

Divisions affected: *Sonning Common*

**CABINET MEMBER FOR TRANSPORT MANAGEMENT  
25 JANUARY 2024**

**SONNING COMMON: WIDMORE LANE – PROPOSED ZEBRA  
CROSSING**

Report by Corporate Director, Environment and Place

**RECOMMENDATION**

1. The Cabinet Member for Transport Management is RECOMMENDED to approve the construction of a zebra crossing on Widmore Lane in Sonning Common, as advertised.

**Executive summary**

2. This report presents responses to the statutory consultation on the proposals to construct a zebra crossing (a crossing for use by pedestrians only) on Widmore Lane approximately 50 metres east of its junction with Pond End Road, as shown in **Annex 1**.
3. The proposals have been put forward as a result of adjacent residential development.

**Financial Implications**

4. Funding for the proposals (including consultation) has been provided by the developer, who will also fund the implementation if approved.

**Equality and Inclusion Implications**

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

**Sustainability Implications**

6. The proposals would help facilitate the safe movement of pedestrians in the area.

## **Formal consultation**

7. A formal consultation was carried out between 24 October and 24 November 2023. An email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, Sonning Common Parish Council, local District Cllr's, and the local County Councillor representing the Sonning Common division.
8. A letter was also sent to approx. 10 residential properties in the area, and street notices were placed on site in the immediate vicinity.
9. Six responses were received during the course of the formal consultation, comprising of: two objections, and four raising concerns.
10. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

## **Officer response to objections/concerns**

11. Thames Valley Police raised no objection in principle to the proposals - however, did raise concerns over aspects of the design, notably the presence of a vehicle maintenance parking bay within the controlled area of the crossing itself.
12. Speed survey data was assessed at the planning application stage, and was deemed acceptable. Further justification can be made due to the speed limit of the road being lowered to 20mph. A further speed survey will be carried out once the zebra crossing is in place (if approved), with any concerns resulting in the developer looking into possible further measures to ensure lower speeds are maintained.
13. The vehicle maintenance bay is located in the best area within available highway land, if required temporary 'stop & go' traffic management can be utilised when maintenance is required.
14. The vision splays are in line with the current guidelines in the 'Manual for Streets', and have been deemed adequate for the speed of the carriageway in question. Additionally, the drainage design has been approved by the Lead Local Flood Authority (LLFA).

Bill Cotton  
Corporate Director, Environment and Place

Annexes  
Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers: Rosie Wood (Senior Engineer)

January 2024

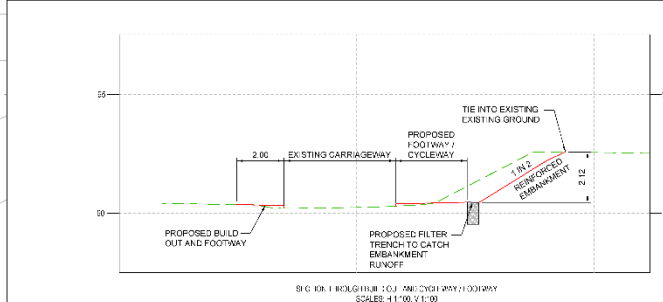
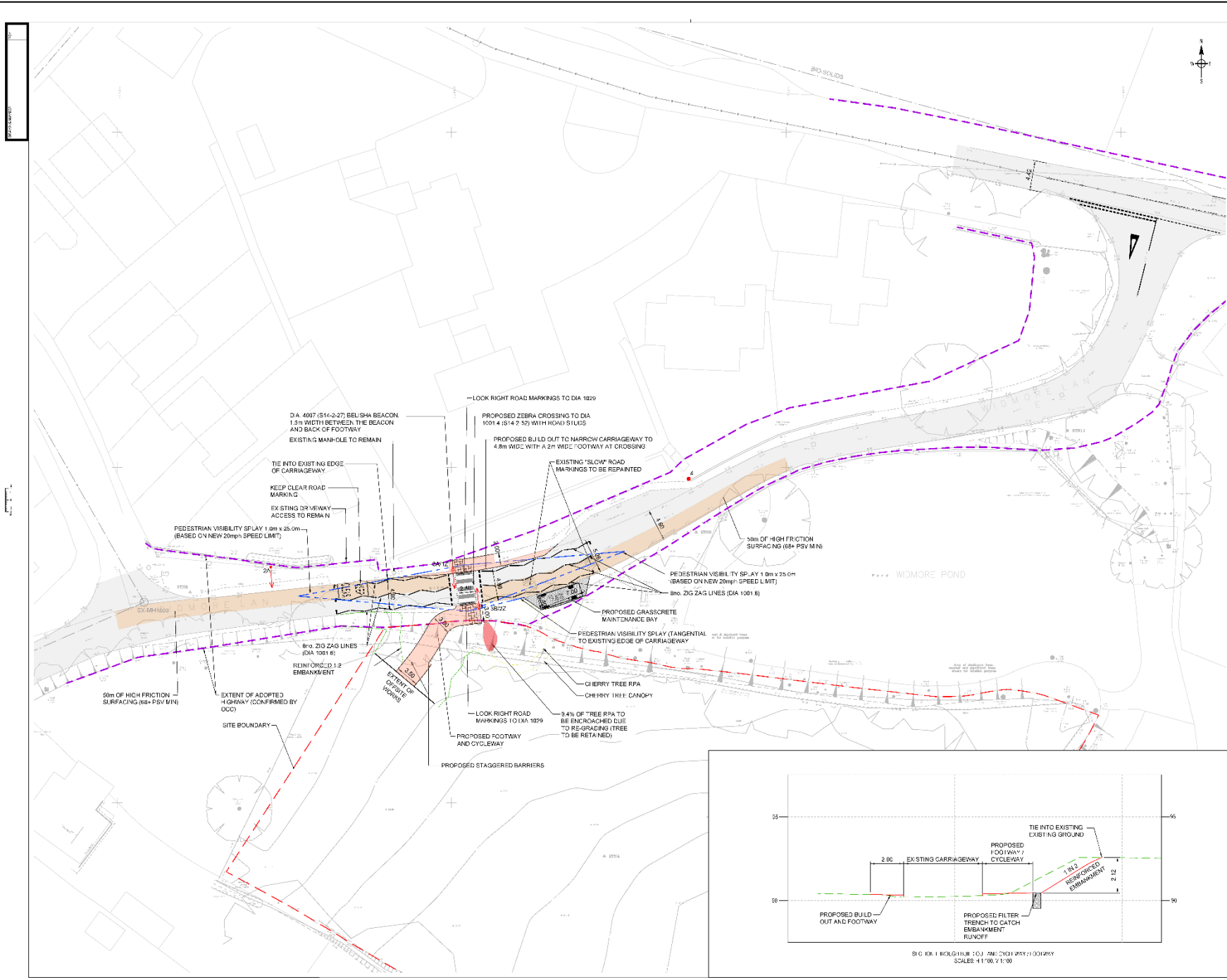
# ANNEX 1

