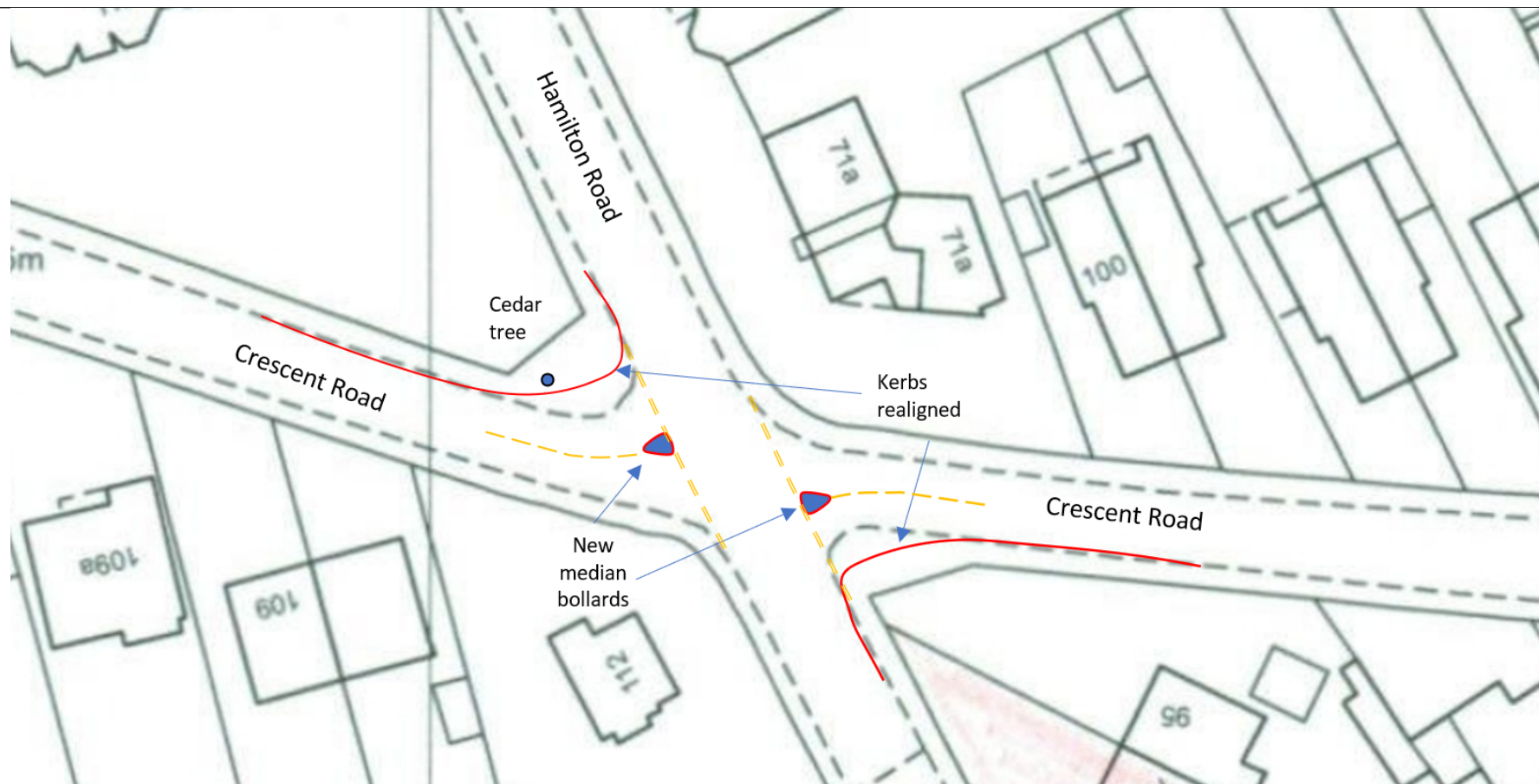


## Appendix 2: Petition - Request to improve road safety of Hamilton Road junction with Crescent Road

	RESIDENTS' COMMENTS, AND IDEAS FOR IMPROVED SAFETY AT CROSSROADS
1.	I'd like the police to <b>fine electric bike/scooter riders</b> as I believe they are still illegal.
2.	The situation it appears to me to have become far worse over the last few months. I suspect that the 'School Street' signs are starting to be misinterpreted and somehow giving people a false sense of security when crossing Hamilton from Crescent. It's the fact that the number of people who aren't looking rather than the previous 'jumping' of the 'Give Way' sign that is becoming more noticeable to me.
3.	The best thing the council can do to reduce the risk is to <b>maintain the white junction markings</b> on the road. They did renew these recently and I've not been aware of any collisions since.
4.	<b>Move the Give Way sign</b> in Crescent Rd West from its current position half hidden behind the cedar tree to the post to the west of the tree (where there is currently a "humps" warning.
5.	Possibly change the Give Way to a <b>Stop</b> , although I'm not sure this would make much difference in practice.
6.	Put a <b>speed camera</b> on Crescent Road for traffic heading eastwards towards the junction.
7	<b>Police the double yellow lines during the school run periods.</b> Parents are parking (for up to 15 minutes in the afternoons) right up to the junction on Hamilton Road, restricting visibility significantly and impeding traffic turning into Hamilton Road.
8	The car (in Crescent Rd) was stationary, seemed to acknowledge it was a 'give way' to me, not sure having a STOP sign would have been enough.
9	I think it was a bit of driver lack of awareness, it was a sunny morning and he claimed he couldn't see me.
10	It was a busy morning as it often is and I think the only thing that would have possibly prevent it would be <b>traffic lights</b> .
11	I doubt a <b>STOP</b> rather than <b>Give Way</b> at the junction would have made the slightest difference to cyclist behaviour as he probably couldn't see more than a few feet ahead or anything above wheel height any way
12	I have been told that the traffic signs/ priority at the Crescent Rd crossroads used to be different years ago? I definitely agree that the junction is unsafe as things stand currently
13	Ideally <b>the junction would be staggered</b> , so one couldn't drive straight through (on Crescent Road) without slowing down significantly. There isn't a lot of space on the West side of the junction because of the high wall and protected tree, but perhaps something could be done to adjust the road on the East side, <b>along with islands/bollards in the middle of Crescent Road on both sides</b> , like they'
14	<b>A camera on the junction</b> might help to enforce the rules - and encourage people to actually slow/stop at the junction. It also would highlight that this is a dangerous spot.
15	The big problem is visibility due to the high wall of <b>REDACTED</b> and the angle of the junction. I don't know that much can be done about that (unless something can be done with <b>mirrors</b> ).
