked to understand how many speed reducing features will be required if a 20mph zone is implemented. Conservation - signage should be kept to a minimum.
Build-outs	53%	28%	19%	Seen as an important feature in reducing traffic speeds, enforcing parking regulations and improving visibility at junctions. There is a need to ensure that parking capacity is not reduced. Supported by conservation.
Staggered parking	30%	37%	33%	Mixed views as results in a reduction in parking spaces if parking is currently permitted on both sides of the road. Not favoured by bus company. May consider as part of a scheme on Quarry Road only.
One-way Quarry Road	42%	22%	36%	Only two Quarry Road residents attended the consultation, but both supported the proposal. Further consultation with residents on Quarry Road is required. Conservation support, but use of appropriate materials is key.
Left-turn only from Goddard Avenue into Bath Road	49%	32%	19%	Concern this would encourage rat-running through the area as would ease congestion exiting Goddard Avenue. Any junction improvement would be expensive. Not to be progressed at this Stage.
School safety zone	63%	9%	28%	There was concern regarding value for money. The scheme will be designed to reflect the available budget and conservation specifications.
Enhanced signage on Kingshill Roundabout	47%	15%	38%	To be taken forward by SBC, not as part of this Study

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Improving rear access to Lethbridge School	49%	8%	43%	To be considered as part of the Quarry Road scheme.
Identify missing links in cycle network	71%	1%	28%	Contact to be made with relevant SBC Officer regarding proposed links in the area. No specific recommendations from this Study. Implementation of a 20mph zone will improve the environment for cycling.

### Results of discussions with the Conservation Officer

No significant concerns were raised with any part of the scheme. The main point for consideration is ensuring that the materials used are in keeping with the surrounding conservation area.

- 20mph gateways - It was recognised that signage would be required, but there should not be any unnecessary clutter. There is general support for adding a legend to the gateway signage outlining that drivers were entering a conservation area. Slight concern was expressed about the illumination requirements to these signs and whether it would be necessary.
- Build-outs - The merits of these features were seen, but concern was expressed about the materials to be used, particularly related to the bollards. There is a desire to use stone bollards rather than the iron bollards used in other conservation areas. Trees should also be incorporated where possible (throughout any works carried out).
- Raised tables at the gateways - Concern was expressed about this element of the scheme due to the impact it would have on the streetscape.
- School safety zone - The impact of signage should be minimised on The Mall.
- Quarry Road - The footpath would be supported providing the right colour and style of paving be used. Improvements to the existing crossing point/build-out were supported.
- Prismo surfacing at either the gateways/build-outs or along Quarry Road - No significant issue.