

Appendix 2 - Julian Road Traffic Management Proposals - Responses to Consultation Dec 2011

TOTAL NUMBER OF RESPONDENTS	61
Support proposals	55
Do not support proposals	2
Comment	4

Respondents' Comment	Number of respondents making this comment	Engineer's Response
Suggest improvements at Marlborough Place	49	Improvements are to be considered and costed in 2012/13
Suggest pinch point at Crescent Lane crossing	1	A pinch point would not work well with a crossing as pedestrians could not tell from which way vehicles are approaching
Concerns re footway levels between Crescent Lane and St James St	1	Although there are some undesirable gradients in the reconstructed footway, there is a safe pedestrian route with appropriate gradient available
Remove tarmac footway at St Andrews Green at Crescent Lane/Julian Rd junc	1	Requires further investigation
Suggests zebra crossings are not safe	1	Formal zebra crossings are well proven aids to pedestrians crossing roads
Would like loading bay at Morford St shops	2	Zig-zags will be minimised to allow loading on existing yellow lines to west of proposed crossing
Consider zebras on raised tables	2	Cannot be considered as part of current proposals due to limited timescales, however may be considered in future if there are speeding issues on approach to crossings
Suggests parking outside Co-op to reduce speeds	1	Cannot be considered as part of current proposals due to limited timescales, however may be considered in future

Suggests keeping zig-zags to minimum to reduce impact on conservation area	2	Zig-zags will be minimised wherever it is considered safe to do so
Suggests further speed reducing measures	1	The proposals are likely to have a positive speed reduction effect. Speeds will be monitored after the proposals are completed.
Does not support speed table at Northampton St	1	The speed table is designed to aid the existing School Crossing Patrol by slowing vehicles at this point
Suggests 20mph limit through Julian Road	2	A 20mph speed limit on its own would be unlikely to reduce vehicle speeds, without the introduction of further physical speed reducing features.
Scheme is unsatisfactory from urban design viewpoint	1	Accepted that 'trafficky' infrastructure may not be desirable in a conservation area, however the main priority here is to provide safe crossing points for pedestrians
Would prefer a raised uncontrolled crossing rather than a zebra at Crescent Lane/Julian Rd junction	1	Such a crossing would not give pedestrians the right to halt the traffic and allow safe crossing
Suggests extra zebra between Upper Church St and Harley St	1	Cannot be considered as part of current proposals due to limited timescales, however may be considered in future if further pedestrian counts suggest a crossing could be justified
Suggests the proposed raised table raises more issues than it solves, and will not function as hoped for	1	The raised table will not in itself provide a safe crossing place, however it will allow the School Crossing Patrol to operate more safely, as vehicle speeds on approach will be reduced
Suggests that a series of informal crossing points on raised tables would be preferable than the proposed 2 zebras and raised table	1	Such crossings would not give pedestrians the right to halt the traffic and allow safe crossing