16	In a car at crossroads, approaching from Crescent Road (West) at the white line/Give Way sign, <b>it is not possible to see up (South) and down (North) Hamilton Road without pulling out slowly to ensure there is no traffic from either direction.</b>

17	From Crescent Rd West there are several visual warnings /signs to read and react to in the short stretch from Eastern Avenue. The Give Way sign is not visible until quite close to the junction. These factors may also be contributing to driver uncertainty / distraction.
18	Install <b>vibrator alerts on road surface</b> in Crescent Rd as a warning to cyclists be placed across the about 20 or so yards prior to the junction? <b>Or rumble strips painted</b> across the road to get the attention of motorists. Presumably, a similar but simpler system could be used at all approaches to the road crossing so waking up both cyclists and motorists.
19	<b>A mini-roundabout</b> , if there is room, would mean that there would be no priority to road-users from any one direction, and all would have to Stop and give way to the right. A <b>raised platform across the junction</b> would also slow through traffic in all directions, but not prevent larger vehicles from making a right/left turn from any direction (whereas bollards might obstruct these vehicles).
20	I somehow doubt that having a Stop sign instead of a Give Way sign would have made any difference to their extremely dangerous behaviour. I suggest that some sort of vibrator alert be placed across the Crescent Road road-surface about 20 or so yards prior to the junction, or rumble strips.
21	I suggest: make a <b>minor reconfiguration of the carriageway</b> such as to force approaching cars to change their line and to block the direct straight-through alignment by <b>inserting bollards</b> . It would also entail <b>realigning the kerbs and sacrificing a little bit of the pavements</b> , and of course there is a cost to be incurred. The chief difficulty would be in choosing an alignment that avoids the cedar tree while still meeting vehicle clearances and design guidelines. (see: plan 1.) I did think about <b>a mini roundabout</b> , but space is the issue.



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| 21 | Whatever solution we go for, I think the key to it is to <b>prevent vehicles on Crescent Road from having an unhindered straight-through line, by forcing them to steer round some sort of obstacles.</b> Design guidelines will determine the dimensions and hence the maximum vehicle size that can make each turning manoeuvre. |
| 23 | <b>Chicanes</b> would also be good way to slow the traffic   |
| 24 | How about <b>planting a big tree in the middle</b> and <b>blocking the junction to motorized traffic</b> - just have filters for cyclists - so Hamilton and Crescent Roads would both have no through traffic. (see plan 2.) (Plan not supplied)   |

25	I remember when the crossroads worked the other way round and traffic went straight across Crescent Road dividing Hamilton Road into two halves. It always seemed the natural way for the traffic to flow. Problems began after the change. I don't know why they did it.
26	<b>Full width speed bumps:</b> have a white painted speed bump across the whole width of Crescent Road at the junction, East and West sides.