

Division: Shrivenham

CABINET MEMBER FOR ENVIRONMENT– 9 OCTOBER 2014

PROPOSED PUFFIN CROSSING – A417 EAST CHALLOW

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents the objections and other comments received in response to a statutory consultation on a proposed new puffin crossing on the A417, Main Street, East Challow, as shown in the plan at Annex 1.

Background

2. The proposal arises from the development on land adjacent to the A417, Main Street, East Challow, associated with the demolition of industrial buildings (The Nalder Estate), proposed residential development comprising of 71 new dwellings, new landscaped open space and access and the refurbishment of the existing listed office building, all as determined by the Vale of White Horse District Council.
3. The planning permission contained various traffic calming measures along the A417, Main Street including a puffin crossing and parking lay-by away from the development.

Consultation

4. In order to agree a precise location for the proposed puffin crossing, officers met with representatives of the Parish Council at East Challow in February and April 2014. Residents were invited to the latter meeting, held at the Village Hall, where plans were viewed and their thoughts and concerns listened to. As a result of these meetings officers and representatives of the Parish Council inspected a number of locations along Main Street. Ultimately a decision was made to site the puffin crossing at its advertised location, outside of 'The Mission', as shown in the plan.
5. Formal consultation under the Road Traffic Regulations Act 1984 on this puffin crossing was carried out between 6 August and 5 September 2014. The proposals were advertised formally in the local press. Notices were erected on site and posted to affected frontagers, and plans deposited in Wantage Library. Copies of the notice and plans were emailed to all statutory consultees.

6. Responses to this formal consultation have been received from two local residents (at the same address) together with the County Councillor (who supports the proposal), the Parish Council, and Thames Valley Police. And are summarised together with an officer response at Annex 2. Copies are available for inspection in the Members' Resource Centre.

Objections and concerns

7. Concerns have been raised over the lengthy zig-zag lines (controlled area) detailed on either side of the crossing. In response, this length is considered the minimum required in order to achieve an acceptable level of inter-visibility between pedestrians and motorists at this site.
8. Concern has been raised over the loss of roadside parking due to implementation of the puffin crossing. A lay-by is to be constructed south of the crossing which will be able to accommodate a minimum of 12 cars. It has been demonstrated that the lay-by is likely to accommodate all of the displaced vehicles.
9. The location of the puffin crossing has also been questioned, with two alternate locations being suggested. It is always difficult to retro-fit facilities such as this into the highway. The other locations were considered by officers and representatives of the Parish Council but were ruled out due to existing site constraints.

Financial and Staff Implications (including Revenue)

10. The cost of design and implementation of the puffin crossing is borne by the developer Bewley Homes.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposed puffin crossing as advertised and as set out in this report.**

