

Divisions: Kingston & Cumnor

CABINET MEMBER FOR ENVIRONMENT– 17 MARCH 2016

PROPOSED PUFFIN CROSSING A417 STANFORD IN THE VALE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents objections and other comments received in response to a statutory consultation on a proposed new puffin crossing on the A417 Faringdon Road, Stanford in the Vale.

Background

2. The proposal arises from the development of 73 dwellings on land adjacent to the A417 in Stanford in the Vale which was determined on Appeal by the Planning Inspectorate. The consented scheme contained various traffic measures along A417 including a puffin crossing outside the Horse & Jockey Public House. The results of the formal consultation under the Road Traffic Regulation Act for the proposed crossing at this location were reported to the Cabinet Member decisions meeting in September 2014.
3. Shortly after the decision to approve implementation of the crossing outside the public house, representations were received from and on behalf of the Parish Council requesting that the matter be reconsidered. Following a meeting with the Chairman of the Parish Council, officers were instructed to carry out further consultation on locating the crossing north of Nursery End (the vehicular access to the development) – this location is shown at Annex 1.

Formal Consultation

4. Formal consultation on the relocated puffin crossing location was carried out between 25 March and 24 April 2015. Proposals were advertised formally in the local press with notices erected on site and posted to affected frontagers. Plans were also deposited in Faringdon Library with copies emailed to all statutory consultees.
5. Responses to this formal consultation have been received from eight local residents (from six addresses), the Parish Council, AGSR (A Group of Stanford Residents) and Thames Valley Police. A summary of these together with an officer response has been tabulated and included at Annex 2.

6. Additionally a 164 signature petition signed by local residents and/or customers of the Horse & Jockey Public House, completed at the time of the original proposal to site the puffin crossing outside of the Public House, has been received. These signatories continue to support moving the crossing nearer to the Ware Road/Farm Piece roundabout and therefore closer to the pedestrian access at the north-western end of the development.
7. 41 questionnaires completed by local residents and/or customers of the Public House or Vale Garage have also been received. In summary, 15 people feel that a pedestrian crossing is required on this stretch of the Faringdon Road, 2 agree with the advertised location of the puffin crossing, 1 would use a pedestrian crossing at the advertised location and 19 people would use a pedestrian crossing near the pedestrian access at the north-western end of the development. It is worth noting that none of the questionnaires have been completed by residents of the new development (Nursery End).
8. Copies of these questionnaires, the petition and the individual responses referred to above are available for inspection in the Members' Resource Centre.
9. The local member for Kingston and Cumnor was consulted and did not object to the scheme.

Objections and concerns

10. The need for a puffin (signal controlled) crossing has been questioned, with a pedestrian refuge suggested as an alternative. In response, County officers at the planning stage sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. Planning permission was subsequently granted which included provision of the puffin crossing.
11. Concerns have been raised over the puffin crossing signal equipment detail. The signal equipment, including the numbers of poles & heads, will be provided in accordance with Department for Transport standards and specifications. Minimising the amount of equipment in line with the above parameters, providing hoods to the signal heads and turning the audible bleeper off overnight will all be investigated as part of the detailed design.
12. The overriding concern raised throughout the consultations has been the location of the puffin crossing, with all parties keen to ensure that it should be in a location where it will be of most use to those wanting to cross A417.
13. It is not uncommon with new developments that it is only once the properties are occupied that there can be any certainty over the pattern of pedestrian movements. In this case the location of key attractors in the

village and the variety of pedestrian routes to reach them has made the prediction of the most suitable location for a crossing even more difficult.

14. In light of this, officers have undertaken surveys in order to confirm where the majority of pedestrians cross A417. The surveys were carried out on Friday 8 January 2016 between 07:30-09:30 and 14:30-16:30. At the time of the survey the pedestrian access at the north-western end of the development had been completed with 50 of the 73 dwellings occupied. The results from both of the surveys were the same with 20 crossing A417 in the vicinity of the Public House and only 4 crossing at, or just south of, the Ware Road/Farm Piece roundabout.

Conclusions

15. The pedestrian surveys have shown that if the puffin crossing is to be located between Nursery End and the Ware Road/Farm Piece roundabout then it should be moved as near as it can safely go towards the Nursery End junction. This places the crossing near to the desire line of the majority of the expected users. The further north the crossing goes, the less likely it is that these pedestrians will deviate from their desire line in order to use it. Consequently it is recommended that the puffin crossing is implemented as shown on the plan at Annex 3 (which is approximately 12m SE of the position).

