

Appendix 4, RESULTS OF STATUTORY CONSULTATION - Upper Woodcote Road (zebra crossing)

Updated: 07/06/2021

Please note that the feedback text contained in this document has been directly copied from the responses we have received to preserve the integrity of the feedback. Where there was any sensitive or identifiable information provided, this text has been removed and has been clearly indicated.

Summary	Feedback received
	<p>Summary of responses: Objections 3, Support 1, Comments 1</p>
1) Object	<p>I would like to make a complaint to whoever is responsible for the new zebra crossing that is about to be placed [REDACTED] on Upper Woodcote Road, associated with The Heights School construction works. My complaint is that we were not informed. We understand that children need to be able to cross the road safely. It does, however, have negative impacts on us. It will affect parking and heavy/bulky deliveries/loading as well as create issues regarding light pollution and privacy and thus devalue our property.</p>
2) Support	<p>It is absolutely imperative that there is a Zebra Crossing on the Upper Woodcote Road (A4074) in order to facilitate children crossing the Upper Woodcote Road (A4074) from the catchment area south of the Upper Woodcote Road (A4074).</p> <p>As a resident at [REDACTED] Gurney Close for some [REDACTED] I am very concerned for the safety of the children crossing the road at the Zebra Crossing and more particular the traffic Island around from Gurney Close.</p> <p>I do not agree with your assumption that there will be less children using the traffic Island as a number of residents are concerned that Gurney Close will become a 'drop off zone' for school children.</p> <p>As someone who [REDACTED] in the south of Reading I am acutely aware of the dangers of traffic and I am currently campaigning that there be a 20 mph speed limit from the Zebra crossing to Hewitt Avenue.</p>
3) Comment	<p>Thank you for a the consultation documents relating to the proposed Upper Woodcote Road Zebra Crossing.</p> <p>Collision History</p> <p>I have found two injury collisions within 200 metres of the proposed zebra crossing: 15/04/2017 - V1 entered the main road from a private driveway turning right, from south to east and collided with M/C1 that was travelling west.</p>

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	<p>02/12/2018 - V1 stationary at the junction of Woodcote Way waiting to turn right onto Upper Woodcote Road. Pedestrian (jogging) ran across the path of V1 as it moved off to turn right. The pedestrian was knocked to the ground.</p> <p>The development of The Heights School will introduce a desire line across Upper Woodcote Road which is busy throughout the day, especially during peak traffic flow periods. Having visited the proposed location of the crossing there appears to be a good view in each direction in daylight hours. Pedestrian/driver intervisibility will be compromised during the hours of darkness and in inclement weather. Upper Woodcote Road at the location of the proposed crossing is unlit and subject to a speed limit of 30mph. It is for the highway authority to ensure that the proposed crossing conforms to all current DfT guidance for the siting, lighting and lining of zebra crossings.</p> <p>Thames Valley Police will not object to the proposed location of the crossing.</p>
4) Objection	<p>I write to object to the proposed site of a new zebra crossing between 142 & 144 Upper Woodcote Road.</p> <p>The site of the new traffic island slightly to the west of the site entrance is surely a better place for a zebra crossing. This way school pedestrian traffic coming from Woodcote Way (which I understand will be where the highest footfall comes from) would not need to cross either Little Woodcote Way or, more importantly, the school driveway to get to the pavement / school side of the site's driveway. They would just need to cross the main A4074 and would not need to cross another road before entering school.</p> <p>I read some information that locating the crossing here would risk pedestrians not using it because people coming from Woodcote Way would have to walk slightly further and go back on themselves slightly. This is true but the extra distance is very small and the issue could easily be managed by communications from the school to ensure people use the crossing.</p> <p>The sight line of the proposed new site is also obstructed on the approach from the east (Caversham) by the bend in the road opposite the junction with Woodcote Way. Given the speed traffic approach this at this must be a danger to pedestrians using the proposed crossing when crossing from south to north (ie. pedestrians on the southern pavement will be obscured from view by the bend and vehicles approaching above the limit which is common will create a hazard).</p> <p>What is wrong with locating the Zebra crossing where the existing traffic island is near Woodcote Way. Site lines are better at this location and it is an existing crossing point,</p> <p>Finally it is my strong belief that the crossing will not be used other than by school users. So this is for roughly 30</p>