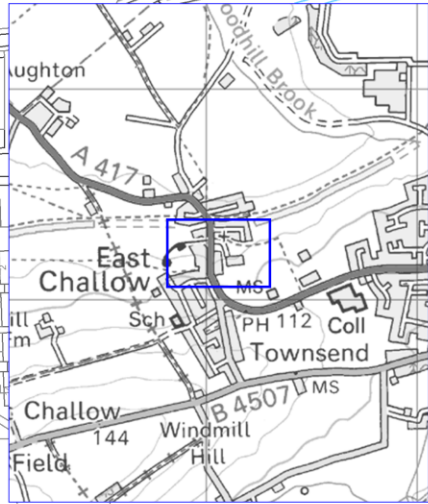
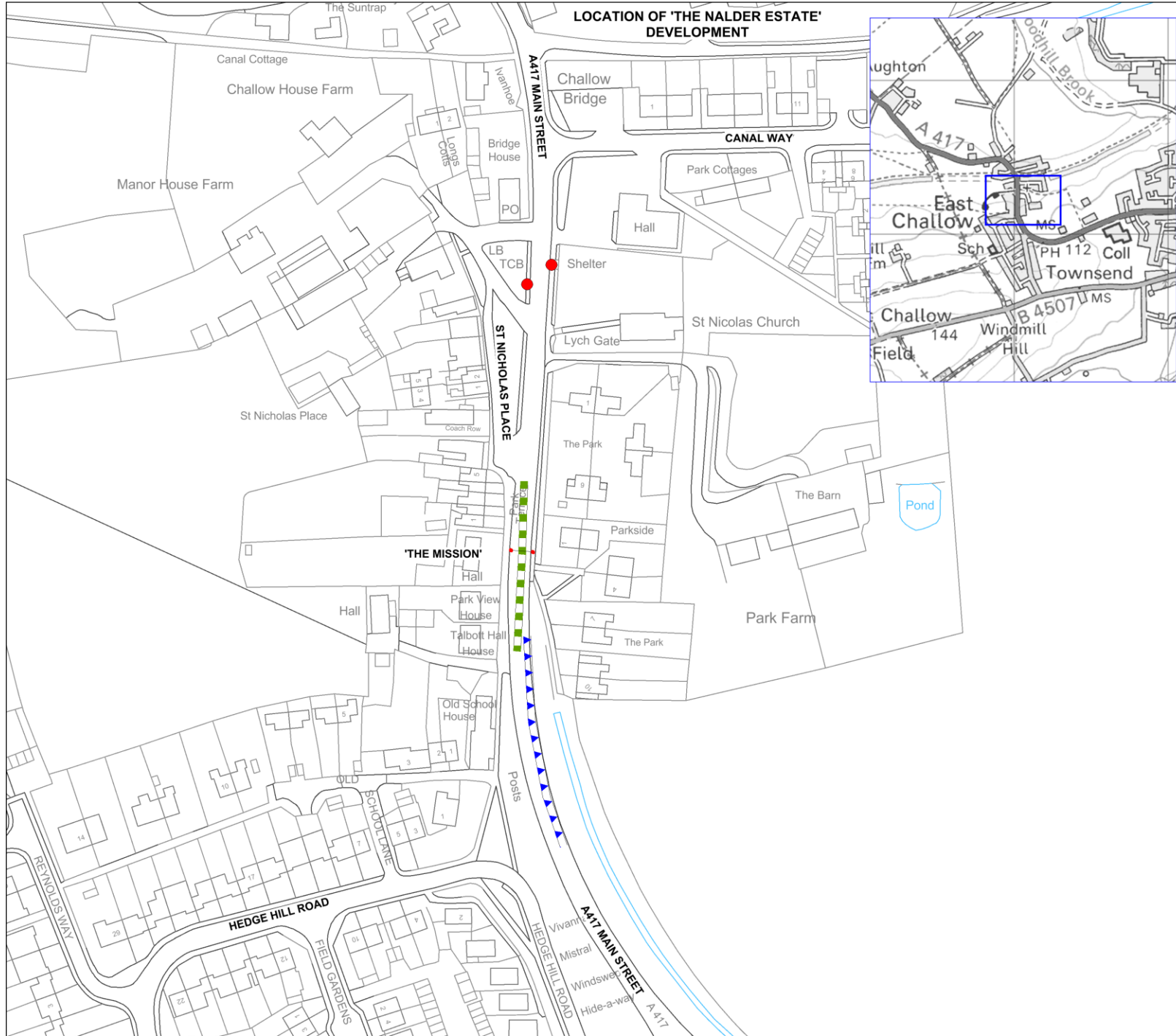
MARK KEMP





Deputy Director for Environment & Economy (Commercial)


Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

September 2014



-  Proposed extents of 'Puffin' type signalled pedestrian crossing controlled area (approx. 60m in length)
 -  Proposed location of 'Puffin' type signalled pedestrian crossing
 -  Proposed location of off carriageway parking area (approx. 75m in length)
 -  Existing bus stop locations
- note:
The centre of the crossing will be located: 144 metres south of its junction with Canal Way (outside 'The Mission')

 Site Location

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CABINET MEMBER
FOR ENVIRONMENT
09 OCTOBER 2014

A417 MAIN STREET, EAST CHALLOW
PROPOSED HIGHWAY IMPROVEMENTS

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
26/09/2014		

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Two Park Terrace Residents (at the same address)	The zig-zag road markings indicated on the plan seem excessively long and we have seen no plans to accommodate the displaced vehicles.	<p>Parking on the A417, Main Street currently occurs along the east side of the road, including partly on the grass verge.</p> <p>The standard pattern of zig-zag lines (controlled area) comprising eight marks has been detailed on the NE side of the crossing. This is the southbound approach to the crossing, and the number of marks should not be reduced below this standard for safety reasons.</p> <p>The length of the zig-zag lines (controlled area) on the SE side of the crossing has been increased from the standard to sixteen marks, extending from the crossing to the start of the new parking lay-by. It is necessary to prevent parking along this section in order to maintain inter-visibility around the bend between pedestrians standing on the east side of the crossing and northbound motorists approaching the crossing.</p> <p>The proposed lay-by is approximately 74 metres long, which will accommodate a minimum of 12 cars. During an evening visit to East Challow on 23 September 2014 nine vehicles were observed</p>