Financial and Staff Implications (including Revenue)

16. The cost of the proposed work under consultation is funded by the developer

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposed puffin crossing approximately 12m south east of the advertised position as described in this report.**

MARK KEMP

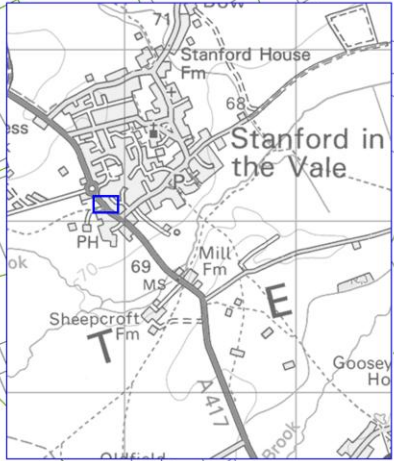
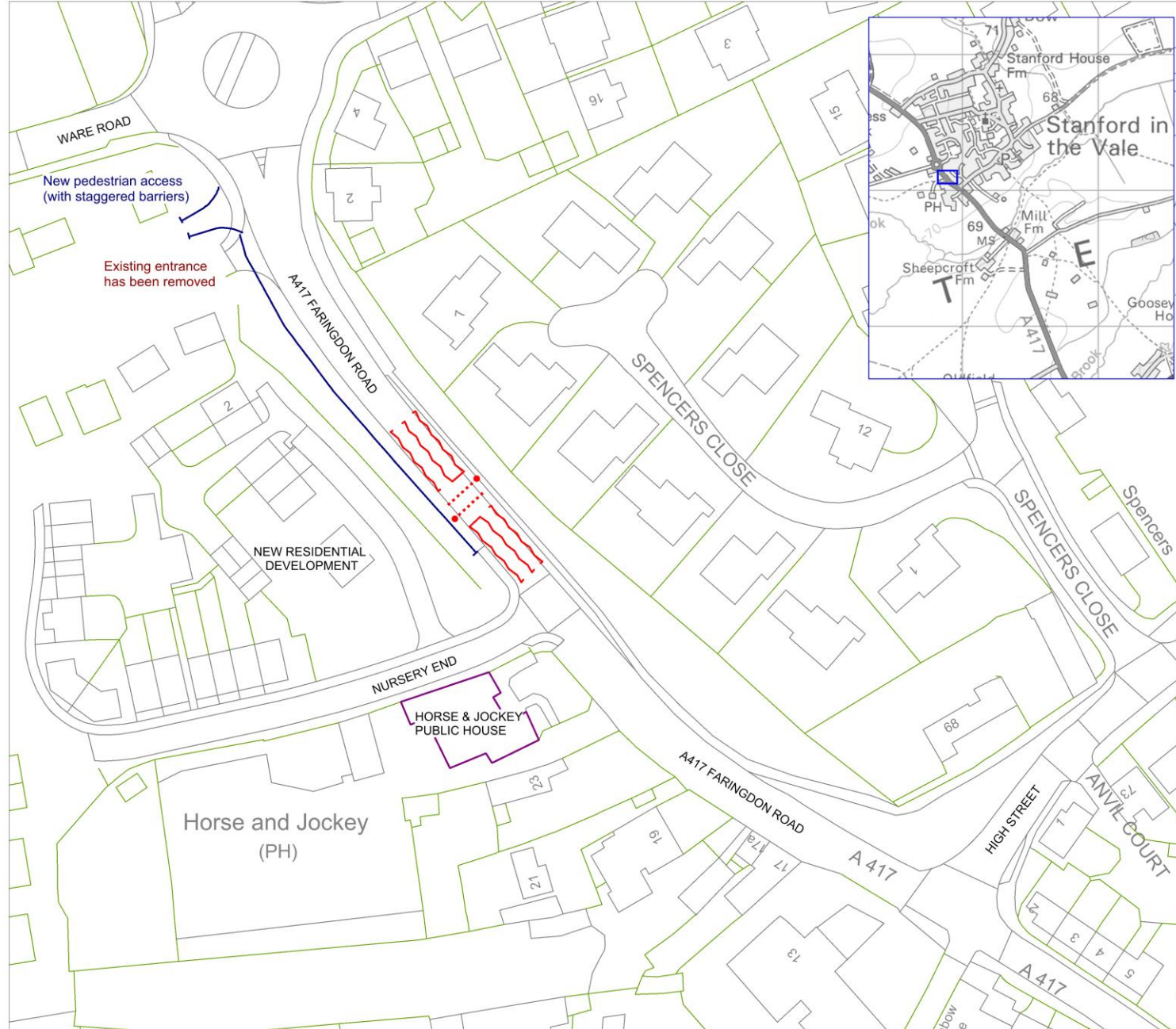
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation
 Cabinet Member Decision Report – 4 September 2014

