

Division(s): Witney North & East

CABINET MEMBER FOR ENVIRONMENT – 8 OCTOBER 2015

PROPOSED RAISED ZEBRA CROSSING – OXFORD HILL, WITNEY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report considers objections received as a result of a formal consultation on a proposal to introduce a raised zebra crossing in place of an existing 'standard' zebra in Oxford Hill, Witney.

Background

2. The proposal to raise the existing crossing is related to the planning consent for residential redevelopment of the former dairy site and the associated highway alterations. The proposed alterations to the road and the crossing are shown at Annex 1.

Consultation

3. The Formal consultation on the proposals was carried out between 2nd and 31st July 2015. Letters were sent to approximately 100 properties in the immediate area, whilst street notices were also put up at intervals along the street and published in the Oxford Times, with an email sent to the statutory consultees including Thames Valley Police, Fire & Rescue and Ambulance Services, Town and District Councils and local County Councillors. A total of 10 responses were received as part of the consultation process.
4. Objections were received from two local residents along with one from the Stagecoach Bus Company; these along with other comments received as part of the consultation are summarised at Annex 2. Copies of all the responses are available in the Members' Resources Room.

Objections and concerns

5. The objection received from the bus company centred on the proposed height and gradient of the hump on which the crossing is to be sited. They felt that the proposal dimensions were too steep and too high, and as a result would increase the safety risk posed to passengers, whilst also increasing the potential to damage their vehicles.
6. Concerns and objections were raised by some respondents that the proposal would have a number of adverse effects in the immediate vicinity, including

increased air and noise pollution, increased road surface wear, delays to emergency response times and additional queuing traffic at the approach to crossing.

7. Other comments included concerns that the consultation had not been sufficient in coverage and that public funds should not be used in this instance.

Response to objections and concerns

8. In relation to the Stagecoach objection, the developer has now confirmed that the hump design will be amended to ensure that the overall height meets their requirements, with the 100mm height reduced to 75mm.
9. The concerns regarding increases in noise, pollution and road wear are considered to be insignificant, particularly as the height of the new crossing is to be reduced following the objection from Stagecoach. It should be noted that neither the Fire & Rescue nor Ambulance service appear concerned about the proposal and Thames Valley Police have stated that the new crossing may help address speeding concerns in the area.
10. The existing crossing has been in place since 2003. Records show that there have been four reported road traffic accidents within the last 10 years at the site one of which was in the last 5 years.
11. During the planning process and discussions between the developer and both District and County councils, it was decided that a Pelican or Toucan crossing would not be required or appropriate for this location but rather a raised zebra crossing.
12. The statutory consultation was carried out in accordance with current practice, and included notifying local residents in the immediate vicinity through direct letters, public street notices and notification in the Oxford Times.

How the Project supports LTP4 Goals

13. The proposals described in this report would help to reduce the risk of accidents and improve public health, safety and individual wellbeing.

Financial and Staff Implications (including Revenue)

14. Full funding for the proposal has been secured from the local developer undertaking the adjacent works. The appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties.

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and amended as described in the report.**

MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed crossing
Consultation responses

