

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER

PROPOSED ZEBRA CROSSING AND AMENDED WAITING RESTRICTIONS, THE BROADWAY, DIDCOT

Report by the Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to provide a new zebra crossing and amended waiting restrictions at The Broadway, Didcot, in the vicinity of its junction with High Street.

Background

2. The above measures are proposed in conjunction with the redevelopment of the adjacent Orchard Centre and the associated closure of High Street to the north of The Broadway. Plans showing the proposals are shown at Annex 1 (zebra crossing) and Annex 2 (parking restrictions).

Consultation

3. Formal consultation was carried out on the proposed zebra crossing between 17 May and 16 June 2017 and 28 June and 28 July 2017 for the proposed waiting restrictions. For both consultations, a public notice was placed in the Didcot Herald newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council and the local County Councillors. Additionally letters were sent to approximately 30 nearby properties, including businesses and residents.
4. 5 responses were received. These are summarised at Annex 3 and are available for inspection in the Members' Resource Centre.
5. Thames Valley Police and the local County Councillor expressed no objection to the proposals, with the latter noting the importance of providing safe infrastructure for pedestrians, particularly bearing in mind the concerns raised over the recent changes in Station Road as part of the same development.
6. Three objections were received, all in relation to the proposed reduction in parking provision as a result of the proposed zebra crossing.
7. Didcot Town Council commented that during the planning stages of the Orchard Centre development, assurances were given that there would be no

loss of amenity. The town council considers parking to be an amenity and therefore opposes the loss of parking, particularly for disabled space users, and requested that an alternative site be found for the zebra crossing to the west of the High Street junction, which does not have the same impact on parking.

8. A business on The Broadway objected on the grounds of the loss of parking for customers, noting that their business included the need for some customers to park close to the store.
9. The remaining objection was from a resident concerned about the loss of parking in the evening.

Review of responses

10. Didcot Town Council's comments on the loss of the parking and their request for the consideration of an alternative site for the zebra crossing to the west of the High Street junction are noted (but noting also that none of the affected parking spaces are reserved for disabled persons). However, the removal of the signals at the High Street junction with The Broadway removed the signalled crossing point for pedestrians to the east of the junction incorporated in the junction layout, and the proposed zebra crossing, therefore, is intended to avoid the loss of amenity and safety for pedestrians crossing here.
11. In respect of Didcot Town Council's request for the consideration of an alternative site to the west of the High Street junction that would have a lesser impact on parking, there appears to be no such site between the High Street junction and the signalled crossing approximately 140 metres to the west.
12. The objections from the nearby business and member of the public on the loss of parking are similarly noted, but as discussed above, there appears to be no alternative provision for pedestrians which would avoid this loss.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of traffic and pedestrians.

Financial and Staff Implications (including Revenue)

14. Funding for proposals has been provided by the developer of the Orchard Centre.

RECOMMENDATION

15. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised.**

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OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plans of proposed crossing & restrictions
 Consultation responses

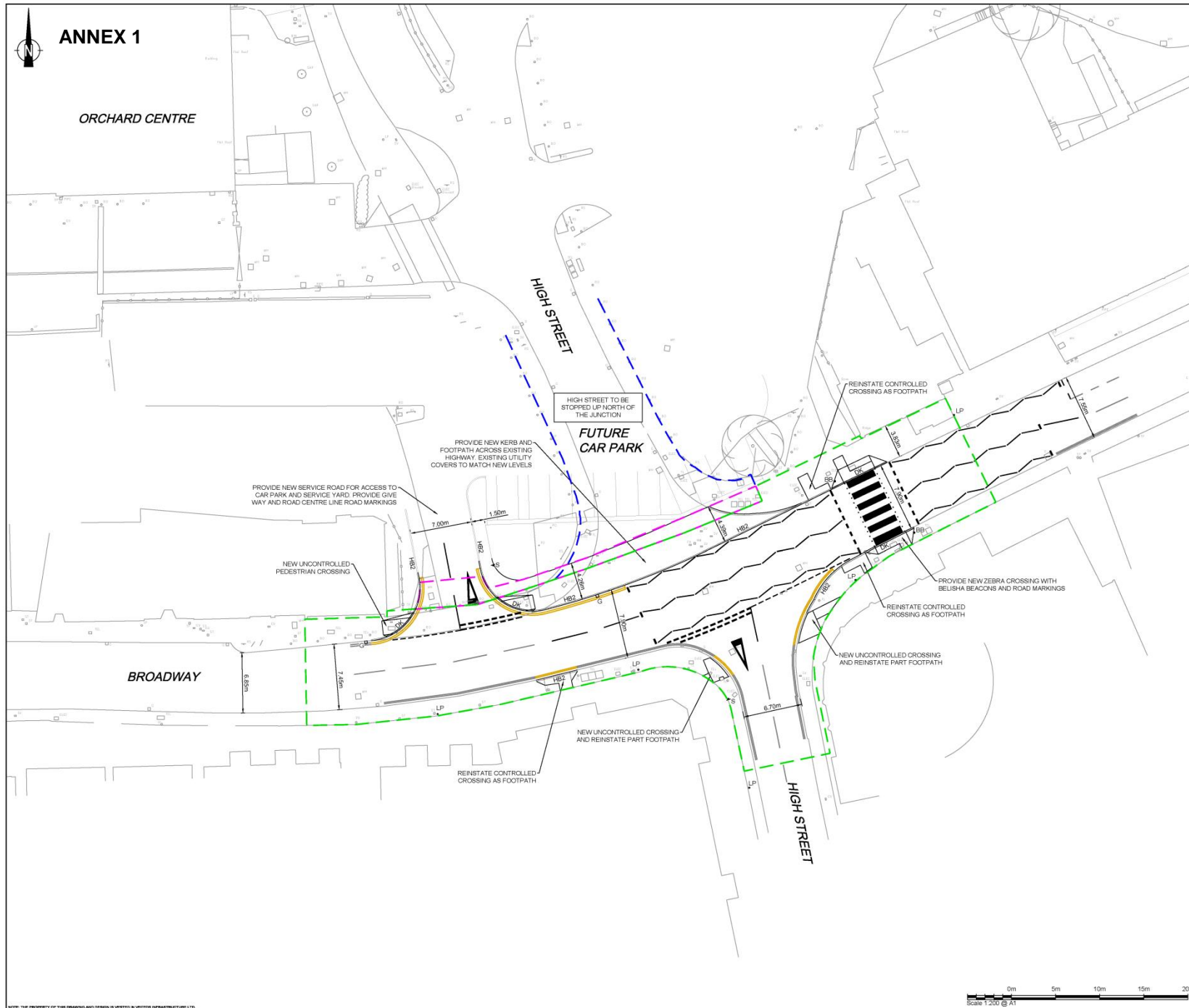
Contact Officers: Anthony Kirkwood 07392 318871

