

Summary of comments to Statutory Consultation

No. of Responses	Comments	Officer Comments
Pangbourne Pedestrian Crossing Improvements and Traffic Calming at Station Road, High Street and Reading Road		
1	Reading Transport do not object to the proposals but have requested that ramp lengths be at least 1 metre in length and that the construction materials used be heavy duty to prevent any possibility of channelling by heavy vehicles.	<p>It is proposed that the conversion of the Zebra crossings to 'at grade' facilities, will consist of 6 metre long flat top tables, 75 millimetres high with approach ramps 1.25 metres in length.</p> <p>It is proposed to use a material specifically designed to reduce any deformation of the raised table and by using the same material extending approximately one metre beyond the base of the approach ramps will address the concerns of Reading Transport.</p>
1	<p>A local resident has objected to the proposals for the High Street and Station Road zebra crossings but stated he has no objection to the Reading Road proposal. The basis of the objection is that the work is unnecessary and a waste of public funds.</p> <p>In their experience there is no problem in crossing High Street and Station Road as the traffic already moves slowly and cannot see what extra traffic calming would achieve. They consider that the traffic is slow because of lorries frequently parked in order to deliver to the supermarket and at busy times there is a queue, often in both directions.</p>	<p>The proposal will be funded through Section 106 developer contributions and does not impact on the councils capital budgets.</p> <p>It is known that traffic speeds in the Zone are not excessive, however, this is an area where typically the roads are narrow, often congested and observations have shown that pedestrians do not always confine their crossing manoeuvres to the Zebra Crossing points.</p> <p>The main aim of the proposal is to minimise the potential for vehicle / pedestrian conflicts at crossing locations where there have already been recorded injury accidents.</p>
1	<p>A local resident objects to the proposals on the basis that the speed of vehicles in the village is self-limiting and that the speed limit is a waste of time for the majority of sensible motorists.</p> <p>In addition they made personal points concerning "speed bumps" in general and commented that:</p> <ul style="list-style-type: none"> • the humps would cause considerable discomfort to passengers, • the proposal will increase the likelihood of damage to tyres, wheels, track rods, steering, and suspension bushes steering geometry etc... • They have lived in the area for many years and are not aware of any injuries or deaths in Pangbourne, • This is a waste of public money 	<p>The proposal will be funded through Section 106 developer contributions and does not impact on the councils capital budgets.</p> <p>The comments are in relation to "speed bumps" and clearly refer to hump and cushion type features. The raised tables proposed for Pangbourne are smoother and unlikely to cause any vehicular damage when traversed at the correct speed.</p> <p>See paragraph 1.3 of the main report regarding injuries within Pangbourne.</p>