

Divisions affected: *Leys, Rose Hill and Littlemore*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**05 SEPTEMBER 2024**

### **SANDY LANE WEST – PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING FEATURES**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the construction on Sandy Lane West, Oxford the following measures, as advertised:**
- b) **A Humped Zebra crossing west of its junction with Broadfields**
- c) **Raised Side Road Entry Treatments (SRETs) across its junctions with Broadfields, Costar Close and Spring Lane.**
- d) **Round top road humps at the following locations –**
  1. **19m\* southwest of the western kerb-line of Blackbird Leys Road,**
  2. **15m\* northeast of the centre of its junction with Costar Close,**
  3. **55m\* east of the centre of its junction with Spring Lane,**
  4. **20m\* west of the centre of its junction with Spring Lane, and**
  5. **25m\* west of its junction with Bampton Close.**

**\*Approximate dimensions**

#### **Executive Summary**

1. This report presents responses to the statutory consultation on the proposal to construct a humped Zebra crossing, three SRETs and five round topped road humps (no greater than 75mm high) to be located on Sandy Lane West, as shown in **Annex 1**.
2. The proposals are being put forward for road safety reasons, as part of the Safer Routes to School programme. The raised Zebra will provide a safe crossing point to St. John Fisher Primary School for pedestrians coming from both directions along Sandy Lane West. Road humps on both sides of the crossing will reduce vehicle speeds and will increase awareness of the crossing point. Visibility will be improved by removal (as necessary) of the hedge in front

of the school. Side Road Entry Treatments on three side roads will enhance pedestrian safety along the southern footway that is used extensively by pupils at St. John Fisher and the Oxford Academy.

### **Financial Implications**

3. Funding for consultation and the proposals themselves has been provided by the County Council's Vision Zero programme.

### **Legal Implications**

4. No legal implications have been identified in respect of the proposals, with proposed changes to – in respect of traffic calming – governed by the Highways Act 1980 and other associated procedural regulations. Failure to adhere to these statutory processes could result in the proposals being challenged.

### **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 will help promote road safety for all road users and continues the County Council's responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, whilst encouraging walking and improving safety for pedestrians.

### **Informal Consultation**

7. An informal consultation was held between 20 May and 7 June 2024 to share early proposals and to gather feedback ahead of the formal statutory consultation. The feedback received broadly supported the proposed improvements and provided useful further insight. The principal alteration resulting from the feedback was to swap the speed cushions for humps, and to place two additional humps to the east of the crossing.

### **Formal Consultation**

8. A formal consultation was carried out between 18 July and 16 August 2024. A notice was published in the Oxford Times, and 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, Oxford City Council, local

District Cllrs, and the local County Councillors representing the Rose Hill and Littlemore division and the Leys division.

9. Letters were also sent directly to approximately 376 properties and businesses in the vicinity.

#### **Statutory Consultee Responses:**

10. Thames Valley Police do not object to the proposal, provided that speed data has been obtained and is suitable, that the road humps are installed and that the hedge is removed.

#### **Other Responses:**

11. 29 responses were received via the online survey during the course of the formal consultation. These comprise the following for the three distinct parts of the consultation:
  - A. Zebra crossing: 2 objections (7%), 19 in support (66%), 7 partially support (24%) and one left blank.
  - B. SRETs: 6 objections (21%), 11 in support (38%), 6 partially support (21%) and 6 no objections (21%).
  - C. Road humps: 4 objections (14%), 18 in support (62%), 5 partially support (17%) and 2 no objections (7%).
12. Five further email responses were received: these being from the local City Councillor, St. John Fisher Primary School and three local residents.
13. The responses are shown in full at **Annexes 2, 3, 4 and 5**, and copies of the original responses are available for inspection by County Councillors.