Contact Officers: Owen Jenkins 01865 323304

March 2016

Drawing No. _____ Revision 5



- Proposed new crossing detail
- Proposed new 2m wide footway

Notes.

- * Width of crossing - 3m.
- * Distance between Puffin STOP line and studs - 3m.

Site Location

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**CONSULTATION PLAN
 ADVERTISED LOCATION**

**A417 FARINGDON ROAD,
 STANFORD-IN-THE-VALE
 PROPOSED PUFFIN CROSSING**

Drawing Status			
Drawn by:	Checked by:	Approved by:	
CJM	LT	LT	
Date drawn:	Date checked:	Date approved:	
03/03/2016	03/03/2016	03/03/2016	

Drawing No. _____ Revision 5

	Objections / Comments	Officers response
Stanford in the Vale Parish Council	<p>Style of puffin crossing to have minimal street furniture. The puffin crossing should have no audio warning.</p> <p>Minimal & directional street lighting to be provided.</p> <p>VWHDC has confirmed a strategic housing site (200 dwellings) north of the current development. Will impact on probable usage of the crossing.</p> <p>Advertised location of puffin crossing is generally more acceptable than previous.</p>	<p>The signal equipment, including the numbers of poles & heads, will be provided in accordance with Department for Transport standards & specifications. Minimising the amount of equipment in line with the above parameters, providing hoods to the signal heads and turning the audible bleeper off overnight will all be investigated.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin crossing provision.</p> <p>Decisions on where pedestrians are going to cross the A417 from such a development to access the village amenities will be made at the time of a full planning application.</p> <p>Noted</p>
Thames Valley Police	Have no objection to the proposal.	Noted
AGSR (A Group of Stanford Residents)	The crossing is not far enough north. It should be located closer to the Ware Road/Farm Piece roundabout. Consequently it is not on the pedestrian	Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House, not at the existing refuge just south of the

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	<p>desire line.</p> <p>No assessment has been made of the actual need for a puffin crossing (footfall patterns & volumes).</p> <p>Other, busier, roads in Oxfordshire such as the A420 at Watchfield/Shrivenham and the A338 at East Hanney only have pedestrian refuges. Why do we need a puffin (signalled) crossing on Faringdon Road, Stanford in the Vale?</p> <p>The two long established & useful dropped kerbs close to the Pub and Garage should be maintained for the future convenience of village residents.</p>	<p>roundabout.</p> <p>See above response. The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. Residents frequently request improved pedestrian crossing facilities on other busier roads such as the A338 & A420.</p> <p>The existing dropped kerbs do not form part of this consultation.</p>
<p>Resident, Spencers Close</p>	<p>No technical study as to best place.</p> <p>Advertised puffin crossing position is a compromise which is no use to anyone.</p> <p>The need for a puffin crossing & associated street lighting is unnecessary urbanisation. A refuge should suffice</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House. Therefore the recommended location for the puffin crossing is 12m SE of its advertised location.</p> <p>The recommended location places the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. The proposed street lighting does not form part of this</p>

