

Item 14: Ambrosden crossing - Quote:

“The proposed widths will be in accordance with TSRGD, and the route is not anticipated to have large enough pedestrian flow rates to require the use of maximum crossing widths”.

Let’s take the point about widths and compliance with TSRGD:

TSRGD - The Traffic Signs Regulations and General Directions 2016 permit a range of dimensions for the various components of a crossing.

Let’s have a look at these and compare them with the proposed design:

**TSRGD Sign table — Schedule 14, Part 2 Item 53** is a good illustration:

- The cycle crossing - min 1500 max 5000 – this design 1500 - *the minimum*
- The pedestrian crossing - min 2400 max 10000 – this design - 2400 *the minimum*
- The edge markings to zigzags - min 1100 max 3000 – this design 1100 - *the minimum*

And we can also look at the Traffic Signs Manual Chapter 6

Para. 17.2.6.

Where the cycle route is two-way, the minimum width should be 3 m.  
..... 1.5 m may be generally acceptable for a one-way cycle route.

The design is 1.5m. This route will be two-way, in which case the width should be 3m minimum: but why not go for the 5m maximum?

What message does this continual adoption of minimum dimensions say about priorities?

I have seen 10m wide zebras put in by other authorities - why not Oxfordshire as a default policy, with reasons explicitly given for any reduction from permitted maximum dimensions.

Is the proposed approach here innovative and always learning; is it daring to do it differently?

The second point:

“The Route is not anticipated to have large enough pedestrian flow rates to require the use of maximum crossing widths.”

This sounds an awful lot like “Predict and provide”. What happened to “Decide and Provide”?

The proposals have been put forward to encourage journeys made by walking, wheeling and cycling, so *decide* to encourage such journeys and *provide* for them to the maximum extent possible.

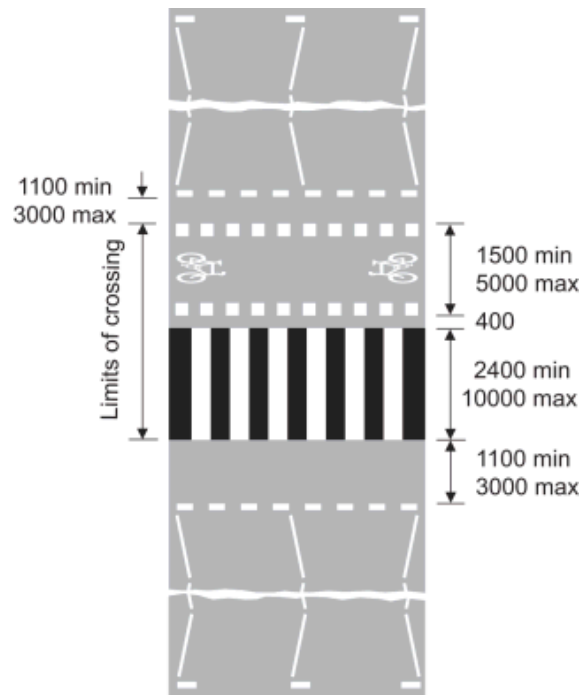
There is a nearby children’s centre and a primary school and as noted: “The village does have busy spells around school pick up and drop off times”; and “there are a lot of children that cross that road to and from school;”

Decide and provide? Maximum dimensions by default please.

Finally, to pick up on Danny's point on colour, again from the Traffic Signs Manual Chapter 6:

Para. 17.2.4 .... Coloured surfacing may also be used to highlight the cycle route.

This *will* encourage journeys by cycling.



TSRGD Diagram 1003.5