#### **Officer Response to Objections/Concerns**

14. Thames Valley Police queried whether speed data had been obtained. An Automated Traffic Count survey was carried out over one week in October 2023, with the counter placed very close to the site of the proposed crossing. The data concludes that the average 85<sup>th</sup>ile speed is approximately 27mph in both directions, and the average mean speed is approximately 23mph in both directions. These values are suitable for the placement of a Zebra crossing. Vehicle speeds are likely to be reduced by the proposed introduction of road humps on both approaches, as well as the raised crossing itself.
15. The main area of concern around the Zebra crossing is the removal of a length of hedgerow. This hedge currently obscures the view to/from the north side of the crossing, and the only feasible long-term solution is to remove the hedge over the minimum length required to achieve the visibility. Thames Valley Police have also said the hedge must be removed.
16. At present, the hedge considerably overhangs the public footway, leading to a safety issue as pedestrians often have to move into the road. Regular cutting,

to maintain sufficient visibility, cannot be guaranteed in the future. St. John Fisher Primary School have been very supportive of the scheme from the outset and have agreed that removal of the hedge is necessary. An alternative boundary treatment, to complement the palisade fencing, will be decided on during detail design and provided to screen the school from the road.

17. Several objectors suggested that the SRETs are not needed. However, the intention is to alert motorists to the fact they are crossing a pedestrian route that will be heavily used, particularly before the start of the school day. They will also help to prevent injudicious parking that has been witnessed at these side road junctions, and may dissuade drivers from using the side roads at all to park in at school drop-off and pick-up times.

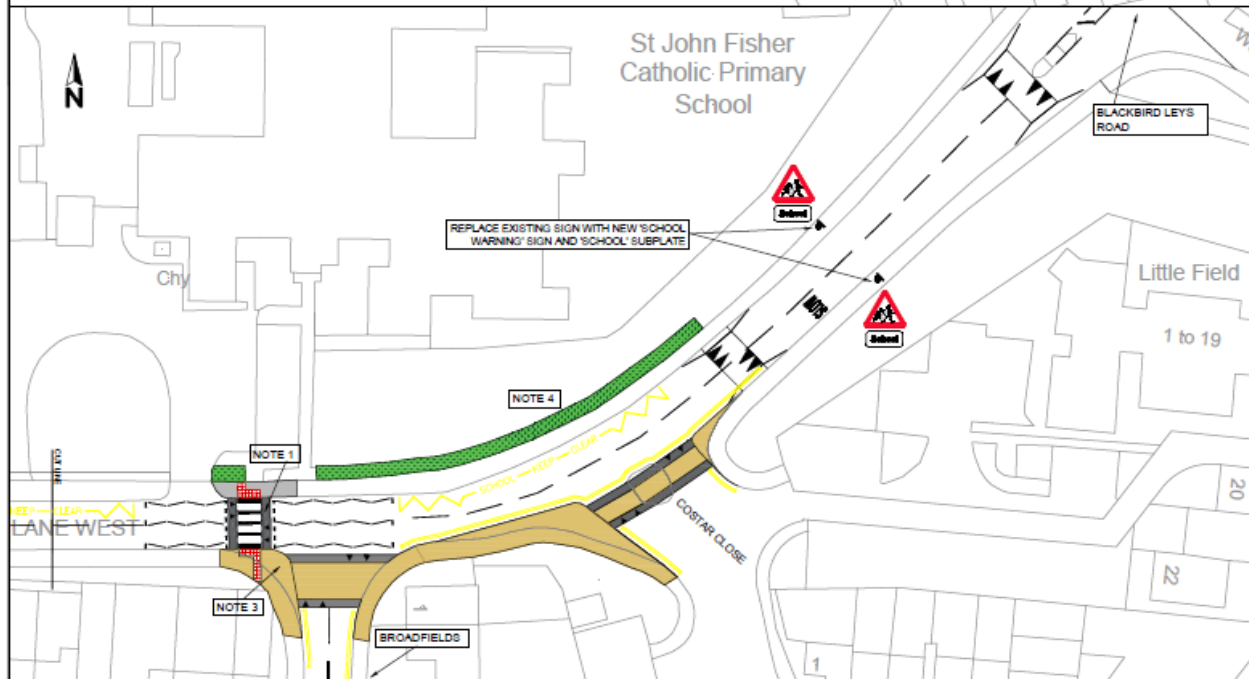
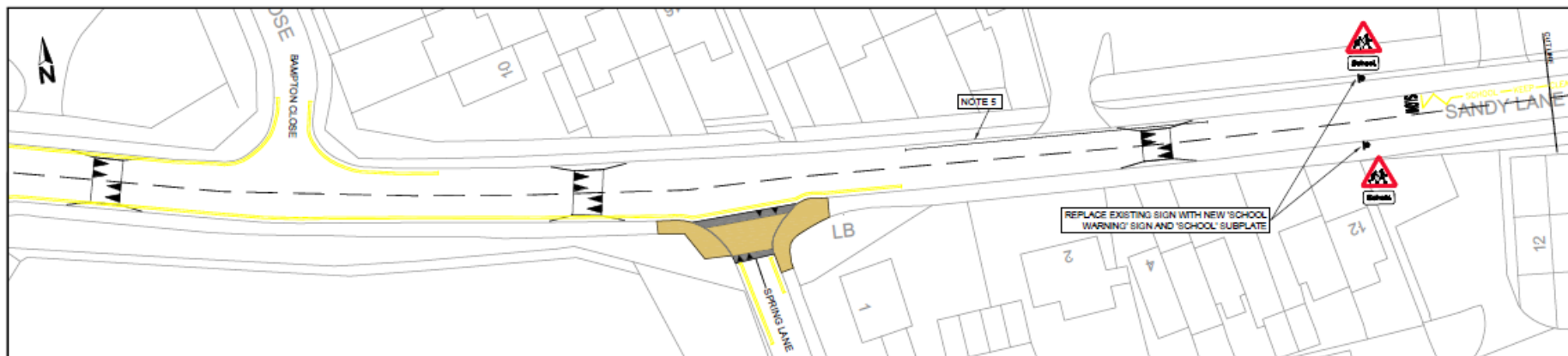
**Paul Fermer**  
**Director of Environment and Highways**

