

CABINET MEMBER FOR ENVIRONMENT – 27 APRIL 2017

PROPOSED PUFFIN CROSSING AND WAITING RESTRICTIONS – LONDON ROAD, WHEATLEY

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to install a puffin crossing on the London Road at Wheatley northwest of its junction with The Glebe, and also the provision of waiting restrictions in the vicinity of two new accesses to residential development on the north side of London Road.

Background

2. A consultation on a proposal to provide a puffin crossing (a signal controlled crossing for use by pedestrians) was carried out in the summer of 2016; objections were received and were reported to the Cabinet Member for Environment decisions meeting on 24 November 2016, where it was agreed to review possible alternative locations for the crossing. A further consultation on a revised crossing location, and a separate consultation on proposed waiting restrictions related to the above development (but not otherwise material to the proposed crossing) have now been carried out. The original and revised locations of the puffin crossing are shown at Annex 1 and 2 and the proposed waiting restrictions at Annex 3 and 4.

Consultation

3. The formal consultation on the waiting restrictions was carried out between 12 January and 10 February 2017, and the consultation on the revised location of the puffin crossing between 16 March and 14 April 2017. A public notice was advertised in the Oxford Times and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the local County Councillor, and letters sent to nearby properties.
4. Six responses were received. These comprised a response from Thames Valley police expressing no objection to either the proposal, though noting that the proposed waiting restrictions would be a low priority for enforcement, and also commenting that on the south side of London Road, where single yellow lines are currently proposed, that double yellow lines might be more appropriate.

5. Two objections were received in respect of the proposed puffin crossing, including from a representative of the St Mary's Close Action Group and another resident of St Mary's Close. These noted that while the revised crossing location was an improvement on that previously consulted on, a crossing between the junction of The Glebe and the western access (as previously requested) would be on the desire line for pedestrians and therefore would be strongly preferable to the current proposal on both pedestrian safety and amenity grounds.
6. Two objections were received from residents (of The Glebe and London Road) in respect of the proposed waiting restrictions by the two new accesses onto London Road being created for the development. One of these cited concerns that the removal of parking would lead to higher speeds on London Road presenting a safety risk, and would also displace parking into side roads including The Glebe and St Mary's Close; the other expressed the opposite view that the restrictions were not sufficiently extensive, and suggested that consideration is given to no waiting at any time restrictions between the Church Road and Holloway Road junctions.
7. A further response from a member of the public expressed no concern over the proposed puffin crossing, but sought clarification on aspects of its design.

Response to objections and concerns

8. The response of Thames Valley police is noted; the proposals for the waiting restrictions and specifically the use of single yellow lines (rather than double yellow lines) on the south side of London Road was proposed as evening parking here was not considered to present a safety risk, but that restrictions during the working day would be helpful to facilitate the movement of larger vehicles (such as refuse collection vehicles).
9. The objections to the proposed revised siting of the puffin crossing are both primarily on the grounds that at crossing east of the junction with The Glebe would be considerably preferable in terms of meeting the main desire line for crossing movements, and would therefore help ensure the maximum safety benefit from the crossing. While it is accepted that the suggested site does have merits from this perspective, it is not considered that a signalled crossing could be safely accommodated here when taking account of the Department for Transport guidance on pedestrian crossings, this is because of its position in relation to side road junctions.
10. The suggested alternative provision of a raised zebra crossing has been considered in depth (a raised crossing would be required as the recorded traffic speeds would otherwise be in excess of the recommended maximum for a zebra crossing), but there are factors – including the acceptability of introducing an isolated road hump on the London Road- that are judged to make this type of crossing provision also unsuitable. Unfortunately it not possible to achieve a formal crossing safely and in line with DfT guidance in this location.

11. The two objections to the waiting restrictions from members of the public are noted – it is accepted that parking can have both positive effects in terms of reducing speeds, but may also present a hazard by restricting visibility at junctions and an obstruction to the passage of vehicles, including cyclists.
12. The current proposals relate only to the immediate vicinity of the two new accesses and would not materially impact on the parking on the road as a whole, and indeed can be considered to be simply giving legal effect to the Highway Code advice not to park within 10 metres of a side road junction, with it being probably unlikely that in practice drivers would choose to park on the lengths of road included in the proposed restriction.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of vehicles and pedestrians and in the area which will significantly increase as a result of the adjacent residential development.