NOTES:

- 1. DC
- 2. TH
- 3. THIS DRAWING IS TO BE READ AND PRINTED IN COLOUR
- 4. ALL DIMENSIONS ARE SHOWN IN METRES UNLESS SPECIFIED OTHERWISE

KEY:

- EXISTING HIGHWAY BOUNDARY
- PROPOSED SITE BOUNDARY
- EXTENT OF EARTHWORKS
- EXISTING CARRIAGEWAY
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTPATH
- VISIBILITY SPLAYS
- PROPOSED STREET LIGHT (REFER TO STREET LIGHTING PACKAGE)



SECTION 1: PROPOSED BUILD-OUT AND FOOTWAY  
SCALE: 1:100, V1:00

NO.	DESCRIPTION	DATE	BY	CHKD.
01	ISSUED FOR TENDERS	05/04/2025	WJ	WJ
02	REVISION	05/04/2025	WJ	WJ
03	REVISION	05/04/2025	WJ	WJ
04	REVISION	05/04/2025	WJ	WJ
05	REVISION	05/04/2025	WJ	WJ
06	REVISION	05/04/2025	WJ	WJ
07	REVISION	05/04/2025	WJ	WJ
08	REVISION	05/04/2025	WJ	WJ
09	REVISION	05/04/2025	WJ	WJ
10	REVISION	05/04/2025	WJ	WJ

DATE	NO.	DESCRIPTION
05/04/2025	01	ISSUED FOR TENDERS
05/04/2025	02	REVISION
05/04/2025	03	REVISION
05/04/2025	04	REVISION
05/04/2025	05	REVISION
05/04/2025	06	REVISION
05/04/2025	07	REVISION
05/04/2025	08	REVISION
05/04/2025	09	REVISION
05/04/2025	10	REVISION