September 2017



ANNEX 1

ORCHARD CENTRE



NOTES
 1. FOR OVERALL SITE PLAN AND GENERAL NOTES REFER DRAWING VD15305-D001

KEY
 PLANNING BOUNDARIES
 - PROPOSED s278 BOUNDARY
 - PROPOSED s38 BOUNDARY
 - OWNERSHIP BOUNDARY
 - STOPPING UP BOUNDARY
 NOTE: BOUNDARIES ARE INDICATIVE ONLY

PROPOSED INFRASTRUCTURE WORKS
 DK DROPPED KERB
 HB2 HALF BATTERED KERB - TYPE 2
 SURFACE WATER GULLY
 ROAD SIGN
 BELISHA BEACON
 LIGHT POLE

FOR TECHNICAL APPROVAL

C	ISSUED FOR TA	TL	PW	11.09.15
A	PRELIMINARY ISSUE	TL	PW	08.02.15
A	PRELIMINARY ISSUE	TL	PW	18.08.15
REV	DETAILS	DRAWN	CHECKED	DATE

CLIENT:
HAMMERSON UK PROPERTIES PLC

PROJECT:
ORCHARD CENTRE EXTENSION S278 HIGHWAY WORKS

DRAWING TITLE:
GENERAL ARRANGEMENT BROADWAY SERVICE ACCESS

SCALE:
1:200 at A1

DRAWN: TL CHECKED: PW DATE: SEPTEMBER 2015

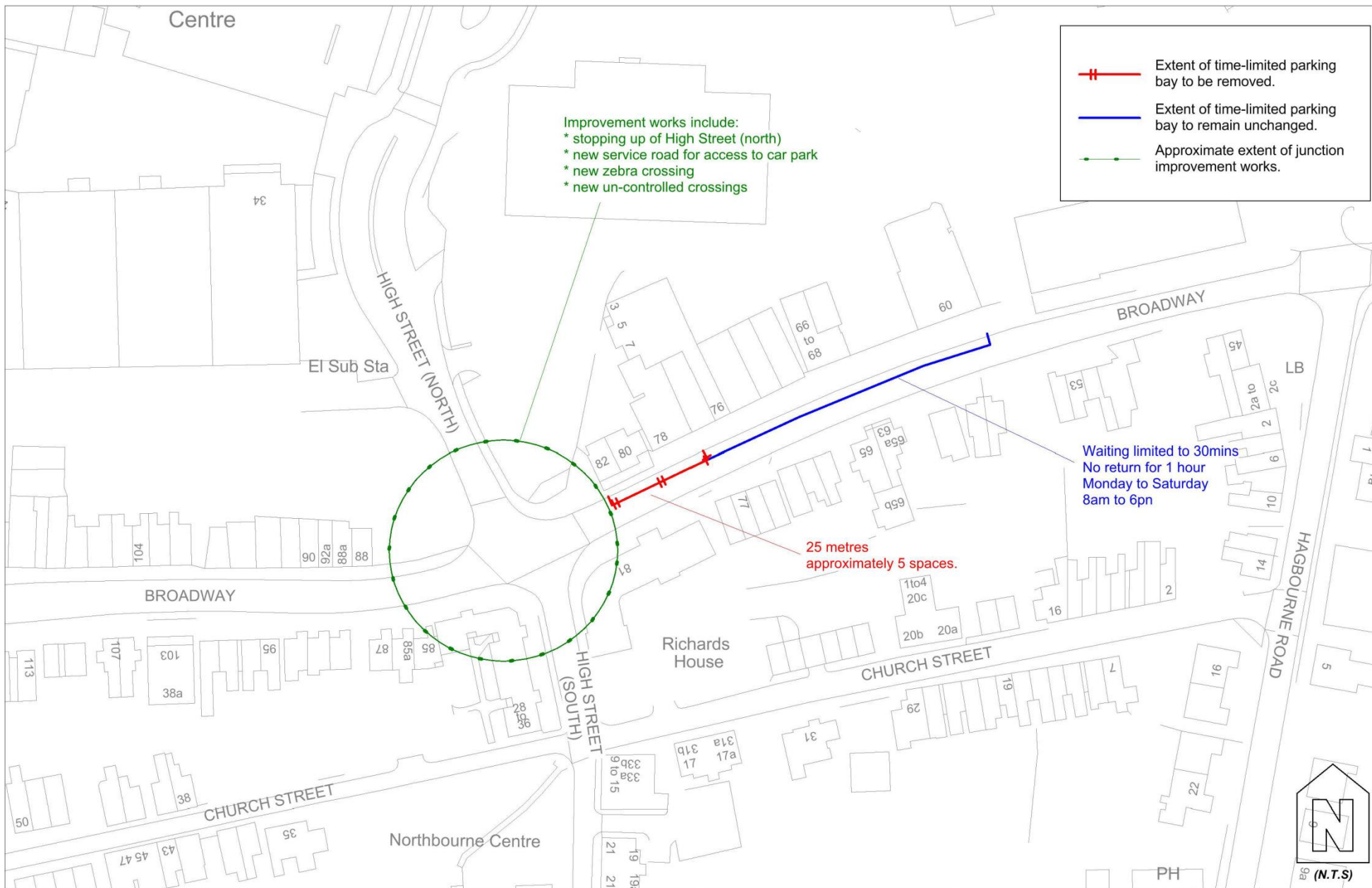
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DRAWING NUMBER: **VD15305-D114** REVISION: **C**

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OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p><u>Parking Restrictions</u> - No Objection - Any action by the Police in response to this kind of parking is governed by many factors. These include the seriousness of the offence, the road and traffic conditions at the time and the existence of other more pressing commitments for local police officers.</p> <p>In terms of operational priorities our officers are encouraged to give preference to offences which might directly affect public safety followed by those which have an impact on traffic flow on main traffic routes. However even those priorities must be viewed in the context of the many other more pressing and demanding commitments which our officers face.</p> <p><u>Zebra Crossing</u> - No Objection - Please ensure that the design meets current standards and that current traffic speeds also support such design.</p>
(2) Local County Cllr, (Didcot Ladygrove)	<p><u>Zebra Crossing</u> - No Objection - Pedestrian safety is a concept not easily discussed in relation to this area, particularly in regard to the re-opening of Station Road, which entails certain vehicles running in what was formally a wholly pedestrianised area.