Financial and Staff Implications (including Revenue)

14. Full funding for the proposal has been secured from the developer including appraisal of the proposals, consultation and preparation of all paperwork.

RECOMMENDATION

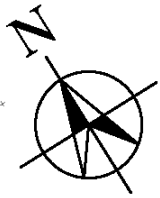
15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals as advertised and described in the report.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

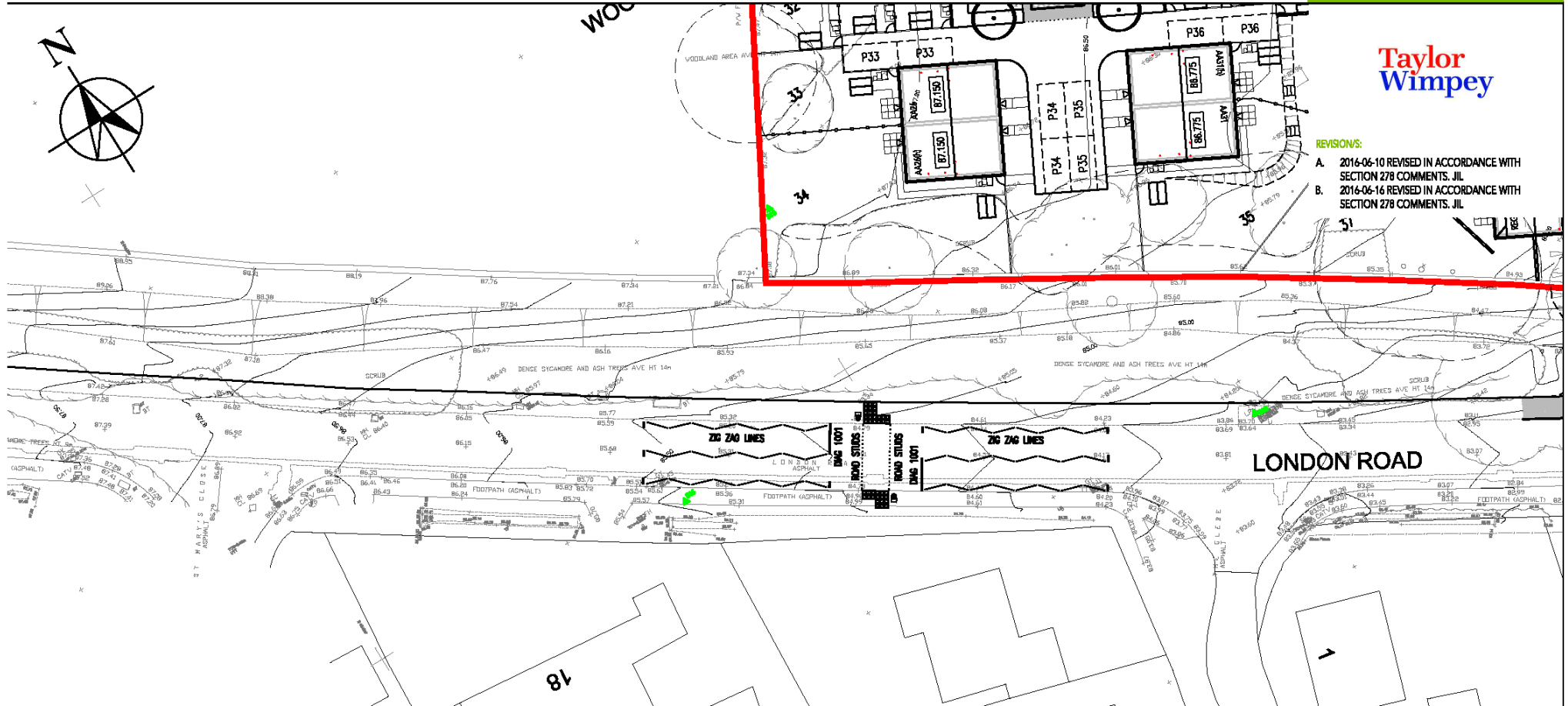
April 2017



Taylor Wimpey

REVISIONS:

- A. 2016-06-10 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL
- B. 2016-06-16 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL



ROAD AND SEWER ADOPTIONS

1. All works for adoption under a Section 38/278 agreement shall be carried out to the Highway Authority Specification for Road Construction in Residential Areas and to the approval of the Area Highway Authority.
2. All works for adoption under a Section 104/185 agreement shall be carried out to the National Water Council guide "Sewers for Adoption" 7th Edition and shall be in accordance with the Drainage Authority's additions and amendments.
3. Any works carried out on site prior to confirmation of technical approval for Section 104/185 and Section 38/278 Agreements (including street lighting approval) are entirely at the developers risk.
4. Streetlighting positions to be pegged on site and agreed by the Local Authority PRIOR to erection commencing.