SONNING COMMON

GENERAL ARRANGEMENT SHEET 1

PEDESTRIAN CROSSING

INSPIRED VILLAGES

**djp** **sdd**

OX5025-30PD-105

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – In principle I am not objecting to the crossing only the design.</p> <p>The drawing shows a Vehicle Maintenance parking bay within the controlled area , meaning any vehicle parked there would contravene the regulations .It would also obscure inter visibility between Vehicles and Pedestrians waiting to cross.</p> <p>Has speed data been obtained and do current speeds support a crossing at this location.</p>
(2) Local Parish Cllr, (Sonning Common, Woodlands Road)	<p><b>Object</b> – We have no other Zebra crossings in Sonning Common - it is not in keeping with the rural nature of the Village. The visibility splay appears to be completely in adequete from coming down the hill round the corner and behind a tree before seeing the crossing, even if it is a 20mph zone which many do adhere to.</p> <p>The drainage submitted of a filter drain at the toe of the embankment is completely in adequete to capture the increasing intense rain we see as they are designed only to slowly capture small amounts of rain fall and flow which will be running off the steep adjacent slope very quickly, meaning this will contribute to the flooding at the bottom of the Widmore lane on a popular route to school.</p>
(3) Local Parish Cllr, (Sonning Common, Kennylands Road)	<p><b>Concerns</b> – The existing narrow width of the carriageway in Widmore Lane in this vacinity, adjacent to the Widmore Pond means that traffic has to adopt an informal one-way system to pass. There is no mention of this in the scheme and the general arrangement plan (sheet 1) does not make this at all clear. So firstly this should be shown as an existing problem to be resolved.</p> <p>Secondly, it appears to me that given the proximity of this crossing that it is an opportunity to incorporate a formal 'Give Way' system using a build-out chicane to control vehicle movement. This would make not only the new crossing safer but also the existing road. Even better and at little or no extra cost incorporate a cycle through-route into the design. (See <a href="https://hedgehogcycling.co.uk/wp/2022/05/24/build-outs-and-chicanes/">https://hedgehogcycling.co.uk/wp/2022/05/24/build-outs-and-chicanes/</a>).</p> <p>This would also speak to the SC Parish Council's wider aspirations for Cycle routes and Active Travel in the village.</p>

<p>(4) Local resident, (Sonning Common, Pond End Road)</p>	<p><b>Object</b> – This whole new development has had such a resounding NO from so many of the residents. Mainly because the proposed development being built on an AONB. Now you want to put a zebra crossing in to suit the new building when, for years we have needed a zebra crossing at the bottom of Widmore Lane, for parents and children crossing on their way to the traffic lights on Peppard Road. Traffic turns into Widmore Lane so fast (even though it's a 20mph area) which makes it extremely dangerous for anyone trying to cross Widmore Lane.</p> <p>Widmore Lane is a country lane and the hideous sight of a Zebra crossing right by our lovely Roman pond is just not acceptable and is going to completely spoil the look of the whole area. The only people who will benefit are the residents of the Retirement Village and will be of no use at all to residents of the houses here and in Widmore Lane. In all the years I have lived here (57) there has never been a problem at the top of Widmore Lane but as traffic has increased, a zebra crossing is definitely required at the bottom end for cars coming off of Peppard Road into Widmore Lane.</p> <p>I know our opinions won't be listened to but feel so strongly about this that I felt I had to contact you. It doesn't seem right that this is only being proposed now just to placate the developers.</p>
<p>(5) Local resident, (Sonning Common, Pond End Road)</p>	<p><b>Concerns</b> – Widmore Lane should remain a lane and lanes do not have pedestrian crossings. The powers that be have allowed this lane to become a main thoroughfare for far too many heavy vehicles. For instance this morning within the space of five minutes three large vehicles used the lane. First to trundle up was a large lorry carrying what looked like very large wheel barrows and enormous bags which may have been cement containers. Next came a giant lorry carrying gas canisters, this one being a regular vehicle. Thirdly a clattering lorry transporting a large empty skip. The majority of cars using the lane ignore the speed limit. Also the very small notice requesting construction lorries not to use Widmore Lane cannot be seen. We require an enormous notice please.</p> <p>This lane has a blind spot, three nasty bends plus only one vehicle has enough space to pass the pond. Our pond has always had visits from families with children watching the ducks. No one has ever been concerned that they may benefit from a crossing so why pander yet again to Widmore Place whose residents should use the entry / exit on this new development which will be in Blounts Court Road. I must add I do wonder if anyone from your planning departments has ever spent any length of time, preferably a whole day, early morning through to the evening taking stock and noting the comings and goings in this lane.</p>

<p>(6) Local resident, (Sonning Common, Widmore Lane)</p>	<p><b>Concerns</b> – The proposed crossing is at the most DANGEROUS point possible:</p> <p>The line from the BOTTOM of Widmore Lane shows a sharp RIGHT hand bend with a left turn. (Pond End Road)</p> <p>The motorist is unaware of what is coming DOWN the lane. S/he usually takes to the middle of the road.</p> <p>The proposed crossing is JUST short of another bend. A left hand bend with the pond to the right.</p> <p>This is followed by another left bend on to a steep T junction.</p> <p>The point being made is VISIBILITY for road traffic up and down the Lane. Danger to pedestrians.</p> <p>Fiddling with kerb alignment will not improve visibility or safety</p> <p>3. The minute well concealed notice at the bottom of the lane on ONE side of the road will do nothing to deter construction vehicles from using the lane.</p> <p>4. The 20MPH speed limit is not being adhered to. Drivers hurtle round the last bend while approaching the bottom of the lane, oblivious to the possibility of other traffic, pedestrians, animals or other obstacles.</p> <p>I reverse into my drive way and regularly come into eyeball contact with these people. I along with at least 2 neighbours will no longer have a cat due to the rate at which they are slaughtered.</p> <p>I would prefer to see my council tax spent on current residents' safety rather than that of some non-existent possible cyclists' from an unwanted development</p>