

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED PUFFIN CROSSING – LONDON ROAD, WHEATLEY

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents an objection 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.

Background

2. The puffin crossing (a signal controlled crossing for use by pedestrians) is proposed to help improve pedestrian safety in light of the development of adjacent land for residential purposes. The location and detail of these proposals is shown in **Annex 1** and **Annex 2**.

Consultation

3. The formal consultation on the proposals was carried out between 7th July and 5th August 2016. 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. Three responses were received, comprising one objection from the representative of the St Mary's Close Action Group, a response from a resident of St Mary's Close suggesting an amendment to the proposal, and a response from Thames Valley Police raising no objections to the proposal. These are summarised in **Annex 3**. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Objections and concerns

5. The objection submitted by the St Mary's Close Action Group was on the grounds that its siting would not be on the desire line for pedestrians crossing to and from the new development, leading to the risk that pedestrians – and in particular children and young adults accessing the schools and other village amenities would not use the crossing, presenting a significant hazard to themselves especially taking account of the traffic speeds on this part of London Road, where speeding is reported to frequently occur. The Group suggested that the crossing therefore be sited to the east of the junction with The Glebe.

6. The response from the resident of St Mary's Close raised concerns relating to the access for pedestrians from the development to the proposed crossing, and also – as with the above objection – the risk that pedestrians would not divert from their natural desire line to cross to The Glebe (and the footpath link between the southern end of The Glebe into Church Road), and therefore not use the crossing. Concerns were also expressed over the visibility of the signals on the north side of the road (and pedestrians waiting to cross the road from the north side) for traffic travelling south east on the London Road. It was suggested that the crossing therefore be relocated further to the east.
7. The above resident also raised a concern that the new footway provision on the north side of the road was not in accordance with an undertaking previously given by the developer in respect of interference with the existing verge and adjacent bank and the consequent loss of vegetation and wildlife habitat.
8. The response of Thames Valley Police is noted.

Response to objections and concerns

9. The siting of the crossing has been carefully considered taking account of local site constraints, and specifically the existing and proposed junctions in the vicinity together with the presence of the frequent accesses to premises on the south west side of the road, and the proposed location reflects an amendment to a previous layout (as recognised in the objection made by the St Mary's Close Action Group) to reduce the diversion required for pedestrians crossing to and from The Glebe. There does not appear to be a suitable site for the crossing in the general area suggested by the Action Group and the resident.
10. The concerns raised by the resident on the access to the crossing by pedestrians on the north side of the road, and on the visibility of the crossing for vehicles travelling east are noted. The proposal includes the construction of a 1.8 metre width footway on the north side to provide a safe and convenient access to the crossing. The concern expressed over the loss of verge and habitat is noted but not considered material to this consultation.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