GENERAL NOTES

1. Do Not Scale from this drawing.
2. The contractor is to check and verify all buildings and site dimensions and levels, including existing sewer invert levels, before works start on site. The contractor is to comply in all aspects with the current building legislation, British Standards, building regulations etc.
3. Positions of existing services/statutory undertakers apparatus adjacent to or crossing proposed excavations are to be checked by the contractor prior to starting work.
4. This drawing is to be read in conjunction with and checked against all other drawings, engineering details, specifications and any structural, geotechnical or other specialist document provided.
5. Any anomaly or contradiction between any of the above is to be reported to Focus on Design.
6. This drawing is schematic for clarity only, positions of pipe runs and manholes may vary on site due to site conditions.
7. Where trees adjacent to the highway are proposed, root barriers of an approved type are required to prevent future structural damage to the highway.

ROAD MARKINGS AND PUFFIN CROSSING NOTES

1. This drawing is to be read and road markings installed in accordance with the Traffic Signs Regulations and General Directions 2002.
2. Refer to Canwells' drawing no. C/1325/100 for full details of proposed Puffin Crossing.



CMDE7

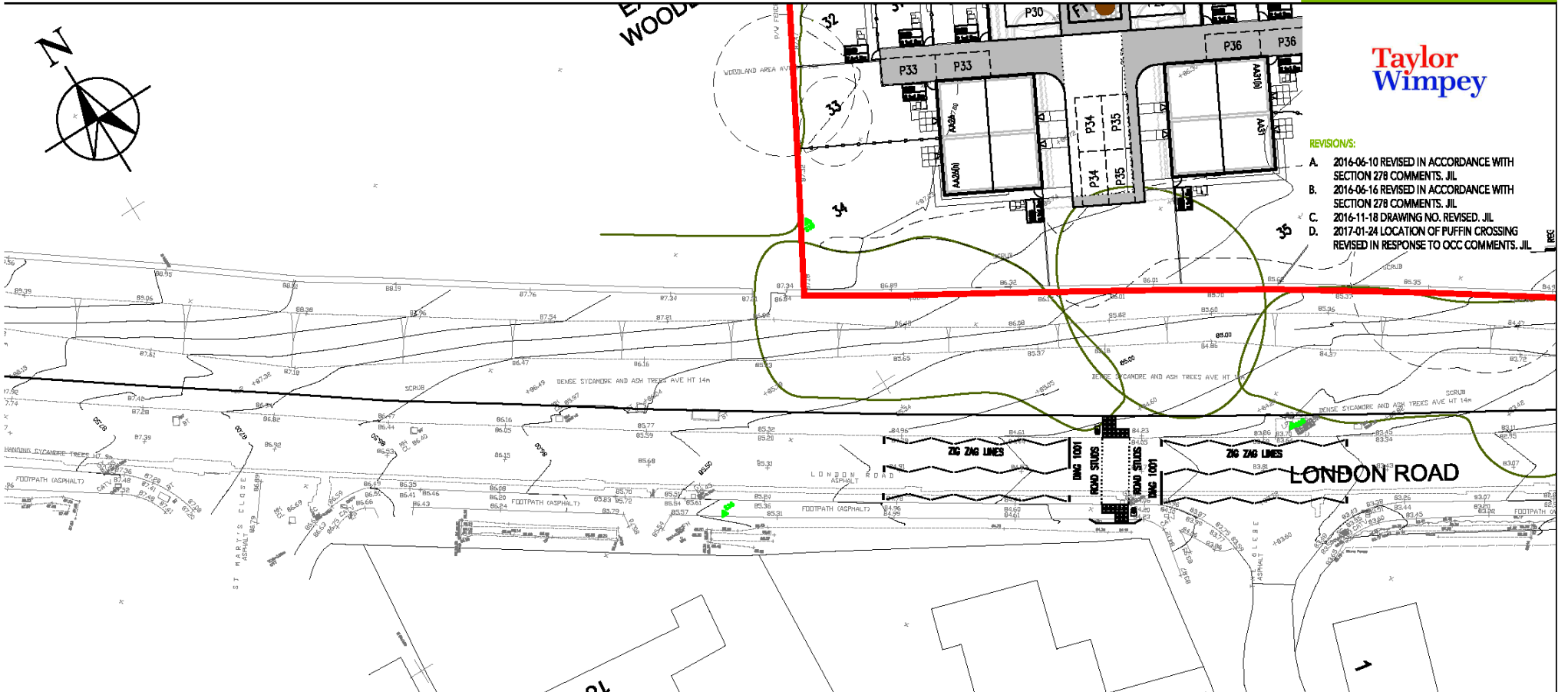
LONDON ROAD, WHEATLEY

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Taylor Wimpey

REVISIONS:

- A. 2016-06-10 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL
- B. 2016-06-16 REVISED IN ACCORDANCE WITH SECTION 278 COMMENTS. JIL
- C. 2016-11-18 DRAWING NO. REVISED. JIL
- D. 2017-01-24 LOCATION OF PUFFIN CROSSING REVISED IN RESPONSE TO OCC COMMENTS. JIL



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TRAFFIC REGULATION ORDER PLAN

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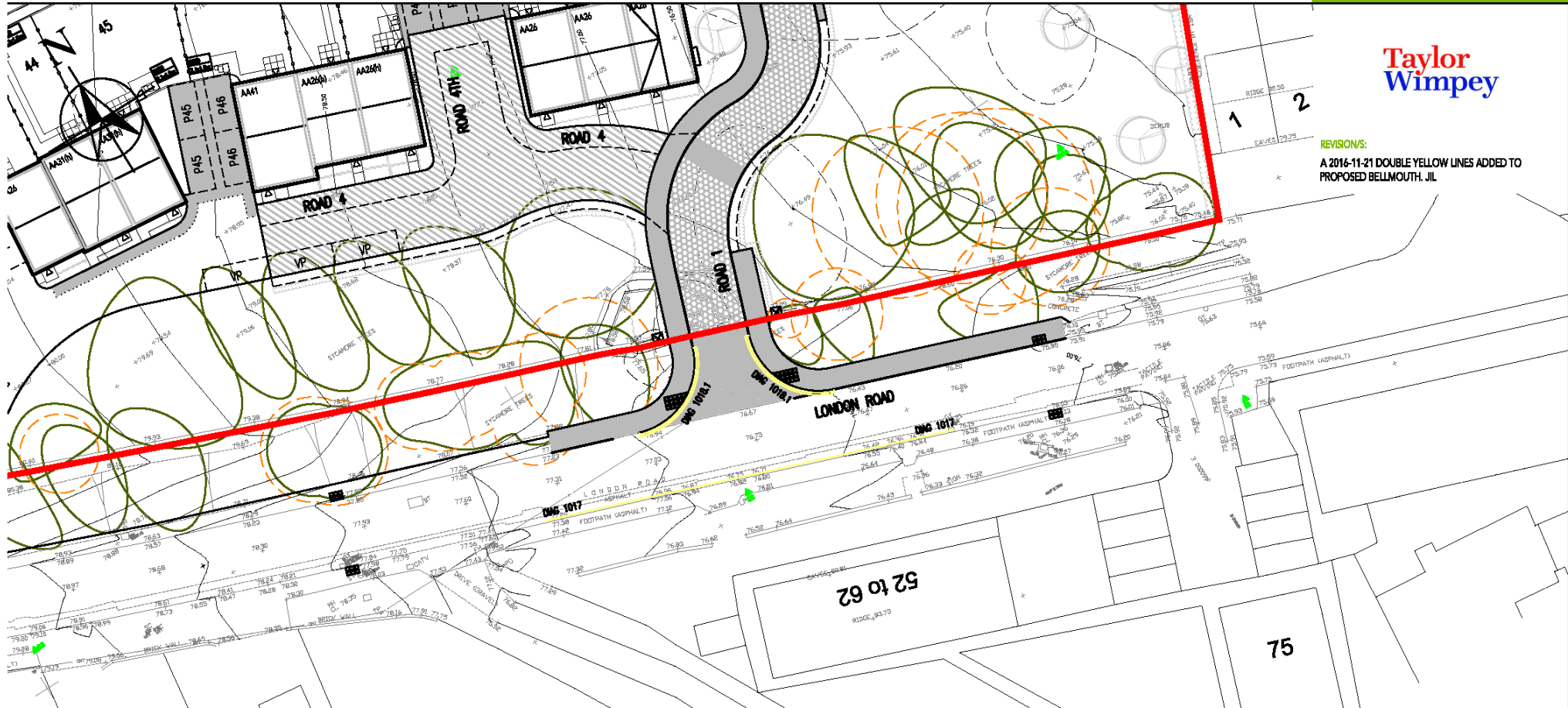
DATE: FEB 2016
DRAWN: JIL