</p> <p>Careful thought is therefore needed to the precise final location of any proposed crossing point. Members of the Didcot Town Council have already voiced their concerns regarding the mix of buses and pedestrians of all ages, Some to the point of publicly predicting fatalities as a result.</p> <p>From many years of observation I contend that some pedestrians do tend to relax their vigilance at formal crossings, any lack of concentration (becoming almost unthinking) should be guarded against and allowed for here.</p> <p>Many Didcot townspeople are still staggered by the vehicle movement concept embraced in this locality. Nothing done here should not add to this feeling of hazard engendering on the part of OCC; rather any action taken or additional road safety measures implemented must seek to lessen them as well as improve safety.</p> <p>Any properly thought through safety considerations and subsequent measures are desirable if carried through</p>

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	appropriately, never more so than here.
(3) Didcot Town Council	<u>Parking Restrictions</u> - Object - During the planning stages of the Orchard Centre development Didcot Town Council was assured that there would be no loss of amenity. Didcot Town Council considers parking to be an amenity and opposes the loss of parking, particularly for disabled space users, that this proposal would bring. The Town Council opposes the current placement of the pedestrian crossing and seeks that an alternative site be found which does not have the same level of impact on parking. It is suggested that an alternative site be considered on the other side of High Street.
(4) Business Owner, (The Broadway, Didcot)	<u>Parking Restrictions</u> – Object - Being shop owners on The Broadway we are concerned about losing 20% of the parking on lower Broadway to the proposed pedestrian crossing, we also need the parking outside for programming car keys. After going through two lots of development around us we find it most unfair that we are going to lose valuable parking for our customers when parking is hard to find as it is.
(5) Resident, (The Broadway, Didcot)	<u>Parking Restrictions</u> - Object - This is purely due to removal of parking spaces which residents use 'out of hours' without proposal of alternative replacements.