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	<p>mins a day during week days in term time. The reality is other users (eg dog walkers using the playing fields) cross the A4074 when there is a break in the traffic and this will continue (ie. the crossing will largely be ignored outside of school start & end times).</p> <p>Has the possibility of using a traffic control person (Lolly-pop person) been investigated? This would address the busiest school times and the fact that the crossing will be used infrequently outside of the school pick-up / drop-off times.</p> <p>I look forward to receiving your response addressing my points.</p>
5) Objection	<p>We object to the currently proposed location of the zebra crossing on Upper Woodcote Road and request that you give consideration to locating the proposed zebra crossing slightly to the west of the MPF access road, at the location of the newly installed pedestrian refuge island. Our reasoning is as follows. The pedestrian access path to the school runs along the west side of the access road to the school. Crossing Upper Woodcote Road at the currently proposed location necessitates crossing both Little Woodcote Close and, more importantly, the access road at its busiest time. The ideal, safest location would be close to the entrance and, most importantly, on the SAME side as the access path to the school. A zebra crossing there would eliminate the need to cross the access road. This should give greatest convenience, regardless of starting point, whilst also minimising the risk you would otherwise have due to a large number of pupils crossing in front of vehicles using the access road. It does not appear that consideration was given at the planning stage to locating the zebra crossing slightly to the west. The newly installed pedestrian refuge island crossing on Upper Woodcote Road is only a very short distance west up the road, a negligible extra distance for those travelling from the east. As that location should reduce the risk to those schoolchildren whilst being close enough to the entrance to be used, it is the safest and most logical location for the zebra crossing.</p> <p>We note that there is some proposed road resurfacing as part of the development. Perhaps it would be possible to use these works to improve the road drainage to prevent the huge puddles that form regularly on both sides of Upper Woodcote Road, but most spectacularly outside number 136. Failure to do this will likely result in the regular soaking of the Heights schoolchildren on their way to and from school by vehicles driving through these puddles.</p> <p>We noticed an inconsistency between Figure SK50 in Appendix 1 of the planning documents and the drawing on the Consult Reading website. In SK50 the crossing is shown in line with the boundary between the properties at 142 and 144 Upper Woodcote Road. This location overlaps with a drain in the road. However in the drawing on the Consult Reading website, it is immediately outside 142. We presume this is the actual proposed location? Also we note that the drawing on the Consult Reading website does not show the right turn lane into Knowle</p>

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	<p data-bbox="472 142 562 172">Close.</p> <p data-bbox="472 217 2096 285">Additionally, we would like it noted that the current proposed position has several negative consequences for us personally.</p> <p data-bbox="472 328 2123 584">Firstly, the use of the crossing will primarily be twice a day, on weekdays during school term time only. However, the restrictions on the road will prevent us from loading at ANY time. This makes it awkward, and so more expensive, for the delivery and loading of bulky or heavy items. (Is it possible that the restrictions on parking at a zebra crossing can be temporarily suspended, on occasion and by request, to allow the residents to enable deliveries or loading; and obviously at times when the school children do not need to be protected from the traffic?) One other consequence will be that to accommodate the window cleaner's van we shall have to widen our paved driveway, reducing the area of water absorbing garden to the front.</p> <p data-bbox="472 627 2069 732">Secondly, [REDACTED]. OFFICER SUMMARY: Relatively large section of text removed for data protection reasons. The objector was concerned about users of the facility and vehicles stopping at the facility being able to see into their property.</p> <p data-bbox="472 775 2033 844">Thirdly, should the proposed location go ahead, to minimise the new and continuous light pollution onto our bedrooms we would request that hoods are used on the beacons.</p> <p data-bbox="472 887 2123 992">Finally, although the requirement for a zebra crossing was included in the planning application transport technical note, would it not have been more transparent and courteous if your process were to have directly communicated the specific impacts to the adjacent properties?</p>