DRAWING TITLE: TRAFFIC REGULATION ORDER PLAN
DRAWING NO: 0554/310/1 D

THE OLD BREWERY, LODWAY, PILL, BRISTOL. BS20 0DH
01275 813380 01275 813391 e:admin@focusdp.com



REVISIONS:
A 2016-11-21 DOUBLE YELLOW LINES ADDED TO PROPOSED BELLMOUTH. JIL



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RESPONDENT	COMMENTS
(1) Thames Valley Police	<p><u>Parking Restrictions</u> – No objections – though notes that such restrictions feature extremely low in terms of any enforcement action by Thames Valley Police. Also queried the proposed use of single yellow lines (as opposed to no waiting at any time restrictions) on the south side of London Road, and suggested that no waiting at any time would be more appropriate and consistent with the Highway Code advice not to park within 10 metres of a junction.</p> <p><u>Puffin Crossing Revised</u> - No objection to the amended crossing location.</p>
Resident (The Glebe, Wheatley)	<p><u>Parking Restrictions</u> - Object – these will only push people to park in the Glebe and St Mary's even more than the current church visitors do. Frequently I have to ask people to move their cars so I may access my own drive and I fear this will increase if yellow lines are added to London Road.</p> <p>I would also like to point out that there is no restriction to parking around the Glebe or St Mary's at present and there has not been an issue with lack of safety. Also that when cars do park on the on London Road the speed of cars traveling along London Road actually reduces and safety for all users increases. So I feel the argument for increased safety is actually wrong as if the road is clear of parked cars the vehicles travelling along London Road will actually increase as the road will be free.. I would prefer to slow down and wait to pass a parked car than see cars speed when travelling along London Road, I also fear that if yellow lines are increased and speed of vehicles do increase the road will be littered with speed humps as seems to be the favour of choice of vehicle calming in Wheatley which do nothing except make Wheatley a mess and damage owners cars.</p> <p>I would rather wait until the development is occupied and then look to see if there is a problem with traffic or safety. To act now is to second guess a problem which is not present. Let's wait and see before spending money on something that may not be needed and will have a knock on effect for other people.</p>

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<p>Resident (London Road, Wheatley)</p>	<p><u>Parking Restrictions</u> – Object - The proposal doesn't allow for enough double yellow lines along the London Road. There is no reason why anyone needs to park on this stretch of road. Other than opposite the new entrance to the new development currently nobody parks on the side of the road because stationary vehicles are at risk of being damaged, especially during the dark hours; suggests that double yellow lines continue from the Kings Arms up-to the Moreland House doctor's surgery. This is already a very busy road with all too often lorries, van and cars moving at high speed along it and the new development will add further traffic. Cars are constantly coming out of the drives from the resident's homes on the London Road. If there are no double yellow lines outside my house, 48 London Road, I can foresee difficulties in getting out of our drive if parked cars are obstructing our vision up and down the road.</p>
<p>Resident (St Marys Close, Wheatley)</p>	<p><u>Puffin Crossing Revised</u> – Object - considers that the crossing should be sited between the junction of The Glebe and the western access to the new development on the grounds that this is on the pedestrian desire line – therefore encouraging its use and reducing vehicle trips between the development and the village amenities and has better sight lines. A zebra crossing is considered preferable.</p>
<p>St Mary's Close Action Group</p>	<p><u>Puffin Crossing Revised</u> Object – while the revised location of the crossing is preferable to the original proposed location, it is still considered that a crossing sited between the junction of The Glebe and the western access to the new development on the grounds that this is on the pedestrian desire line. Considers that a raised zebra crossing would be acceptable and that this would not present any appreciable risk of noise disturbance, or otherwise adversely affect traffic movements on London Road. Considers the grounds cited by the County Council for preferring the current proposals to be either unfounded or of low significance.</p>
<p>Resident (but address not supplied)</p>	<p><u>Puffin Crossing Revised</u> - no objection but queried the footway provision on the north side of the road, and the whether the crossing would include traffic signals.</p>