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	<p>when compared to other new 'similar' developments in Oxfordshire. Already a refuge at the roundabout end; put another refuge in at the Pub/Garage end.</p> <p>Advertised puffin crossing position is not on the pedestrian desire line for residents of the new development. In particular, teenagers crossing the road to catch a school bus will not use it. Also, pedestrians coming out of the High Street to visit the pub will not use it.</p> <p>Advertised puffin crossing position is outside of this resident's property. He does not want it here, particularly as the chosen location is not based on County Council research and investigation.</p> <p>If proposal goes ahead, hopes there will be an opportunity to consult on the detail of the traffic lights themselves, the warning bleeper and any additional screening that can be put in place to minimise disruption to his property.</p>	<p>consultation. It is to be provided irrespective of the puffin crossing provision. Faringdon Road is too narrow at the Pub /Garage end to accommodate a refuge.</p> <p>Agreed. The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The recommended location for the puffin crossing is no longer outside of this resident's property. However, it is now outside the rear of his neighbour's property. Research & investigation has been carried out by County Officers in order to select this location.</p> <p>Issues around the detail of the traffic lights have been raised by some as part of this consultation. The signal equipment, including the numbers of poles & heads, will be provided in accordance with Department for Transport standards & specifications. Minimising the amount of equipment in line with the above parameters, providing hoods to the signal heads and turning the audible bleeper off overnight will all be investigated. The signal heads on the NE side of Faringdon Road are approximately 7m from the back fence of the nearest Spencer Close property. Additional screening is not considered necessary.</p>
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	<p>Will be looking to make a claim under the Land Compensation Act.</p>	<p>Noted.</p>
<p>Resident, Spencers Close (at same address as above)</p>	<p>No evidence or narrative to show that full consideration has been given to the best/ chosen position of the puffin crossing.</p> <p>No evidence or narrative to show that due consideration has been given to the types of crossing available and that a puffin crossing is best for this location. It would totally urbanise this stretch of Faringdon Road.</p> <p>The position of the puffin crossing would not benefit the whole community.</p> <p>No evidence or narrative to show that the chosen crossing position is safe in terms of pedestrian/driver inter-visibility.</p> <p>Advertised puffin crossing position is adjacent to this resident's property. The crossing will be a nuisance in respect of noise (audible signal, users, & traffic flow); light pollution (street lighting & traffic lights); and particulate pollution/</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House. Therefore the recommended location for the puffin crossing is 12m SE of its advertised location.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. The Planning Inspector's view was that this stretch of Faringdon Road is already semi-urban & that the addition of a puffin crossing would not constitute a significant change.</p> <p>The recommended location places the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>Both the advertised & recommended locations for the puffin crossing accord with the visibility requirements of Local Transport Note 2/95. Siting the crossing at its recommended location increases the inter-visibility.</p> <p>The recommended location for the puffin crossing is no longer outside of this resident's property. However, it is now outside the rear of her neighbour's property. Turning the audible signal off overnight and providing hoods to the traffic lights will both be investigated. The proposed street lighting does not form part of this consultation. It is to be provided</p>

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	<p>health (reduction in air quality, family have asthma sufferers and annoyance & stress).</p> <p>Resident's outlook would change from being leafy and rural to being urban and the residents wish to remain in their property would change.</p>	<p>irrespective of the puffin crossing provision. Unfortunately there will always be some dis-benefit to the implementation of traffic management measures. However, this is generally considered to be outweighed by the greater benefit to the wider community.</p> <p>The Planning Inspector's view was that this stretch of Faringdon Road is already semi-urban and that the addition of a puffin crossing would not constitute a significant change. The signal heads on the NE side of Faringdon Road are approximately 7m from the back fence of the nearest Spencer Close property.</p>
<p>Resident, Spencers Close</p>	<p>The logical location for the puffin crossing was as originally proposed (outside of the Horse & Jockey Public House).</p> <p>If it really must be moved the current proposed location is a little too far NW from the Nursery End junction and should go back ten yards SE towards its original position. This will place the crossing in the correct location for the majority of the expected users.</p> <p>The proposal to install street lighting along the whole of the A417 at this location is not at all necessary.</p>	<p>Noted however the Parish Council asked that an alternative location should be considered.</p> <p>Agreed. The recommended location for the puffin crossing is 12m SE of its advertised location.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin crossing provision.</p>
<p>Resident, Spencers Close & member of the</p>	<p>In a questionnaire survey run by the NPSC in 2014, 80% of Stanford</p>	<p>Noted.</p>

