

**OBJECTORS AND REASONS FOR OBJECTION**  
**WITH OFFICERS COMMENTS**

Resident\*  
Barley Close  
Warminster

1. The proposed Zebra crossing adjacent to Prestbury Drive/Highbury Park is dangerously close to the junction. Vehicles will be concentrating on the junction and not on crossing pedestrians.
2. There is no need for two Zebra crossings in such close proximity. The crossing adjacent to Prestbury Drive is not justified. Pedestrians only cross at this point because there is a pedestrian refuge island.
3. There is no need for a crossing outside the school. Parents and children who have been crossing here for years are the only people who use this particular point. There have been no fatalities or serious injuries so why is a crossing required?
4. The only problem on Boreham Road relates to parking issues. If the perceived problem is speed, the 30 mph limit should be enforced.

**Comments on Objections**

1. The proposed crossing is located where the vast majority of pedestrians actually cross, and at a similar distance to other Zebra crossings in the County which operate with no apparent safety problem. To move the crossing further away from the junction would effectively render it useless. Previous studies on pedestrian behaviour has clearly demonstrated that most people will not divert from their natural desire line, even if adequate crossing facilities are positioned as little as 10 yards away. At the location in question visibility is excellent in all directions, although vehicles will still have to exercise care when emerging from the side roads. Warning signs indicating the presence of the crossing will be erected on the side roads and anti skid surfacing will be provided on both main road approaches.
2. In order to gain an insight into the movement of pedestrians along Boreham Road, extensive pedestrian surveys were carried out along its entire length. The results clearly showed that the busiest crossing points were around the Prestbury Drive/Highbury Avenue junction and outside the St John's School with 101 and 229 pedestrians crossings between the hours of 8.00 am and 4.30 pm respectively. The two proposed crossings are located approximately 180m apart.
3. A Zebra crossing outside St. John's School has long been asked for by The Head Teacher, parents and Warminster Town Council. The fact that 229 pedestrians try to cross the road close or adjacent to the school indicates that a crossing at this location is fully justified. There has been no accidents or injuries involving children outside the school. However, the Crossing Patrol person has indicated the problems suffered by both parents and children whilst trying to cross.

4. Comprehensive consultation has been carried out with residents, Stakeholder, and Focus Groups, with a subsequent Design Day. The results do not support the complainants' remarks. Residents expressed concern about the lack of safe crossing places and the speed of traffic. The enforcement of 30 mph limits in residential areas is difficult. However, the 30 mph speed limit has been extended to a point further along Boreham Road and a 30 mph inter-active sign is to be installed.

Resident\*  
Heronslade  
Warminster

1. There is no need for a Zebra crossing so close to Highbury Park/Prestbury Drive junction. The two crossings would exacerbate traffic problems in the vicinity.
2. Residential parking is already at a premium along Boreham Road and adjacent streets. Two crossings in such close proximity would further complicate the situation.
3. People will still continue to cross between the two proposed crossings.

#### **Comments on Objections**

1. A pedestrian count indicated that between the hours of 0800 and 1430, over 100 people crossed Boreham Road in the vicinity of the proposed Zebra crossing near the Highbury Park/Prestbury Drive junction. Site observations also clearly showed that the current pedestrian refuge was inadequate for the number of pedestrians using it. It is not expected that proposed crossings would result in any significant traffic flow problems, it could also be argued that any disruption to traffic would more than be outweighed by the overall improvement to pedestrian safety.
2. Residential parking is at a premium along Boreham Road. However any parking that takes place on the highway should not be to the detriment of pedestrians using the road. The actual loss of parking as a result of the new crossings and associated zig-zag markings is minimal.
3. Pedestrians will continue to cross the road where they see fit. The installation of two new crossing will not change this. The pedestrian surveys have clearly indicated the main crossing points and the proposed crossings are located to provide safe facilities.

\* Name withheld at the request of the objector