

APPENDIX 2

OBJECTOR	OBJECTIONS
<p>Mrs B Adlam 6 Lawrence Green Ashley Road Salisbury Wilts SP2 7DB</p>	<ol style="list-style-type: none"> 1. The tactile paving and flush dropped crossing associated with pedestrian crossings are difficult to walk over. They would not be needed if the crossing was located on the speed table. 2. The location of the crossing outside the gate of number 6 Lawrence Green will mean that vehicles would not be able to stop there. This means that Mrs Adlam will no longer be able to be dropped off with her shopping directly outside her entrance.
<p>Mr E D Deverall 54 Ashley Road Salisbury SP2 7BZ</p>	<ol style="list-style-type: none"> 3. Mr Deverall will no longer be able to park directly outside his house which he feels will devalue his property. Parking is difficult now and taking away spaces will make the problem worse. 4. There do not appear to be any measures to slow the traffic before it reaches the crossing. 5. Every road in the surrounding area is to have a 20mph speed limit apart from Ashley Road which is the one road with the major speeding problem.
<p>Miss D Grimshaw 52 Ashley Road Salisbury SP2 7BZ</p>	<ol style="list-style-type: none"> 6. Miss Grimshaw will no longer be able to park directly outside her house which she feels will devalue her property. Parking is difficult now and taking away spaces will make the problem worse. 7. The speed table at the Cold Harbour Lane junction will cause vibration and possible resulting damage to property and/or reduction in value of Miss Grimshaw's house. 8. The zebra crossing should be located on the other side of Cold Harbour Lane
<p>Mr & Mrs N Young Devonia 10 Richmond Road Salisbury SP2 7DH</p>	<ol style="list-style-type: none"> 9. The widened pavement in Butts Road at the junction with Castle Road will cause hold ups and difficulties in turning. 10. There is no reason for the raised double mini roundabout at the Hulse Road junction. 11. A plateau at the Fire Station has no purpose and could result in flooding. 12. A plateau at the crossroads of Ashley Road/Cold Harbour Lane will be a hazard and serve no purpose. 13. The two speed humps at the top of Ashley Road near to Devizes Road could increase emergency services response times. 14. The original intention of make Cold Harbour Lane north one way would cause significant traffic chaos. 15. The zebra crossing in Ashley Road would not be required if a 20mph limit were on the road.

APPENDIX 3

OBJECTION NUMBER	OFFICER COMMENTS
1.	The crossing will be located on the speed table so dropped crossings will not be required, however the tactile paving is necessary to ensure that the visually impaired are aware of the location of the crossing.
2.	The crossing is located at the point of highest pedestrian crossing activity and, because of its proximity to the Cold Harbour Lane junction, has the standard number of zig-zag markings to ensure adequate visibility of both the crossing pedestrians and the junction itself. As Ashley Road is a residential road any crossing and the associated markings are going to be located outside somebody's property. The proposed location is the most suitable as far as pedestrian desire lines are concerned and has also been located as near to the junction as is safely possible to reduce the amount of parking that has to be removed.
3.	See officer comments for objection number 2.
4.	Speed cushions are proposed within 40m of the Devizes Road to slow vehicles down before reaching the pedestrian crossing. The crossing itself is also located on a speed table.
5.	Speed checks have been carried out on Ashley Road and the surrounding roads. In order for a 20mph zone to be implemented the average speed of vehicles needs to be shown to be 20mph or below. With the roads around Ashley Road this can be done but Ashley Road itself has a much higher average speed. It is unlikely that, given the nature of the road, the measures proposed will reduce speeds enough to allow it to be incorporated into the zone. Much more restrictive and frequent traffic calming features are required to achieve such a zone and these have been turned down by the fire service.
6.	See officer comments for objection number 2.
7.	According to Traffic Advisory Leaflet 8/96 Road Humps and Ground-Borne Vibration, it is highly unlikely that any road hump will result in structural damage occurring to neighbouring buildings.
8.	The main pedestrian crossing movements, from observations, appear to occur to the west of the Cold Harbour Lane junction. In the past a school crossing patrol used to operate to the west of the junction. It is therefore believed that this is the best place for the crossing to be located. Whichever side of the junction it is located there would be some loss of parking. Because of the proximity to the Cold Harbour Lane junction, the police have requested that the standard number of zig-zag markings be used to ensure adequate forward visibility for drivers on Ashley Road approaching the crossing and the junction. The crossing has been moved as close to the Cold Harbour Lane junction as possible to minimise the amount of lost parking and to be on the direct walking path for pedestrians.
9.	The proposal to narrow the road at the Butts Road/Castle Road junction has been removed from the scheme due to concerns raised during the consultation by residents and the emergency services.

OBJECTION NUMBER	OFFICER COMMENTS
10.	The double mini roundabout was never intended to be raised. In addition due to concerns raised at the consultation stage this feature has been reduced to a single mini roundabout. A speed reducing feature such as this is necessary before any system of vertical deflection.
11.	The plateau at the fire station was requested by the Fire Service. The number of humps along the route was minimised to ensure that response times for the Fire Service were not compromised. Careful design of this feature will ensure that flooding is not an issue.
12.	In order to implement a system of traffic calming using vertical deflection there are certain regulations relating to the spacing of road humps that need to be adhered to. One of these relates to the proximity of a road hump to a junction. As a result of these regulations speed humps would be required either side of the Cold Harbour Lane junction. The Fire Service were anxious to minimise the number of vertical measures and it was agreed that a speed table at this junction would satisfy the regulations and the Fire Service. It would also enable the zebra crossing to be located on a raised platform.
13.	The emergency services are happy with the proposals to install speed cushions near to the Devizes Road junction. The use of speed cushions at this location means that larger vehicles, such as fire engines, can straddle the cushions with minimum disruption.
14.	The original proposal to make Cold Harbour Lane north one way has been removed from the scheme due to concerns raised by residents and the police during the consultation.
15.	Speed checks have been carried out on Ashley Road and the surrounding roads. In order for a 20mph zone to be implemented the average speed of vehicles needs to be shown to be 20mph or below. With the roads around Ashley Road this can be done but Ashley Road itself has a much higher average speed. It is unlikely that, given the nature of the road, the measures proposed will reduce speeds enough to allow it to be incorporated into the zone. Much more restrictive and frequent traffic calming features are required to achieve such a zone and these have been turned down by the fire service. One of the concerns raised during the consultation was the lack of pedestrian facilities on Ashley Road and a zebra crossing was deemed the most suitable type of facility.