Annexes

- Annex 1: Consultation plan
- Annex 2: Consultation responses – emails
- Annex 3: Consultation responses – Zebra crossing
- Annex 4: Consultation responses – SRETs
- Annex 5: Consultation responses – road humps

Contact Officers: Roger Plater – Senior Officer - Vision Zero  
Matt Archer (Portfolio Manager - Programme Delivery)

September 2024



**KEY:**

- PROPOSED RAMP LEADING TO RAISED TABLE
- PROPOSED FOOTWAY WORKS
- PROPOSED CONTINUOUS FOOTWAY TREATMENT ACROSS SIDE ROAD JUNCTION
- PROPOSED RED TACTILE PAVING
- PROPOSED ROUND TOP ROAD HUMPS
- EXISTING NO WAITING AT ANY TIME RESTRICTION TO REMAIN
- PROPOSED VEGETATION REMOVAL (EXTENT TO BE FINALISED)

**PROPOSALS:**

1. RAISED ZEBRA CROSSING WEST OF BROADFIELDS
2. FIVE SETS OF ROUND TOP HUMPS SPACED 50-80M BETWEEN BLACKBIRD LEYS ROAD AND LEDGERS CLOSE
3. FOOTWAY WORKS TO NARROW JUNCTION TO ACCOMMODATE NEW CROSSING AND CREATE CONTINUOUS FOOTWAY TREATMENT ACROSS SIDE ROAD
4. VEGETATION REMOVAL WORKS TO PROVIDE APPROPRIATE VISIBILITY FOR PEDESTRIAN CROSSING ALONG WITH BOUNDARY TREATMENT TO REPLACE VEGETATION
5. WHITE MARKING (DIAG. 1026.1) TO REMAIN TO PROVIDE CLEAR VISIBILITY FOR VEHICLES EXITING THE BOWLS CLUB.