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

RECOMMENDATION

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

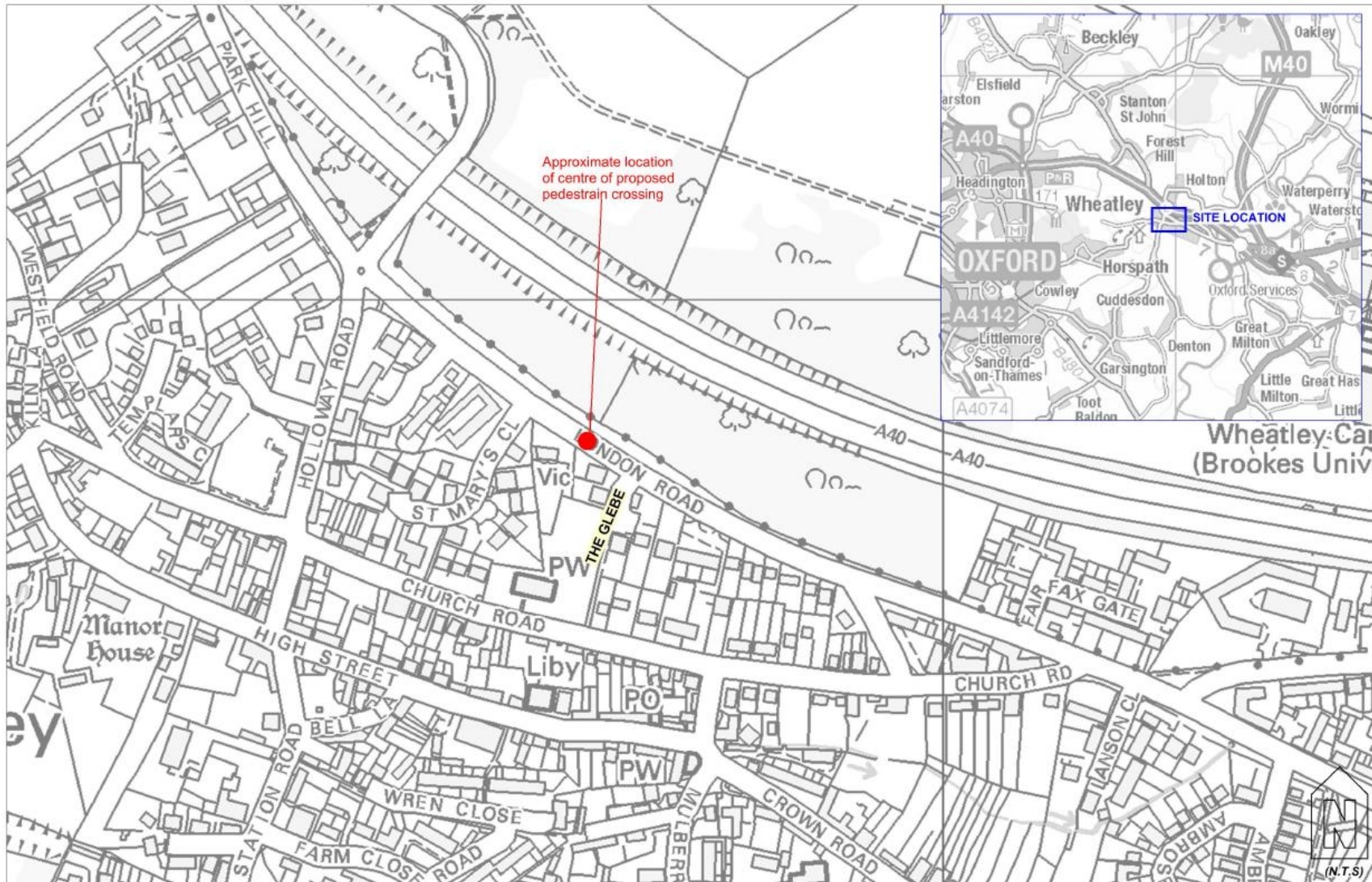
CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

November 2016

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



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Date drawn: 08/07/2016
Drawn by: CJM

