

	Objections / Comments	Officer Response
Thames Valley Police	Inter visibility between pedestrians on the east side of the proposed crossing and motorists approaching from the east is adequate but reliant upon the view looking across the garden on the SE corner of the roundabout. Currently the garden is bordered by a relatively short wooden fence measuring approx. one metre. It may be worth checking that taller fencing is not permitted in this area before proceeding as an increase in height would dramatically reduce inter visibility.	<p>Planning permission is required for a fence over 1m in height if it is next to the highway.</p> <p>Planning permission and a subsequent appeal were both refused in 2009 for erection of a 1.8m high close boarded fence at this location.</p>
Harding Rd residents	The zebra crossing will be on a blind corner for traffic turning left off Faringdon Road.	<p>A permanent illuminated 'zebra crossing ahead (to the left)' warning sign is to be erected on Faringdon Road and will be supplemented with a 'New Zebra Crossing Ahead' warning sign to be erected for a 3 month period post construction on Faringdon Road.</p> <p>The presence of the belisha beacon will improve conspicuity of the crossing for motorists on this approach.</p> <p>42 metres of forward visibility (albeit across the 1m high fence /garden on the SE corner of the junction) to a pedestrian standing at the nearside kerb of the zebra crossing has been measured on site. Although at the absolute minimum end of visibility requirements the lack of distance is mitigated by the need for motorists turning left into Spring Road having to slow down & give way at the mini-roundabout junction prior to encountering the zebra crossing.</p>

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	<p>For northbound vehicles on Spring Road there is a left hand bend just before the proposed zebra crossing, so motorists will have little time to observe and stop.</p> <p>Proposal states that the zebra crossing is located within the 30 mph speed limit. Personal observation is that northbound traffic on Spring Road is usually doing 40+ mph by the time it reaches the site of the proposed crossing.</p>	<p>A 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on this bend.</p> <p>95 metres of forward visibility to a pedestrian standing at the nearside kerb of the zebra crossing and 60 metres of forward visibility (improving as they cross to the centre of the road) to a pedestrian standing at the offside kerb of the zebra crossing has been measured on site. These distances are considered acceptable.</p> <p>A 24hr/7 day speed survey was carried out (1 to 7 August 2012) just to the south of the proposed zebra. The 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 23.0 MPH northbound & 23.9 MPH southbound. Average speeds were 19.3 MPH northbound & 20.0 MPH southbound. These results do not indicate a speeding issue.</p>
<p>Harding Rd residents</p>	<p>Based on personal observation, northbound traffic coming up Spring Road travels at considerably more than 30 mph and is travelling fast when the junction is reached.</p> <p>There is something of a blind bend on the northerly approach to the roundabout.</p>	<p>A 24hr/7 day speed survey was carried out (1 to 7 August 2012) just to the south of the proposed zebra. The 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 23.0 MPH northbound & 23.9 MPH southbound. Average speeds were 19.3 MPH northbound & 20.0 MPH southbound. These results do not indicate a speeding issue.</p> <p>A 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on this bend.</p> <p>95 metres of forward visibility to a pedestrian standing at the nearside kerb of the zebra crossing and 60 metres of forward visibility (improving as they cross to the centre of the road) to</p>

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	<p>Since introduction of the new traffic scheme in Abingdon, amount of traffic on Spring Road has increased considerably as drivers seek to avoid delays in Town centre.</p> <p>Observation of the zebra outside John Mason school suggests that long queues of traffic will build up in Spring Road and Faringdon Road as pupils use the proposed crossing.</p> <p>The crossing will really only be used at school start and finishing times.</p> <p>Wonders whether the community might not be better served by the employment of a lollipop person at the appropriate morning & afternoon times.</p>	<p>a pedestrian standing at the offside kerb of the zebra crossing has been measured on site. These distances are considered acceptable.</p> <p>Significant volumes of traffic make it difficult to cross the road at this location. Hence the provision of a zebra crossing.</p> <p>A crossing outside a school will have more intense use than one (such as that proposed) which is more remote. It is accepted that the introduction of this new crossing may lead to some delay to traffic at peak times. However this needs to be offset against the provision of an amenity which gives access and easier movement to pedestrians across the carriageway.</p> <p>In addition to movements between schools and their sports facilities, & between schools themselves casual observation has shown pedestrians to cross Spring Rd at this location throughout the day.</p> <p>Recruitment of a School Crossing Patrol person is extremely difficult. The Area Stewardship Fund cannot be used for such provision.</p>
<p>Faringdon Road residents</p>	<p>Given the number of child pedestrians who cross Spring Road at this dangerous crossing point walking to and from schools, we fully support the creation of a zebra crossing.</p>	<p>Thank you/noted.</p>