Rev	Date	Description	By	Check	App
P03	02/07/24	Third Issue	CJW	NB	NB
P02	14/06/24	Second Issue	AHC	NB	EA
P01	26/04/24	First Issue	CJW	NB	NB

Client

Drawing Originator

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HP9 2SP

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Drawing Status

FEASIBILITY (GW0)

The **PROPOSED RAISED ZEBRA CROSSING AND TRAFFIC CALMING**

SHEET 1 OF 1

Project Name

SAFER ROUTES TO SCHOOL  
JOHN FISHER PRIMARY SCHOOL

Sheet Size	Scale	Drawn by	Checked by	Approved by
A3	1:500	DJW	NB	NB
		Drawn Date	Checked Date	Approved Date
		26/04/24	15-05-24	15-05-24

Drawing Number

202140-MIL-HGN-JFS-DR-CH-001

Status

S2

Rev

P03

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police	<p>In principle I do not object to this proposal providing the following is applied:</p> <p>Speed data has been obtained and fully support a crossing at this location. I note that road humps on both approaches are part of this consultation and must be included. Full compliance with latest design advice/guidance. During my site visit there are clearly inter-visibility issues when standing on the School side looking left towards Blackbird Leys caused by the overgrown hedge on the School perimeter. See Picture 1 and 2 attached. This must be removed.</p>
(2) City Councillor	<p>I fully support these proposals.</p> <p>My only observation is currently the hedge/vegetation on the north side of Sandy Lane West which lies between the school's boundary fence and the pavement significantly overgrows the pavement, shrinking the usable width of the pavement and making it unsafe for families to walk to school. If the current County Council policy of only cutting hedges once a year continues, this causes a safety problem. Either the County Council needs to commit to increasing the frequency of which it cuts back that hedge (or pays someone else to do it more frequently) or reluctantly, much more of the hedge vegetation needs to be removed (to the East all the way up to Blackbird Leys Rd) and (to the West as far as the school fence goes.)</p> <p>My preferred option would be for the County Council to commit to flexibility in its hedge cutting policy and just to cut this particular hedge more often.</p>
(3) St. John Fisher Primary School	<p>From the plans I have seen, the hedge will be removed up to the bend, as will the smaller one the other side of our entrance.</p> <p>I feel this is the best solution, as otherwise the visibility issue is going to just continue forever and as you say, one cut a year helps no-one..</p>

(4) Local resident, (Spring Lane)	<p>At last, totally agree with all parts of the proposal. However as the amount of traffic in Sandy Lane west has increased since the introduction of the Cowley LTN and the fact that it is a feeder on and off the Eastern bypass, no parking should be allowed along its length at any time, with the exception of a small window for school pickup. Also all properties along the length of Sandy Lane West do not need on street parking.</p>
(5) Local resident, (Broadfields)	<p>I live in Broadfields so will be directly affected by any or indeed all of the traffic calming measures outlined in your letter. As a pedestrian, cyclist and driver walking, cycling and driving up Sandy Lane West I am often quite concerned at the speed some drivers get up to in what is a residential area with two schools on it. So I am in favour of some traffic calming, Essentially A and C seems to be significant and will I feel have the required effects you seem to be aiming for. I am less sure about B as it strikes me that A and C will cover it.</p> <p>Broadfields gets absolutely full of cars twice a day during school terms, it is pretty awful getting in and out at these times and I do try to avoid these if I can. Not sure that B would help at all.</p> <p>Are there any proposals on the restriction of parking on Sandy Lane West? Oxford Utd home games massively affect the flow of traffic on these days.</p>
(6) Local resident, (Broadfields)	<p>I have responded to the consultation about the Sandy Lane West Calming Zone online. However, the letter received thought the post, the posters and the consultation questions do not clearly highlight (and in the letter and poster do not even mention) that the hedgerow might be removed. Lots of people who may be interested in removal of the hedgerow might not respond to the consultation as they are not aware this is on the cards.</p> <p>I am strongly opposed to the removal of the hedgerow and if this is something you are considering please can you alert and consult residents on this in a clear and transparent way?</p> <p>As you will see in my online response, I am not in opposition to the works to the road, but I am very much in opposition the removal of the beautiful hedgerow that runs around St John Fisher School. We live in a deprived area which is, in places, rundown and scruffy. The green hedgerow with spring blossom absolutely lifts our area and it is bustling with birds and pollinating insects, especially in spring, and no doubt provides a habitat for other insects and small wildlife. Furthermore, I don't think removing the hedge will substantially improve visibility of the zebra crossing. If more visibility is needed driving down the hill, I would suggest moving the zebra crossing further away from the bend</p>

so that drivers have a longer straight/clear view and so that the crossing is further away from the three junctions on the right-hand side.