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<p>Stanford in the Vale Neighbourhood Plan Steering Committee (NPSC)</p>	<p>parishioners surveyed felt that there was a high, or very high, need for a pedestrian crossing on the A417 between the Ware Road/Farm Piece roundabout and the High Street junction.</p> <p>The natural desire line for those walking or cycling to the school, playschool, football field or village hall would take them out of the pedestrian access at the NW end of the development, then along Farm Piece, Mawkes Close and Huntersfield. Therefore, feels that a better location for the puffin crossing would be immediately south of the Ware Road/Farm Piece roundabout.</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House.</p>
<p>Resident, Joyces Road,</p>	<p>Puffin crossing should be located much closer to Ware Road / Farm Piece roundabout. There is a direct pedestrian route from the footpath at the NW end of the development, through Farm Piece, to the village centre.</p> <p>The advertised location is not on any pedestrian desire line.</p> <p>If the crossing was located closer to the roundabout then this would negate the</p>	<p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House.</p> <p>The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin</p>

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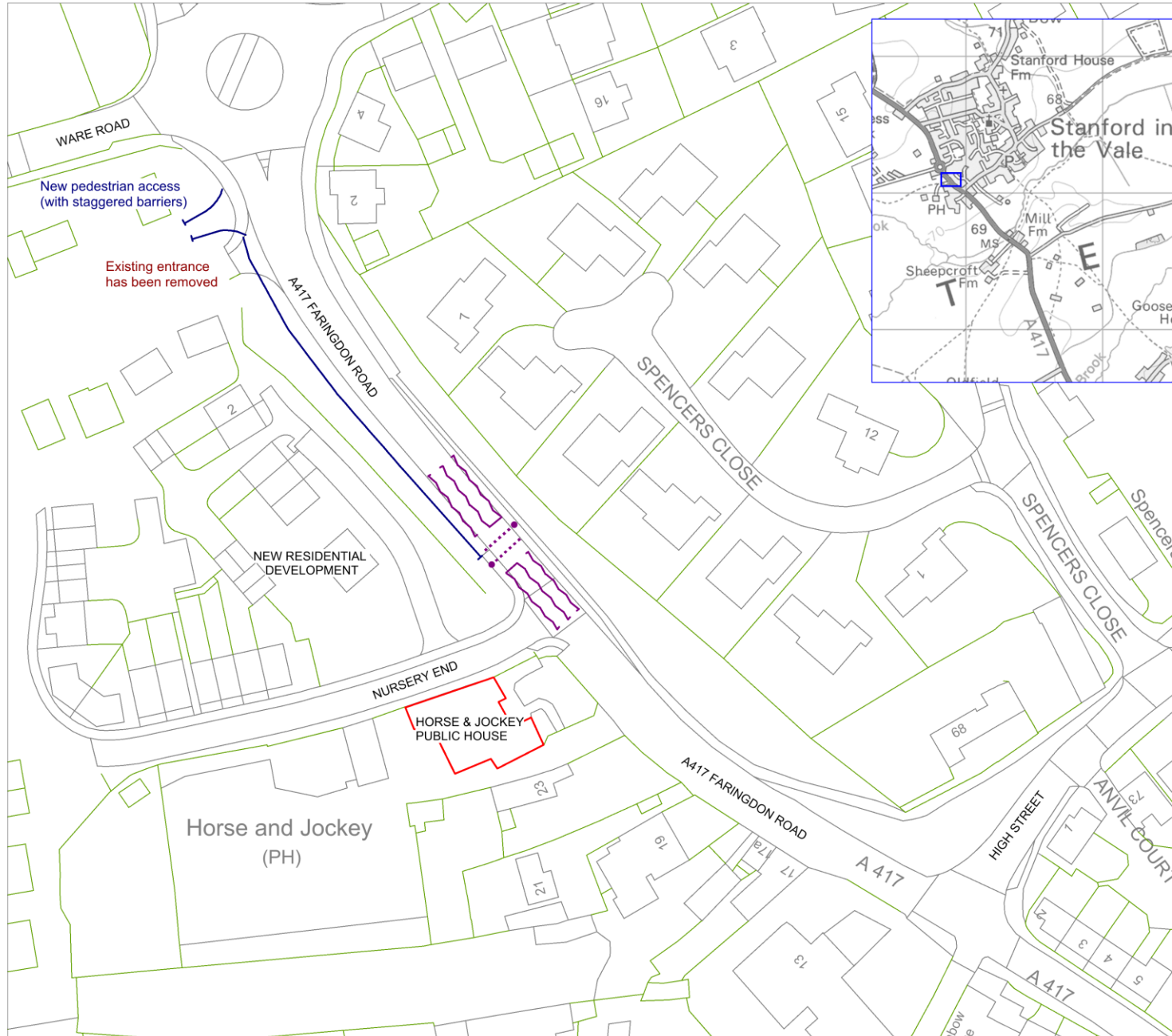
	<p>need for additional street lighting.</p> <p>Traffic/pedestrian volumes do not justify provision of a puffin (signalled) crossing. The A417 carries 57% of traffic compared to the A338. The A338 at East Hanney only has a pedestrian refuge; Stanford in the Vale should have the same. This would be less intrusive to the countryside environment.</p> <p>Regard must also be paid to retaining two long established dropped kerb points which are regularly used. The developer has advised that they are earmarked for removal.</p>	<p>crossing provision.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. East Hanney Parish Council & residents are campaigning at present for improved pedestrian crossing facilities on the A338. The Planning Inspector's view was that this stretch of Faringdon Road is already semi-urban and that the addition of a puffin crossing would not constitute a significant change.</p> <p>The existing dropped kerbs do not form part of this consultation.</p>
<p>Resident, Faringdon Road</p>	<p>No public consultation.</p> <p>No evidence based decision on location.</p> <p>Crossing should be located at the pedestrian access point at the NW end of the development, adjacent to the Ware Road/Farm Piece roundabout. This is the natural point for a number of reasons.</p> <p>Other roads such as the A338 & A420</p>	<p>This document reports the results of the public consultation.</p> <p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House.</p> <p>See above response.</p> <p>The County Council sought to obtain the best/safest type of</p>

