

Annex 3.

	Objections / Comments	Officers response
Thames Valley Police	<p>The junctions with North Street and Mill Road are both controlled by 'STOP' signs and lines. This would suggest this area is subject to restricted visibility issues. As the crossing is positioned 8.5m east of these junctions I do not support a zebra crossing at this proposed site.</p>	<p>Inter-visibility between eastbound motorists and pedestrians using the proposed crossing is not an issue. Inter-visibility between westbound motorists and pedestrians using the proposed crossing <u>is</u> reduced due to the close proximity of the bends. However, slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p>
Marcham Parish Council	<p>Fully supports the proposal to install a zebra crossing on the A415.</p> <p>Residents currently cross the A415 adjacent to the Crown Public House having to dodge the thousands of vehicles that use the A415 each day. Any steps which can be taken by the County Council, such as a zebra crossing, to encourage the vehicles to stop to allow time for pedestrians to cross, can only improve the situation at this location.</p>	<p>Thank you/noted.</p>
Frilford Road Resident	<p>Thinks that a zebra crossing on Packhorse Lane is an excellent idea.</p> <p>The bends in the road as you enter the village from the east are severe leaving</p>	<p>Thank you/noted.</p> <p>Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and</p>

	<p>motorists with very little time to see the zebra crossing.</p> <p>The road is also very narrow at this point and having cars backed up round the corner at busy times could be a problem.</p> <p>Would it not be possible to move the crossing to the west of Mill Road/North Street? You would need to put some pavement at the edge of the grass but I think it would make it safer.</p>	<p>two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>Vehicles backed up around the bends are commonplace due to the narrowness of the road at this location and vehicles waiting to turn right into North Street. Occasional additional queuing back around the bends when the zebra crossing is being used is not thought to be a significant issue.</p> <p>The site of the proposed zebra crossing is on the existing pedestrian desire line across Packhorse Lane. There is no footway along the west side of North Street, nor along the west side of Mill Road in the vicinity of the crossroads junction.</p> <p>A budget for the construction of a footway (including relocating traffic signs) along the edge of the village green on the west side of Mill Road has not been allocated from Councillor Brown's Area Stewardship Fund.</p> <p>Siting a zebra crossing on the west side of the crossroads would result in pedestrians also having to cross North Street at its junction with the A415 and Mill Road at its junction with the A415 (or south of the A415 via the footpath behind the village green) in order to reach the footways on the east side of these roads.</p> <p>Experience has shown that it is unlikely pedestrians will deviate to this extent from the established desire line and therefore a crossing located to the west of the crossroads</p>
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		may be unused as a result.
Packhorse Lane Resident	<p>Delighted to see your proposal for a zebra crossing on Packhorse Lane. Every day we observe people standing by the side of the road (this morning a family of four, in the pouring rain), waiting to cross it – no car ever stops.</p> <p>Suggests that the zebra crossing is upgraded to a traffic light controlled puffin crossing.</p>	<p>Thank you/noted.</p> <p>At circa. £17k the zebra crossing is a relatively low cost scheme. The estimated cost of a puffin crossing is £35k. The extra budget required has not been allocated from Councillor Brown's Area Stewardship Fund.</p>
Priory Lane Resident	<p>Welcomes the proposed zebra crossing.</p> <p>Some motorists do not obey the 'stop' sign or look left in the direction of the proposed zebra crossing before turning left from North Street. Signage & road markings would therefore need to be enhanced.</p> <p>The speed of traffic along Frilford Road towards Abingdon (west to east) is a further concern. Have stood on the pavement waiting to cross the road on many occasions and witnessed vehicles travelling at speed and having to brake hard before the bends. Intermittent speed</p>	<p>Thank you/noted.</p> <p>A 'New zebra crossing ahead' warning sign is to be erected on North Street for a period of 3 months post construction. The zebra crossing controlled area on Packhorse Lane (3 sets of zig zag lines) extends right across the mouth of the North Street junction. Both of these measures should alert southbound motorists on North Street to the presence of the crossing.</p> <p>A 24 hour/seven day speed survey was carried out at the location of the proposed crossing between 22 & 28 February 2012. The eastbound 85th percentile speed (the speed which 85% of the traffic is not exceeding) was 27 mph, and the eastbound average speed was 22 mph. These results do not indicate a significant speeding issue.</p>

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	<p>enforcement or monitoring would therefore be welcome.</p>	
<p>Orchard Way Resident</p>	<p>Agrees with the need for a crossing on this road, however disagrees strongly with the positioning and type.</p> <p>Proposed site is far too close to the bends. Drivers going west will have very little notice of someone crossing, and are beginning to speed up out of the bends.</p> <p>The location also gives no leeway for several cars to stop and let pedestrians across the road without blocking the bends.</p> <p>There is also the problem of winter sunlight. Low winter sun strikes drivers full in the face when rounding the final bend.</p> <p>A much better location is to the west of the junction across to the village green footpath. Visibility is much better and allows for an unproblematic short queue of cars to build up.</p>	<p>Westbound 85th percentile & average speeds at the location of the proposed crossing were recorded at 30 mph & 25 mph respectively. Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>Vehicles backed up around the bends are commonplace due to the narrowness of the road at this location and vehicles waiting to turn right into North Street. Occasional additional queuing back around the bends when the zebra crossing is being used is not thought to be a significant issue.</p> <p>The A415 runs east/west through Marcham crossroads, therefore low winter sun will be an issue wherever the crossing is located. Provision of a zebra crossing warning sign, road markings, belisha beacons etc. at the location where pedestrians already choose to cross the road should improve the existing situation.</p> <p>A crossing located to the west of the crossroads junction is remote from the pedestrian desire line and may be unused as a result.</p>

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	<p>If the site is not open to negotiation then could the zebra crossing be upgraded to a puffin crossing in order to give drivers advance warning.</p>	<p>At circa. £17k the zebra crossing is a relatively low cost scheme. The estimated cost of a puffin crossing is £35k. The extra budget required has not been allocated from Councillor Brown's Area Stewardship Fund.</p>
<p>Marcham Resident</p>	<p>Agrees that a crossing is a very good idea. However, believes that the proposed location is very dangerous as it is far too close to the bends. Cars speeding around the bends from the Abingdon direction would have nowhere near enough visual/reaction time to stop for pedestrians.</p> <p>The crossing needs to be further west, at a minimum opposite the garage but ideally even further along.</p>	<p>Westbound 85th percentile & average speeds at the location of the proposed crossing were recorded at 30 mph & 25 mph respectively. Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>A crossing located to the west of the crossroads junction is remote from the pedestrian desire line and may be unused as a result.</p>
<p>Packhorse Lane Resident</p>	<p>Agrees that a crossing is needed. However, feels that it is rather close to the bends in the centre of the village. Many drivers fail to comply with the 30 mph speed limit and would have difficulty reacting & stopping in time to avoid pedestrians using a crossing.</p> <p>Would it not be preferable to place a traffic light controlled crossing a little further to the west.</p>	<p>Westbound 85th percentile & average speeds at the location of the proposed crossing were recorded at 30 mph & 25 mph respectively. Slower speeds and the presence of a permanent illuminated 'zebra crossing ahead' warning sign through the bends, and two sets of maximum length zigzag lines extending back from the crossing to the bends mitigate the reduced forward visibility of the crossing.</p> <p>Provision of a traffic light controlled crossing is precluded by its cost. A crossing located to the west of the crossroads junction is remote from the pedestrian desire line and may be unused as a result.</p>

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