I have copied Buckinghamshire, Berkshire and Oxfordshire Wildlife Trust (BBOWT) who I believe work in partnership with Oxfordshire County Council regarding Biodiversity and Planning Guidance to ensure that they are aware this habitat is under threat.



**ANNEX 3**

<p>(1) County Councillor</p>	<p><b>Support</b> – The safety of children and parents going to and from work is paramount. I am pleased to see road safety and the need for traffic calming being addressed and fully support the proposed pedestrian crossing, speed humps, etc. Thank you.</p>
<p>(2) Local resident, (Sandy Lane)</p>	<p><b>Object</b> - Initial costs and post costs of own transport vehicle damages caused by the imposed humped road</p>
<p>(3) Local resident, (Blackbird Leys)</p>	<p><b>Object</b> - There is no need for any improvements.</p>
<p>(4) Local resident, (Broadfields)</p>	<p><b>Partially support</b> - I do not agree with any removal of vegetation ( ie school hedge ) because there will be no need when speed bumps are in place . Also if the hedges were cut more often they would not be a problem.</p>
<p>(5) Local resident, (Broadfields)</p>	<p><b>Partially support</b> - The road is a blind bend near the school - more is needed</p>
<p>(6) Local resident, (Spring Lane)</p>	<p><b>Partially support</b> - I live down Spring Lane and I agree with the humps down Sandy Lane West as I have seen drivers zoom down there at least 50MPH, however, I do-not understand why you are wasting money on putting a raised hump on Spring Lane's entrance. I never see anyone speeding into the Lane. It would be great to put double yellows all down there. As for cutting of the schools shrubs, GOOD, you have walk on the road nearly where they are growing all over the footpath.</p>
<p>(7) Local resident, (Falcon)</p>	

	<b>Partially support</b> - i understand the need for zebra crossing but three side rd entry treatments and five road humps in such a short piece of road then nothing futher up this is also a busy route in to and out of blackbird leys and on to eastern bypass as ltn on Bartholomew rd and others has forced traffic this way
(8) Local resident, (Bampton Close)	<b>Partially support</b> - Having a crossing at the school is a good idea
(9) Local resident, (Broadfields)	<b>Partially support</b> - I support the need for traffic calming and I am not against the humped zebra but I am strongly against the removal of any hedging around the school. We live in a deprived area and the hedging is one of the few things that make the area look nicer and a more friendly place to be, it is full of blossom in spring and is full of lots of beautiful tiny birds like sparrows. Please do not remove their habitat and make the road look even more run down and tatty. My suggestion is the move the zebra further away from the bend if more visibility is needed on the approach.
(10) Local resident, (Little Field)	<b>Partially support</b> - I am not sure this will prevent people from speeding off once they have passed the crossing but it will make it safer for children to cross the road.
(11) Local resident, (Spring Lane)	<b>Support</b> – Long time coming, many children at risk of injury or death at this dangerous spot on the blind down hill bend, have wittness many near misses
(12) Local resident, (Addison Drive)	<b>Support</b> – My little boy goes too the primary school on sandy land west and the cars speeding down scares me as my child is still learning road sense,crossing the road is so dangerous I really support a zebra crossing
(13) Local resident, (Falcon Close)	<b>Support</b> – Good for school children crossing, also for elderly. The road is quite difficult to cross as can't see traffic coming from the top end of the road

