

NO SUPPORT OF ANY PEDESTRIANISATION**62 (24.6%) did not support any pedestrianisation application, the anonymised comments summarised as:**

1. This might resolve the issue in this specific area, but it does nothing to address the cause, so the fly-tipping will just move somewhere else. The amenity of the environment and the safety of pedestrians, cyclists and horse riders is not being caused by access to one particular road. The problem is being caused by a small number of people who seem unwilling or unable to abide by recognised social and environmental concerns and seem to be operating unchallenged. This is local problem but a national issue. There are numerous case studies available at <http://www.tacklingflytipping.com/casestudies/1506> and I would urge the multi-agency group to look at the case studies relating to householders flytipping and duty of care. We can organise patrols to carry out speed checks, but seem unable to monitor a widely acknowledged fly-tipping hotspot with any degree of effectiveness.
2. This is not solving the problem - it just moves it along to other lanes as experienced in the past. It is not tackling the problem at all. If the perpetrators are not caught or at least deterred the surrounding area will be desecrated in the same way. The money would be better spent using methods (eg hidden cameras?) to catch the perpetrators and fine/gaol them as a real deterrent. This is just ineffectual fiddling I am afraid. Needs regular patrols and liaison with all residents
3. Will impact local business owners and contractors that need to access their land and property and create longer diversions. Previous road closure didn't prevent fly tipping in the area to such a degree that would warrant draconian steps. Should it be agreed would expect compensation.
4. Nine (9) respondents were not local residents, living beyond the immediate consultation area, but expressed similar concerns to above with regard to access for farmers and businesses and one referenced access to local school, doctor's surgery and other amenities being impacted. Of these nine, 7 expressed that the lanes were cleaner and safer when left open. Many of these respondents suggested the use of CCTV would reduce the problem, plus the cutting of verges to allow pedestrians to step out of the road when necessary. This was supplemented by a further suggestion of installing street lighting, road signage and road markings, increased enforcement and electronically controlled rising bollards.
5. Thirty-five (35) respondents were residents or visitors to the Pines Residential Site and the reservations given where that they would like the lanes to stay open to; Visit family and friends; Allow access for emergency vehicles if Gypsy Lane was blocked by movement of large residential caravans (new or replacements); Access to local school, doctor's surgery and other amenities – diversion to school is 10 minutes longer; access to cemetery; better for air pollution as not stuck in traffic or longer journeys
6. There was one concern that the residents of the Pines Residential Site were being treated inequitably a point also raised by another respondent acting on behalf of a landowner.

7. Three further letters were received objecting to the lane closures in relation to landowners. These came from a solicitor, County Land & Business Association and the NFU. These expressed concern with access to land for agricultural vehicles, maintaining that landowners should retain control of point of access to fields to carry a variety of farming activities throughout the year. These comments also included concern for the potential for devaluation of the land and legal right to access land should the roads be closed, noting that there is an ability to claim for compensation for any impact on the landholding or business. In addition there was stated that previous closures did not resolve the fly tipping issue significantly to take the step of closing the roads. Other questions were posed within 1 letter that will be answered directly.
8. Other respondents either made no comment or referenced that closure either hasn't, or will not, solve the problem, some of these expressing it will just push the problem elsewhere and that the MAG consider other actions and enforcement.

SUPPORT OF PEDESTRIANISATION OF BERKLEY LANE BUT NOT DARK LANE

3 (0.1%) respondents supported Option A but not Option B, the anonymised comments summarised as:

1. Need access to a field in Dark Lane, entrance gate at Berkley Lane end of Dark Lane
2. Will help to reduce access for fly tipping, but fly tipping would just come from the other direction if they were that keen. In my view, having walked that road the only way I think you are going to stop the fly tipping is to integrate that road into Commerce Park so there is a direct walking / cycling link and thus opens up the landscape, which would in turn make it less of a hiding spot. Just pedestrianising the road on its own might reduce the tipping by restricting access but without some design consideration it won't encourage walkers or cyclists to use it. A good architect would solve this problem for you!