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<p>Spring Road resident</p>	<p>Delighted to hear that this essential crossing was to be put in. However, feels that it is too close to the Faringdon Rd junction.</p> <p>Strongly suggests that Spring Road is widened at this point and a refuge constructed in the middle of the road similar to the other two arms of the roundabout. Believes that this or traffic calming measures / 20 mph speed limit is the only way of delivering a safe crossing.</p> <p>Whilst at the busiest times traffic may be going slowly enough, there are plenty of occasions when traffic speeds and frequently misuses the roundabout.</p> <p>Traffic seems to have increased enormously since we moved here 7 years ago, with motorists avoiding the town centre</p>	<p>The existing uncontrolled pedestrian crossing point is closer to the Faringdon Road junction than the proposed zebra. Siting the zebra crossing further south on Spring Road would remove it from the pedestrian desire line and risk it being unused.</p> <p>There is insufficient budget to carry out expensive road widening and refuge construction whereas the introduction of a zebra crossing is relatively low cost at circa. £17k. The good road traffic injury accident history does not justify the implementation of traffic calming, and the speed survey results do not indicate a significant issue.</p> <p>This is not reflected in the speed survey results where the 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 23.0 MPH northbound & 23.9 MPH southbound. However, the survey does indicate the occasional vehicle in the 31 – 36 mph band on some days.</p> <p>Significant volumes of traffic make it difficult to cross the road at this location. Hence the provision of a zebra crossing.</p>
<p>Abbey Close resident & District Councillor</p>	<p>Fears that the proposals will do little to either help residents cross, slow traffic speeds, nor aid the Larkmead School children.</p> <p>Crossing is far too close to the Faringdon Road</p>	<p>The route is used by a large number of school children and by residents. Provision of a zebra crossing will give easier movement to pedestrians across the carriageway. Slowing the traffic is not the purpose of a zebra crossing, although this may occur especially at busier times.</p> <p>The existing uncontrolled pedestrian crossing point is closer to</p>

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	<p>roundabout. Siting a crossing just around what is a limited visibility junction, will, I believe, create a major traffic hazard.</p> <p>If a crossing is required at this location (which I doubt) then the junction should be made fully light controlled with appropriate pedestrian phases.</p>	<p>the Faringdon Road junction than the proposed zebra. Siting the zebra crossing further south on Spring Road would remove it from the pedestrian desire line and risk it being unused.</p> <p>A permanent illuminated 'zebra crossing ahead (to the left)' warning sign is to be erected on Faringdon Road and will be supplemented with a 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on Faringdon Road.</p> <p>The presence of the belisha beacon will improve conspicuity of the crossing for motorists on this approach.</p> <p>42 metres of forward visibility (albeit across the 1m high fence /garden on the SE corner of the junction) to a pedestrian standing at the nearside kerb of the zebra crossing has been measured on site. Although at the absolute minimum end of visibility requirements the lack of distance is mitigated by the need for motorists turning left into Spring Road having to slow down and give way at the mini-roundabout junction prior to encountering the zebra crossing.</p> <p>There is insufficient budget to carry out expensive signalisation of the junction whereas the introduction of a zebra crossing is relatively low cost at circa. £17k.</p>
<p>Abbey Close resident & Town Councillor</p>	<p>Disappointed as the proposed crossing will not benefit the local residents; a much more appropriate location would have been nearer the Park Road junction; neither will it help to slow traffic.</p>	<p>Location chosen by County Councillors Marilyn & Mike Badcock for the reasons detailed in the report. Slowing traffic is not the purpose of a zebra crossing.</p>

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	<p>Proposed location could be dangerous i.e. on a bend for northbound traffic.</p> <p>Also off a blind bend for westbound traffic turning left from Faringdon Road.</p>	<p>A 'New Zebra Crossing Ahead' warning sign is to be erected for a 3 month period post construction on this bend.</p> <p>95 metres of forward visibility to a pedestrian standing at the nearside kerb of the zebra crossing and 60 metres of forward visibility (improving as they cross to the centre of the road) to a pedestrian standing at the offside kerb of the zebra crossing has been measured on site. These distances are considered acceptable.</p> <p>A permanent illuminated 'zebra crossing ahead (to the left)' warning sign is to be erected on Faringdon Road and will be supplemented with a 'New Zebra Crossing Ahead' warning sign to be erected for a 3 month period post construction on Faringdon Road.</p> <p>The presence of the belisha beacon will improve conspicuity of the crossing for motorists on this approach.</p> <p>42 metres of forward visibility (albeit across the 1m high fence /garden on the SE corner of the junction) to a pedestrian standing at the nearside kerb of the zebra crossing has been measured on site. Although at the absolute minimum end of visibility requirements the lack of distance is mitigated by the need for motorists turning left into Spring Road having to slow down & give way at the mini-roundabout junction prior to encountering the zebra crossing</p>
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