(14) Local resident, (Sandy Lane West)	<b>Support –</b> I live opposite to John Fisher school Every day 20-30 cars speeds like 40-50mph on Sandy lane west. Very dangerous for kids
(15) Local resident, (Herschel Crescent))	<b>Support –</b> My daughter goes to school at St John fisher and this road is very dangerous!!
(16) Local resident, (Mogridge Drive)	<b>Support –</b> It's really important because there are a lots of kids every day
(17) Local resident, (Divinity)	<b>Support –</b> I drive down there for work frequently and it's a really dangerous crossing for pedestrians there are so many children walking down sandy lane for school it's really important to prioritise their safety and clear road markings will make it easier for drivers to do that
(18) Local resident, (Broadfields)	<b>Support –</b> I welcome traffic calming measures on Sandy Lane West as its used as a slip road to the ring road and is rather dangerous to cross particularly on the corner by the school. I live in Broadfields and turning right is always a bit of a gamble as you can't see traffic coming down from the bridge or know what speed they might be doing! My only feedback is that the zebra crossing to the left of Broadfields entrance feels like its too close to the turning if you were trying to leave Broadfields and turn left - you would immediately hit the zebra crossing or be stuck on Broadfields whilst waiting for someone to cross. With the amount of parking that occurs on that corner of Broadfields, this could mean you're actually waiting on the wrong side of the road. I understand its to be opposite the gate to the school but would ideally be moved down a few metres to avoid bottlenecks. Also as I have the opportunity if something could be done about the parking on the initial entry to Broadfields (mainly at school pick up times by parents who use Broadfields as a car park and frankly don't care where they dump their cars..) that would also be welcomed. There is no way an emergency vehicle would get through the sometimes tiny gaps left.

(19) Local resident, (Spring Lane)	<b>Support</b> – This road has two schools on it. Typically there are hundreds of children walking to school on it. Car drivers use this road as an extended slip road onto the bypass therefore attending speeds of 40mph plus. Without these measures it is only a matter of time before a child is seriously hurt.
(20) Local resident, (Spring Lane)	<b>Support</b> – If you put a zebra crossing does that mean you can also put double yellow lines to stop the build up of school parking outside John fisher as it causes so many problems
(21) Local resident, (Sandy Lane West)	<b>Support</b> – Sandy Lane West has become exceptionally busier and more dangerous since the introduction of the nearby LTNs
(22) Member of public, (Dudgeon Drive)	<b>Support</b> – This road has become very popular for vehicles speeding. It often has lots of pedestrians on its path and as there is no dedicated area to cross it has become very difficult to cross this road for school pupils, families and friends.
(23) Local resident, (Broadfields)	<b>Support</b> – I fully support the proposed measures to reduce speeding on Sandy Lane West. I have only lived locally for 4 years but have already seen many accidents and near misses. Turning right into Broadfields is risky due to the speed that motorists travel from Blackbird Leys Road despite limited visibility and the primary school, and vehicles coming off the ring road rarely reduce their speed by much. The flash up signs make no difference. If the limits can't be enforced with fines (the council would make a fortune!) then this is the best option. I hope it happens quickly before there are further accidents.
(24) Local resident, (Little Field)	<b>Support</b> – Cars often speed down this road and find it crazy that these aren't already in place. I have two children and worry for their safety along this busy road.

(25) Local resident, (Long WAll)	<b>Support –</b> I support measures to slow down speeding traffic on this road and increase the safety for other road users
(26) Local resident, (Bodley Road)	<b>Support –</b> For safety
(27) Local resident, (Broadfields)	<b>Support –</b> I live opposite St John Fisher school and have been worried for some time about the safety of children and their caregivers crossing Sandy Lane West to get to and from school, especially as many cars do not abide by the 20mph restriction as they come around the bend. Having a humped zebra crossing will make it much safer to cross.
(28) Local resident, (Stratfield)	<b>Support –</b> The crossing needs to be flat to make it accessible to people using wheelchairs and other mobility devices, so a flat table with sharply angled kerbs and not a continually curved hump.

**ANNEX 4**

<b>RESPONDENT</b>	<b>COMMENTS</b>
(1) County Councillor	<b>Support</b> – It will make drivers aware of pedestrians and help improve safety for travel.
(2) Local resident, (Sandy Lane)	<b>Object</b> - No need to implement proposals only cause more distress to road users and consumer
(3) Local resident, (Blackbird Leys)	<b>Object</b> - No need for improvement.
(4) Local resident, (Spring Lane)	<b>Object</b> - I do-not understand why you are wasting money on putting a raised hump on Spring Lanes entrance.
(5) Local resident, (Falcon)	<b>Object</b> - surly 5 road humps and these srets should it not either one or the other
(6) Local resident, (Sandy Lane West)	<b>Object</b> - The roads in question are cul de sacs and these proposals will have no effect on through traffic which is the major problem in this area
(7) Local resident, (Bampton Close)	<b>Object</b> - There are enough traffic measures with the roundabout on junction with Blackbird Leys road, 20MPH speed limit there, getting in and out of the roads on sandy lane west is bad enough with traffic and the volume of traffic. there is no need for any side road treatments
(8) Local resident, (Herschel Crescent)	<b>No objection</b> – My daughter goes to school at St John fisher and this road is very dangerous!!
(9) Local resident, (Broadfields)	<b>No objection</b>