Map centre:
easting, 459816, northing, 205894

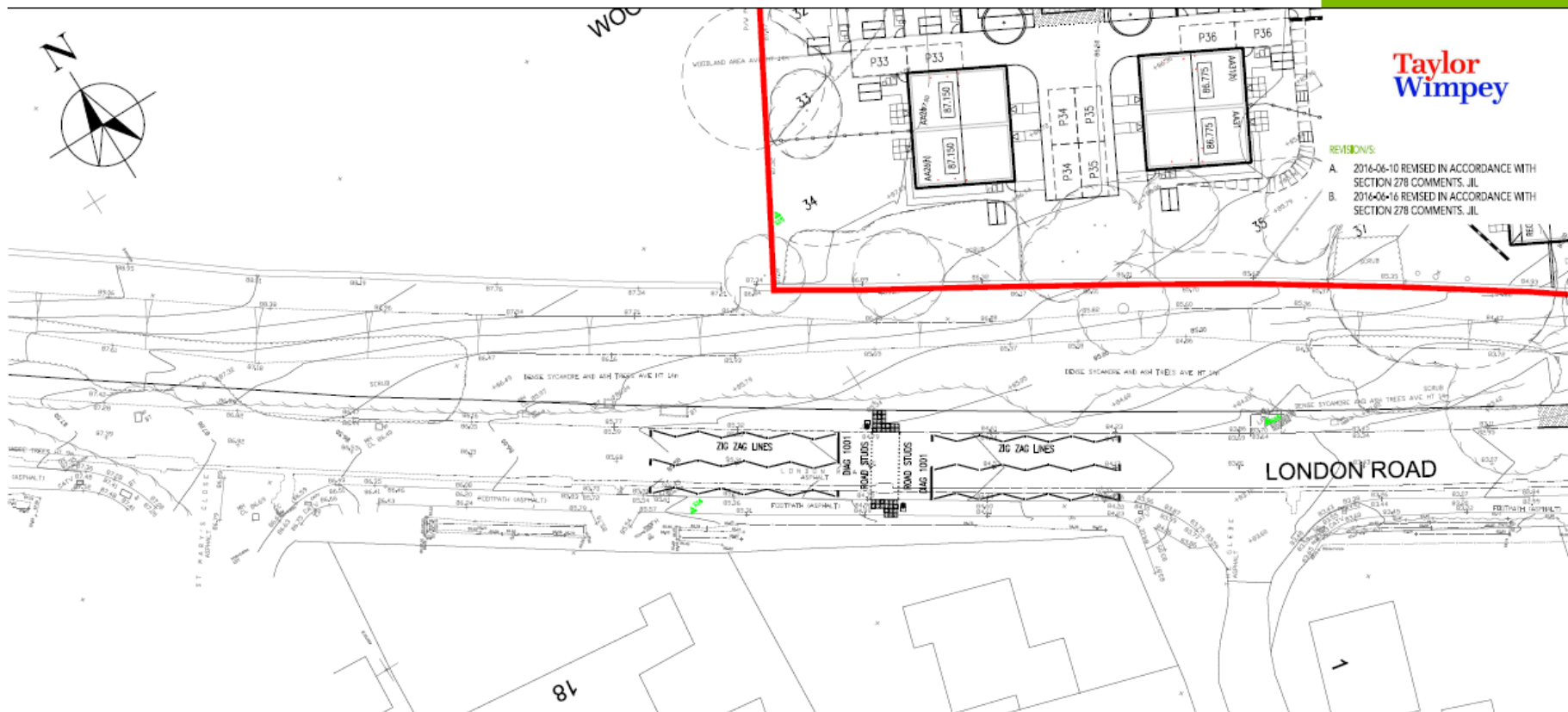
LONDON ROAD, WHEATLEY

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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



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 Canwell's drawing no. C/1325/100 for full details of proposed Puffin Crossing.

TRAFFIC REGULATION ORDER PLAN

SCALE: 1:500 @ A4
 0 1 2 3 4 5 (m)

DATE: FEB 2016
 DRAWN: JIL

DRAWING TITLE: TRAFFIC REGULATION ORDER PLAN
 DRAWING NO: 0554010 B

THE OLD BREWERY, LODWAY, PILL, BRISTOL, BS20 0CH
 01275 813300 401275 813381 admin@focusdp.com



ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection
(2) St Mary's Close Action Group	<p>Objects - The Oxfordshire County Council proposal to construct a Puffin Crossing 35 metres west of the junction with The Glebe is an improvement on the original application, as the extra distance pedestrians would be required to walk would be reduced from 120m to 70m. However, this is still significant. We therefore have to believe that many pedestrians will not opt to go out of their way when accessing the village. Instead, they'll take the shortest route avoiding the proposed crossing altogether. This is considered a major potential safety issue for pedestrians, especially as there will be many young families and children living in the new development, and also taking account of known speeding problems on the London Road</p> <p>These inherent safety issues with the proposal are best mitigated by re-positioning the pedestrian crossing between the Glebe and the western access road to the new development, as it represents a logical crossing point for access to the village via The Glebe (and as the group requested at SODC Planning Committee on 18th November 2015).</p>
(3) Resident, (St Mary's Close)	<p>Whilst not opposed to the idea of a Puffin Crossing, notes that there is no apparent direct route from the southern side of the development site to the northern end of the crossing at its proposed site either by a footpath direct from the western end of the development (which would require an additional breach in the wall) or by a footpath along the northern edge of London Rd from the western access road to the development to the northern end of the crossing (which would require a reduction in the width of the bank by approx. 1.8m, and possible undermining of the foundations of the wall – in direct contravention of the specific undertaking given by Taylor Wimpey in their planning application that there would be no reduction in the existing bank or damage to its fauna and flora beyond cutting in the access roads.).</p>

CMDE10

	<p>Also considers that the sight lines for a vehicle travelling east along London Rd of the crossing are not adequate particularly taking account of the actual speed of traffic here</p> <p>It would be safer and more practical if the crossing were sited at one or other of the proposed access roads to the site to align better with the pedestrian desire lines thereby encouraging its use and thereby also reducing vehicle movements from the development to the village amenities.</p>
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