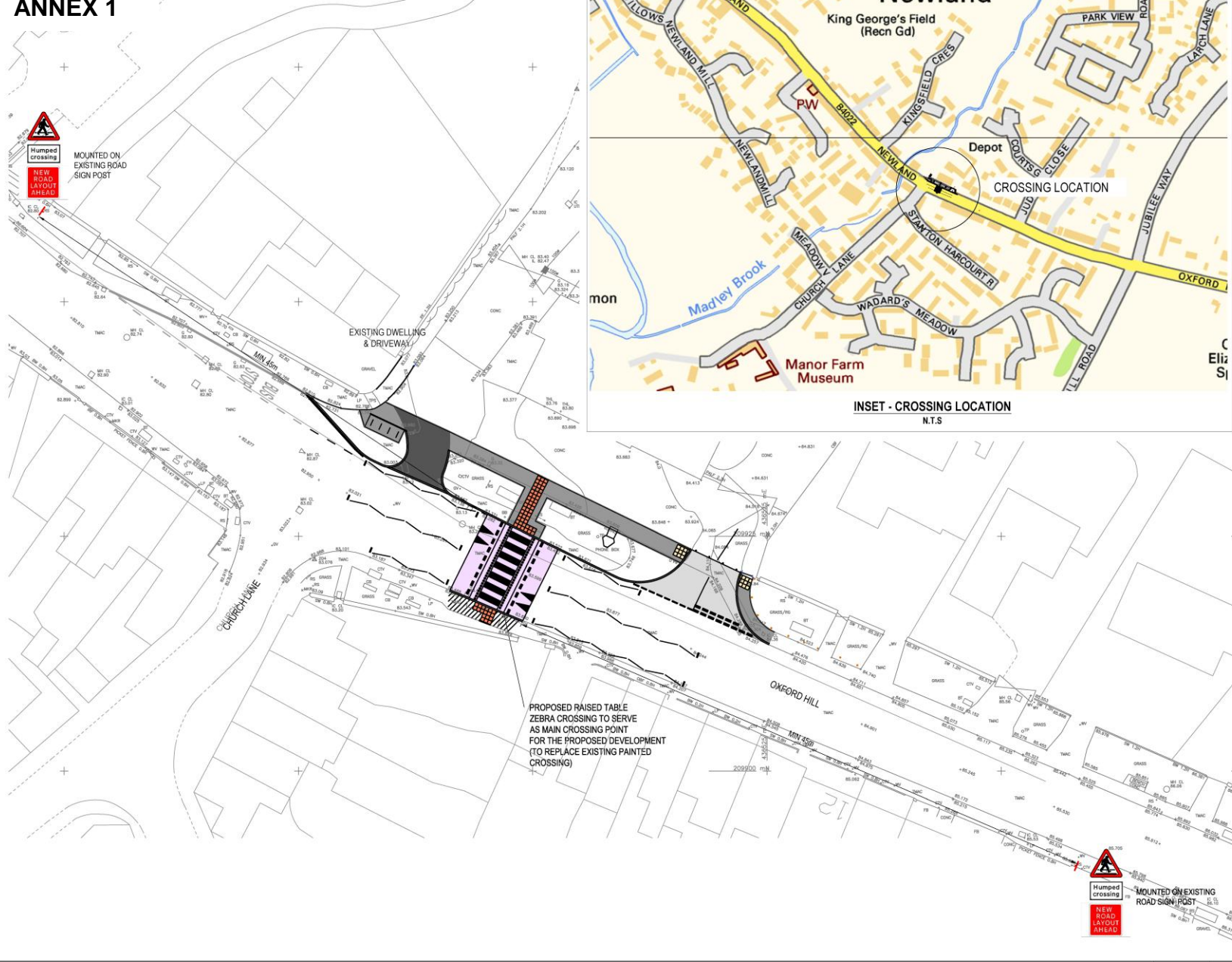
Contact Officers: Owen Jenkins 01865 323304