(10) Local resident, (Spring Lane)	<b>No objection</b> – Live on spring lane and it's hard getting out on to sandy lane west during rush hr this would help slow traffic to exit our rd
(11) Local resident, (Little Field)	<b>No objection</b> – Not sure exactly what these are, but do not object extra safety measures.
(12) Local resident, (Bodley Road)	<b>No objection</b>
(13) Local resident, (Broadfields)	<b>No objection</b> – No objection if these are installed sensibly i.e. allowing cyclists to get off the junction before joining the ramp.
(14) Local resident, (Spring Lane)	<b>Partially support</b> - These junctions are reasonable safe areas at most, they do not cause dangers to personel
(15) Local resident, (Mogridge Drive)	<b>Partially support</b> - I don't know what you mean
(16) Local resident, (Broadfields)	<b>Partially support</b> - not required - its the traffic on the actual road that requires to be slowed down - the side roads do not cause an issue. Stopping parents to the schools parking across the junctions - this is more of a problem
(17) Local resident, (Southfield Park)	<b>Partially support</b> - Side road entry treatments should be true continuous footways - that is, raised to the level of the pavement as pedestrians approach from either side, and marked to make clear that pedestrians have priority over vehicles.

<p>(18) Local resident, (Little Field)</p>	<p><b>Partially support</b> - Not sure this will make any difference. This will likely just make drivers angry and more likely to speed.</p>
<p>(19) Local resident, (Stratfield)</p>	<p><b>Partially support</b> - Ramp gradients need to be steep enough to slow motor traffic. These side entries carry low amounts of traffic so the SRETs across them should be implemented as "fully continuous footways" with clear and unambiguous pedestrian priority in both structure and markings.</p>
<p>(20) Local resident, (Addison Drive)</p>	<p><b>Support</b> – I support the side road entry</p>
<p>(21) Local resident, (Falcon Close)</p>	<p><b>Support</b> – Makes the road safer, aids pedestrians</p>
<p>(22) Local resident, (Sandy Lane West)</p>	<p><b>Support</b> – We have 2 schools next to each other  1 John Fisher  2 Oxford Academy  about 400-500 kids crossing the road everyday</p>
<p>(23) Local resident, (Divinity)</p>	<p><b>Support</b> – Traffic needs to be slowed</p>
<p>(24) Local resident, (Broadfields)</p>	<p><b>Support</b> – I dont think it will have any negative impact</p>
<p>(25) Local resident, (Spring Lane)</p>	



	<b>Support</b> – This road has two schools on it. Typically there are hundreds of children walking to school on it. Car drivers use this road as an extended slip road onto the bypass therefore attending speeds of 40mph plus. Without these measures it is only a matter of time before a child is seriously hurt.
(26) Member of public (Dudgeon Drive)	<b>Support</b> – See previous response. Vehicles need to be slowed down, particularly as they are coming off a fast road or frustrated by being stuck in traffic on the A road.
(27) Local resident, (Broadfields)	<b>Support</b> – It needs to be clear that this is a residential area not just an on ramp to the ring road
(28) Local resident, (Long Wall)	<b>Support</b> – It will hopefully help with safe road use
(29) Local resident, (Broadfields)	<b>Support</b> – This is an excellent idea. Every morning there is a continuous stream of children going to The Oxford Academy across the side roads, and these treatments will help them to cross safely and for cars going in and out to give the children priority.