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	<p>have more vehicles but only have refuges, not signalled crossings.</p>	<p>pedestrian crossing for the residents of Stanford in the Vale. Residents frequently request improved pedestrian crossing facilities on the A338 & A420.</p>
<p>Residents, Faringdon Road (all at the same address)</p>	<p>Not a proper consultation.</p> <p>No need for a puffin crossing. Other busier roads only have refuges.</p> <p>Not on pedestrian desire line, therefore an expensive & unused installation.</p> <p>No analysis of chosen location.</p> <p>Locating the crossing near to the Ware Road/Farm Piece roundabout would require fewer signs/poles and no additional street lighting.</p> <p>Excessive street lighting over this short stretch of the A417.</p> <p>Use of spinning cones on the crossing</p>	<p>This document reports the results of the public consultation.</p> <p>The County Council sought to obtain the best/safest type of pedestrian crossing for the residents of Stanford in the Vale. Residents frequently request improved pedestrian crossing facilities on other busier roads such as the A338 & A420.</p> <p>The recommended location for the puffin crossing is 12m SE of its advertised location. This will place the crossing as close as possible to the desire line of the majority of the expected users.</p> <p>Surveys carried out on 8 January 2016 indicated that the majority of pedestrians crossed Faringdon Road at the Nursery End junction/outside the Horse & Jockey Public House.</p> <p>See above response.</p> <p>The proposed street lighting does not form part of this consultation. It is to be provided irrespective of the puffin crossing provision.</p> <p>Rotating cones are a standard feature on crossing push-</p>

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	<p>push-button units dismissed.</p> <p>Existing dropped kerbs outside of the Pub and Garage need to be re-instated.</p>	<p>button units to aid deaf/visually impaired users.</p> <p>The existing dropped kerbs do not form part of this consultation.</p>
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Drawing No. _____ Revision 4

- Proposed new crossing detail (recommended location)
- Proposed new 2m wide footway

- Notes.
- * Distance from left turn drivers position at Nursery End 'give way' line to A417 Puffin STOP line - 10m.
 - * Width of crossing - 3m.
 - * Distance between Puffin STOP line and studs - 3m.
 - * Distance from Nursery End centre line to Puffin centre line - 17.3m.

Site Location

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**CONSULTATION PLAN
RECOMMENDED LOCATION**

**A417 FARINGDON ROAD,
STANFORD-IN-THE-VALE
PROPOSED PUFFIN CROSSING**

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM	LT	LT
Date drawn:	Date checked:	Date approved:
03/03/2016	03/03/2016	03/03/2016

Drawing No. _____ Revision 4