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	<p>Two alternative locations for the puffin crossing were explored:</p> <p>Firstly, the possibilities of moving the bus stop to Canal Way (where the bus turns anyway) and having the crossing much closer to the Church, Village Hall and the housing estate. Although this would cut into around a foot of common land on the Green in East Challow, it would seem sensible to pursue the possibility of a crossing in this location further, given that it is more convenient for the majority of residents in favour of the crossing, and for those using the village's amenities.</p> <p>Secondly, an alternative location was suggested on the area currently by The Old School House as there is green land on either side of the road and the crossing would not be outside</p>	<p>to be parked half on / half off the carriageway within the length of the proposed crossings' controlled area, and on the grass verge to the south of the proposed crossing. Accommodation of these vehicles within the new lay-by without a loss of roadside parking is therefore demonstrated.</p> <p>As a result of the consultation meetings referred to in the report the Parish Council selected the advertised location for the puffin crossing.</p> <p>Moving the bus stop to Canal Way is not practical. The Faringdon to Wantage bus service runs through East Challow along the A417, Main Street and does not turn in Canal Way. Further, the width of the existing footway on the west side of Main Street at this location is 1 metre, too narrow to safely accommodate puffin crossing equipment, and below the minimum 1.5 metre footway width required under mobility guidelines. Unfortunately the area to the rear of the footway is Common Land, not public highway. Widening the footway into this common land involves an application to the Secretary of State. Time, expense and uncertainty of result preclude such an application in this case.</p> <p>This location places the crossing on the bend in the road and was dismissed for safety reasons. This location is also considered to be too remote</p>
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	<p>anyone's home. The route would then take the crossing user up to School Lane and onto the School.</p> <p>The proposed location outside The Mission is by no village amenities and will displace the majority of roadside parking with no detailed adequate alternative provided, and we believe that the alternative locations should be considered. Whilst we acknowledge that some residents are in favour of a crossing, we feel that due consideration should be given to the residents who will be directly affected by its construction in this location.</p>	<p>from the main body of the village that fronts the A417, Main Street.</p> <p>The proposed location provides a safer pedestrian crossing point across the A417 for residents from varying areas of the village wishing to access amenities such as the primary school, recreation ground, village hall, church and bus stops .</p> <p>The proposed crossing is not located directly outside the front of any residential property.</p>
<p>Councillor Yvonne Constance, County Councillor for East Challow in the Shrivenham Division</p>	<p>I support the siting of the puffin crossing outside the Mission on the road through East Challow as the best possible site agreed with the residents in the village.</p>	<p>Noted.</p>
<p>Thames Valley Police</p>	<p>Have no objection (in principle) to this proposal.</p>	<p>Noted.</p>
<p>East Challow Parish Council</p>	<p>The Parish Council agrees that the proposal has sited the crossing in the most appropriate place.</p> <p>The Council questions the length of the zig-zags on either side of the crossing. The Council had asked that these be made as short as possible without compromising safety, in order to reduce the impact on roadside parking provision in the area.</p>	<p>Noted.</p> <p>The standard pattern of zig-zag lines (controlled area) comprising eight marks has been detailed on the NE side of the crossing. This is the southbound approach to the crossing, and the number of marks should not be reduced below this standard for safety reasons.</p>

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	<p>The Parish Council was promised a new lay-by on the eastbound carriageway, east of the proposed crossing. This was to offset the loss of roadside parking due to the installation of the crossing. There appears to be no provision for such a lay-by at present.</p>	<p>The length of the zig-zag lines (controlled area) on the SE side of the crossing has been increased from the standard to sixteen marks, extending from the crossing to the start of the new parking lay-by. It is necessary to prevent parking along this section in order to maintain inter-visibility around the bend between pedestrians standing on the east side of the crossing and northbound motorists approaching the crossing.</p> <p>The provision of the layby is an integral part of the legal agreement between the developer and County Council and will be provided as shown on the plans.</p>
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