## ANNEX 5

RESPONDENT	COMMENTS
(1) County Councillor	<b>Support</b> – It will slow down traffic and make the road safer for pedestrians crossing the road
(2) Local resident, (Sandy Lane)	<b>Object</b> – Not needed
(3) Local resident, (Blackbird Leys)	<b>Object</b> - No improvement. needed
(4) Local resident, (Falcon)	<b>Object</b> - 3 srets or 5 road humps either or
(5) Local resident, (Bampton Close)	<b>Object</b> - its already a 20MPH limit on the road so why put additional road humps to prevent flow of traffic through a busy road
(6) Local resident, (Falcon Close)	<b>No objection</b> - Traffic calming is a good idea, will help curb some of the dangerous drivers that think it ok to drive so fast, especially near a school
(7) Local resident, (Broadfields)	<p><b>No objection</b> - no objection, it will slow traffic. Where the traffic will be slower I don't think you need to remove the hedging before the zebra crossing.</p> <p>I am strongly against the removal of any hedging around the school. We live in a deprived area and the hedging is one of the few things that make the area look nicer and a more friendly place to be, it is full of blossom in spring and is full of lots of beautiful tiny birds like sparrows. Please do not remove their habitat and make the road look even more run down and tatty. If more visibility is needed my suggestion is the move the zebra further away from the bend, this with the humps slowing traffic should present a solution and negate the need to remove the hedging.</p>

(8) Local resident, (Spring Lane)	<b>Partially support</b> - As long as they are not too high, and are designed to contour into the road without causing ridges or pot holes in the coming months & years, they will need to be maintained to be effective in calming traffic
(9) Local resident, (Broadfields)	<b>Partially support</b>
(10) Local resident, (Sandy Lane West)	<b>Partially support</b> - This will hopefully have a calming effect on traffic, however they generally increase road noise by causing more slowing and acceleration between the humps
(11) Local resident, (Southfield Park)	<b>Partially support</b> - Road humps should have bypasses on each side for cyclists
(12) Local resident, (Stratfield)	<b>Partially support</b> - These should be as high as is legally allowed, perhaps 90mm. They need to properly slow down motor traffic.
(13) Local resident, (Addison Drive)	<b>Support –</b> I support the side road humps
(14) Local resident, (Sandy Lane West)	<b>Support –</b> Soo many cars speeding
(15) Local resident, (Herschel Crescent)	<b>Support –</b> My daughter goes to school at St John fisher and this road is very dangerous!!
(16) Local resident, (Mogridge Drive)	<b>Support –</b> The cars are going really fast

(17) Local resident, (Divinity)	<b>Support</b> – Traffic needs to be slowed
(18) Local resident, (Broadfields)	<b>Support</b> – Drivers use it as a slip road so I welcome them slowing down
(19) Local resident, (Broadfields)	<b>Support</b> – to slow the traffic.
(20) Local resident, (Spring Lane)	<b>Support</b> – Speeding along this road is habitual for most people.
(21) Local resident, (Spring Lane)	<b>Support</b> – Anything to slow some drivers down
(22) Local resident, (Spring Lane)	<b>Support</b> – To slow traffic
(23) Local resident, (Dudgeon Drive)	<b>Support</b> – See my previous response. Slow the traffic protect all road users!
(24) Local resident, (Broadfields)	<b>Support</b> – Speeding on Sandy Lane West is a dangerous problem and motorists (unfortunately) need to be made to slow down
(25) Local resident, (Little Field)	<b>Support</b> – Cars often speed down this road and find it crazy that these aren't already in place. I have two children and worry for their safety along this busy road..

(26) Local resident, (Long Wall)	<b>Support –</b> Slowing down dangerously speeding traffic and increasing road safety
(27) Local resident, (Bodley Road)	<b>Support –</b> Safety
(28) Local resident, (Little Field)	<b>Support –</b> I think people don't like damaging their cars so will be forced to slow down. This will be especially helpful at night time. As local residents in this area we see the worst speeding at night time, which is very dangerous and has led to accidents. I think the best solution would be a speeding camera.
(29) Local resident, (Broadfields)	<b>Support –</b> Cars travelling along Sandy Lane West often exceed the 20mph speed restriction, which the radar speed signs attest to but do little to discourage. This is increasingly a residential road with two schools on it and for the safety of pupils and local residents, speed bumps forcing vehicles to travel more slowly would be a great help.