SUPPORT OF PEDESTRIANISATION OF BERKLEY LANE & DARK LANE BUT NOT BERKLEY LANE ALONE

38 (15.1%) respondents supported Option B but not Option A, the anonymised summarised comments as:

1. Dark lane is too narrow for pedestrians, cyclists AND normal traffic. There is not even room for a car to pass a cyclist safely and even pedestrians have to try to stand into the hedge row, often getting stung. It would make this a far better environmental area for all if Plan B were to be adopted. I appreciate that landowners will require farm machinery access. This is an important exercise route but very dangerous when mixed with normal traffic. If you are going to adopt plan B then you might as well pedestrianise the area all the way to Berkley Marsh including the bridge. Traffic sometimes comes over this bridge way too fast and I have seen vehicles nearly hit horse riders as they come over the brow :(I am pleased that the council is taking this matter seriously for the sake and well being of locals who wish to used this area for exercise and not for dumping!!!

2. Although supported it will not resolve the whole issue. I believe the problem will just move on to Pot Lane. Install some vandal proof (hidden) cameras that can't be stolen and start prosecuting those responsible with the maximum penalties you can give. There are laws available, but as usual they appear to be "toothless".
3. If Dark Lane is not closed it will be the focus of dumping. Sadly, whichever option, the flytipping will move further away. I have seen it as far as Oldford and Wolverton.
4. Option B will be safer for pedestrians, cyclists and horse riders and make life more pleasant for the residents of Berkley Marsh. Most locals will be in favour of this action as temporary closure in the past has proved the point.
5. Keep vehicles out as far as possible to stop fly tipping. There needs to be some monitoring of comings and goings. When it was closed before, the fly tipping moved to other lanes such as Cuckoo Lane. Camera monitoring and maybe a mounted security force to supervise. Also cars do not respect cyclists on Gypsy Lane. Speed humps on blind bend needed.
6. When only Berkley Lane was closed it only partly addressed the problem. Leaving Dark Lane open just allowed those with no moral responsibility to the environment to carry out dumping unseen in this lane. The area will need monitoring and may be it would be useful to review the cost of recycling for builders and residents at the authorised tips. Hopefully consideration will be given to the needs of the local farmer with access to his fields. It currently seems unfair the items dumped in fields become the responsibility of the farmer. We did experience dumping in the lanes leading up to the closures in the previous attempt to improve the situation. If dumping perpetrators are found fines need to be imposed. Dumping is dangerous and a potential hazard to all in the area. We have reported fires to local Fire Brigade on a number of occasions. With the hot weather experienced recently the danger of fire is ever imminent.
7. Open a path from Commerce Park onto Berkley Lane.
8. Time has proved once again that illegal activities and danger to personal safety continues to be a serious problem along this route.
9. While the rubbish in Berkley Lane is disgraceful there is also a fair amount along Dark Lane. In addition it is quite dangerous walking along there as there are several blind corners. The real solution to the dumping problem is to stop charging at the dump. I would be interested to know how much is spent clearing up after these people.
10. It would be safe excessive cost of constantly clearing the roads.