October 2015

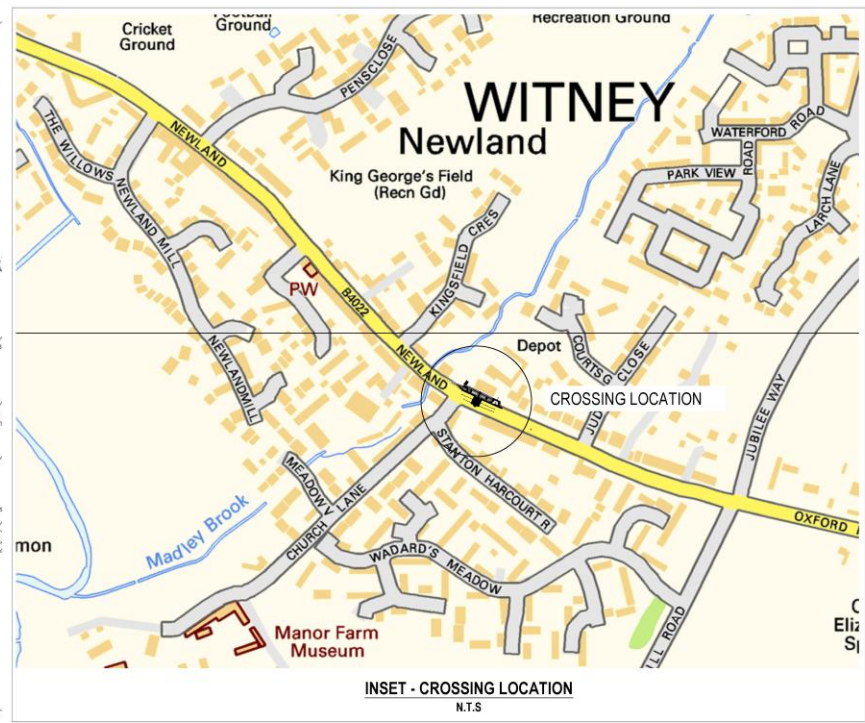
ANNEX 1



MOUNTED ON EXISTING ROAD SIGN POST



PROPOSED RAISED TABLE ZEBRA CROSSING TO SERVE AS MAIN CROSSING POINT FOR THE PROPOSED DEVELOPMENT (TO REPLACE EXISTING PAINTED CROSSING)



INSET - CROSSING LOCATION
N.T.S

- NOTES**
1. THE PROPOSED DEVELOPMENT CONSISTS OF 14 No DWELLING HOUSES (4 No 2 BED 7 No 3 BED 3 No 4 BED)
 2. PLANNING REFERENCE - 13/1595/P/F/P
 3. EXISTING SPEED LIMIT ALONG OXFORD HILL IS 30mph
 4. LANE WIDTHS ARE AS EXISTING
 5. PROPOSED LAYOUT HAS BEEN DESIGNED IN ACCORDANCE WITH OXFORDSHIRE COUNTY COUNCIL CURRENT STANDARDS
 6. ALL ADAPTABLE HIGHWAY WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE DfT SPECIFICATION FOR HIGHWAY WORKS

LEGEND -

HIGHWAY SURFACING

- PROPOSED FOOTWAY (SEE NOTES)
- PROPOSED CROSSOVER CONSTRUCTION
- TACTILE BLISTER PAVING - BUFF
- TACTILE BLISTER PAVING - RED

Mark	Revision	Drawn	Date	Chkd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake his own investigation where the presence of any existing sewers, services, plant or apparatus may affect the operations.

Drawing Issue Status

FOR CONSULTATION

1 OXFORD HILL

PROPOSED HIGHWAYS AMMENDMENTS

RAISED CROSSING LOCATION

Client

HYATT CONSTRUCTION LTD

pba peterbrett

Offices throughout the UK and Europe
 www.peterbrett.com
 © Peter Brett Associates LLP
 OXFORD
 Tel: 01895 841 899

Date of 1st issue	30.06.15	Drawn by	CA
At Scale	1:100 @ A1 1:200 @ A3	Checked by	MD
Drawing Number	32343_2001_013	Revision	-



MOUNTED ON EXISTING ROAD SIGN POST

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	No objection. Comment that the raised hump may help reduce speeds on a road with a speeding complaint history, and may aid road safety with the potentially increased foot-fall from adjacent development and vehicular access.
Stagecoach Bus Company	Object. The proposed nature of the hump (gradient of 1:8 and height of 100mm) is unacceptable for passenger safety reasons and potential damage to buses. Would be satisfied with a hump gradient of 1:15 and a height of 75mm.
Resident, (Manor Road)	<p>Objects – due to the following reasons:</p> <ul style="list-style-type: none"> ▪ There has been no demonstrated need for a humped zebra crossing at the site, ▪ Proposals will have a number of adverse effects, including: increased road surface wear, increased air and noise pollution, delay emergency response times and create queuing traffic at approach to crossing, ▪ Feels a wider approach to road safety in the area would be more appropriate, ▪ Believes that the consultation was inadequate considering the potential impacts, and should have been wider-ranging, ▪ Would rather see a Pelican or Toucan crossing or improved road markings at the existing crossing.
Residents, (The Willows)	Objects. Believe funds should be saved by not raising the crossing – the money would be better spent improving the crossing point in Mill Street.

CMDE9

Resident, (Newland)	Supports - for traffic safety reasons.
Resident, (Oxford Hill)	Supports - for traffic safety reasons.
Resident, (Oxford Hill)	Supports - for traffic safety reasons, but comments that this may cause motorists to slow down for crossing and then speed up, creating a safety concern. Would like to see a light-controlled crossing forcing vehicles to stop.
Residents, (Newland)	Supports - for traffic safety reasons.
Resident, (Church Lane)	Supports - for traffic safety reasons.
Residents, (Church Lane)	No objection but comments that the crossing should be relocated northwards to meet the perceived desire line of school children crossing Oxford Hill