11. Option A won't stop tipping in Dark Lane. Consideration should be given to blocking Berkley Lane just after the Rugby club, thus forcing traffic to use Berkley Lane which would remain open, with access to Dark Lane blocked where it joins Berkley Lane. This would have the added benefit of protecting Gypsy Lane (and the turning to Beaconsfield) from the volume of speeding traffic in this narrow road/lane. This is problem will only get worse 2021/0652/ful ever gets approved and narrows the road even further.
12. The loop of Dark Lane, Pot lane needs to be closed to limit the fly tipping on Pot Lane which regularly blocks the entire road width and is a danger to vehicles that frequently travel this route. My preference for Plan B is based on the junction of Dark Lane and Pot Lane which is a blind, three way meeting point on single track lanes. It will make the route of children's school safer. Any restriction of use must consider the access for local landowners so that they can safely and effectively move large agricultural vehicles and livestock to and from their land. The previous PSPO did not provide sufficient access to the landowners within an appropriate timescale, with one landowner quoted as having to wait 4 days to gain vehicle access to the area. This is unacceptable. The council should demonstrate they have done everything reasonably practicable to identify and prosecute those responsible for the fly tipping before introducing restrictive measures that may have negative impacts on local businesses and land owners.
13. I believe that CCTV cameras will still be necessary, and a bold 'No Flytipping' sign in place. The proposed plans look good and it is essential that this huge problem is dealt with for the benefit of everyone, and the environment. Thank you.
14. Must have an extensive bollards or fencing system to prevent future fly-tipping.
15. Security cameras in all isolated lanes to deter fly-tippers and make it safer for walkers and cyclists. Increase access times to recycling centre and reduce costs to commercial businesses for depositing waste materials, particularly to small businesses/sole traders. A combination of these measures and lane pedestrianisation must be done to be effective.
16. This will help to maintain access for pedestrian users free of speeding vehicles and reduce the potential space for fly tipping.
17. The result would be improved safety and quality of life for those residents of Berkley Marsh, the lanes become a haven for wildlife, the wider community benefits from access to an area safe for both walkers & cyclists.

In addition to these specific comments above others just noted that closing Berkley Lane wouldn't go far enough but would support that action should Option B be ruled out. So effectively only dismissing Option A as not their preferred option for improving the area.

SUPPORT OF PEDESTRIANISATION OF OPTION A AND B BUT PREFER B

134 (53.2%) respondents supported both Option A and Option B but preferred Option B, the anonymised summarised comments as:

Many of these responses were very similar and under review the following main themes were mentioned:

Improved safety for walkers/Cyclists/Horses/Children or prevents speeding and dangerous driving & supports active travel	56
Prevents costly fly tipping/Protects the environment / Improves environment	54
Prevents criminality/antisocial behaviour/aggressive behaviour of drivers	11
Reduce intrusive noise of horns beeping at sharp corners	3
Previous road closures worked well/saw increase in issues when road opened	9
Prevent human waste/chemical toilets being emptied	1

When it came to any reservations the following comments were received:

1. Whilst this is a very positive step my concern is the problem will simply move somewhere else. Hopefully the bigger picture is being considered too.
2. When Berkley Lane was closed before, the rubbish deposited along Gypsy Lane was horrific. It would be nice to stop the littering here.
3. Additional steps to curb littering, tipping, and burning on Berkley Lane between Gypsy Lane and the Pines Residential site is required.
4. Neither option eliminates the rubbish issue because people will simply find another quiet location to deposit their waste, ie Gypsy Lane
5. I am not sure of the effect of the closure of Dark Lane on the residents of Berkley Marsh.
6. Consideration could be given to solutions that enables any landowners that may occasionally need to access land to do so i.e. remotely operated bollards.
7. There seems to be no plan to tackle those who perpetrate fly tipping in this area. Concerned it will shift the problem to Pot Lane and Cuckoo Lane, Gypsy Lane
8. I very much doubt if it will reduce the overall amount of fly-tipping which requires another solution
9. Only issue is that tippers will use other locations such as Cuckoo Lane

10. A lockable barrier, rather than concrete blocks, might be more sensible as emergency vehicles and farm workers can then gain access if required.
11. A permanent block near to the exit at The Pines and blocks with lifting loops that are sufficiently heavy but allow tractor removal.

Further comments on alternative solutions:

1. Increase detection of perpetrators and prosecute every time.
2. Fitting of CCTV and the use of ANPR on the roads leading into the area. Investigation into all rubbish left. The local residents kept informed of the proposals and the reason for them.
3. I'd be in favour of CCTV at either end to catch people who are fly tipping and think closing off the lane to through traffic and effectively making it a bridleway is a great idea. More lanes should be the same.
4. Maybe you could get CCTV camera's fixed high up on the electricity pylons with number plate recognition. Then confiscate these offending vehicles.
5. Perhaps if the sharp corner on Berkley Lane opposite the beginning of the cycle path at Coalway Lane which results in extremely excessive car horn use could be altered in some way this might help the safety of all road users.
6. The solution has worked for the past 5 years, if it's not broke don't fix it, should have been just a pedestrian route for over 5 years
7. The problem remains that these quiet and convenient lanes are ideal for lazy antisocial people to leave rubbish with no conscience. Make this area more encouraging for cyclists, riders, and walkers to visit and generally make this area more "busy" to discourage tippers.
8. Perhaps the increased leisure walkers etc should be protected by some SPEED BUMPS along Gypsy Road to reduce the increased speeding traffic now. Gypsy Lane is often used as a test track for cars and motorbikes endangering the increased leisure people now using it.
9. The road closure should make a big difference to the landscape as we saw for the previous 4 years. I'd like the council to help the recycling needs of the Pines site more. I also don't understand why there is no CCTV on well known fly tipping spots. We also need to make the bend on Gypsy Lane more visible, ie a blind spot mirror perhaps to try and stop the constant beeping that is made to warn oncoming traffic.
10. Not as an alternative but in addition: CCTV/ANPR on Gypsy Lane beyond the rugby club as this lane has a lot of litter thrown from cars driving along it which causes significant environmental impact.

11. Berkeley Lane, Dark Lane and Pot Lane are not necessary or suitable to be through routes for vehicles. I believe that additional restrictions (bollards or other appropriate measures) to prevent through-traffic along Pot Lane would enhance the protection the amenity of the and the safety of pedestrians, cyclists and horse riders.
12. Berkeley Lane, Pot Lane and Dark Lane are not suitable for through routes for vehicles. Bollards or concrete blocks would prevent more fly tipping which is really bad in this area and enhance the environment for walkers and cyclists.
13. Reducing the speed limit on the length of Berkley Lane to 20 mph particularly east of Beaconsfield Road junction past Frome Rugby Club and make it a part of a wider cycle route around Frome to encourage people to go cycling.
14. I have always felt Frome needed an additional recycling centre on this side of town and, if all else fails, traffic calming measures would offer some protection.

SUPPORT OF PEDESTRIANISATION OF OPTION B AND NO PREFERENCE FOR OPTION A

5 (0.2%) responded that supported Option B but had no preference for A, the anonymised comments summarised as:

1. Advantageous to have a wider area.
2. Biggest concern is this may push tipping in another area as felt increase in areas when previously closed.

SUPPORT OF PEDESTRIANISATION OF OPTION A AND NO PREFERENCE FOR OPTION B

7 (0.3%) respondents supported both Option A and had no preference for Option B and, the anonymised comments summarised as:

1. Fully support this, it's not just the fly tipping it's the speed of the cars that cut through, I found it a safe walk when it was closed but I won't venture past the rugby club now as it's really dangerous. If for any reason this road is left open the speed limit should be reduced to 30mph or preferably 20mph as I suspect sat navs identify it as a cut through based on the road being 60mph. The speed people drive on that road is not safe especially when there are areas with no space for pavements.
2. Recent visit and walk in the area - one of the worst 'countryside' walks I have ever taken. I was shocked and saddened by the level of fly-tipping and would not return. However will this just restrict the problem to the 'open' end of Berkley lane - what is the plan to deal with this possibility - any CCTV cost assessed yet?
3. Support although unclear of impact on residents of Berkley Marsh and provided the lanes remain available to cyclists.

SUPPORT OF PEDESTRIANISATION OF OPTION A AND B BUT NO PREFERENCE

3 (0.1%) respondents supported both Option A and Option B and had no preference, the anonymised comments summarised as:

1. Anything that helps stop the appalling litter problem has to be a good thing.
2. Although not against closing the roads feel it will push the fly tipping elsewhere. I'd be more supportive the road had good connections to other footpaths as it would have more sense of purpose rather than just a section of road closed.
3. We are concerned that the pedestrianisation of one, or both lanes will cause an increase in fly tipping in Gypsy Lane which is a more populated area. Cameras to identify those tipping rubbish and signage to say they will be prosecuted and a skip/skips to be supplied for putting rubbish in for the residential site if that helps.