

**DEPUTY LEADER AND CABINET MEMBER FOR HIGHWAYS, STREETSCENE AND BROADBAND – CLLR JOHN THOMSON**

**HIGHWAYS AND TRANSPORT SERVICE**

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**REFERENCE:** HSB-35-14

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**A338 HIGH STREET, COLLINGBOURNE DUCIS**  
**PROPOSED PUFFIN CROSSING**

**Purpose of Report**

1. To consider the comments received following the formal consultation associated with the proposed PUFFIN Crossing.

**Relevance to the Council's Business Plan**

2. Outcome 2 of the Business Plan – People in Wiltshire work together to solve problems locally and participate in decisions that affect them.

Outcome 3 of the Business Plan – Everyone in Wiltshire lives in a high quality environment.

Outcome 5 of the Business Plan – People in Wiltshire have healthy, active and high quality lives.

Outcome 6 of the Business Plan – People are as protected from harm as possible and feel safe.

**Background**

3. In October 2012 Collingbourne Ducis Parish Council held an open meeting to debate a request for a formal pedestrian crossing facility in the village due to concerns expressed that the A338 is difficult to cross and causing community severance. Following the debate amongst those in attendance the Parish Council resolved to request the introduction of a formal crossing facility, and ratified this decision at its following meeting.
4. The issue was subsequently submitted to Tidworth Community Area Transport Group (CATG) and discussed by members of the group at its meeting in November 2012. The group resolved to support the request and commit a proportion of its annual financial allocation to commission a study by Highway Engineers, as to whether the location satisfied the criteria for a crossing.
5. This assessment was completed in early 2013, and included a 12 hour pedestrian survey, to ascertain the level of demand, an automated traffic count, and a site assessment. This information was summarised in a report presented to the group at its meeting in May 2013, with the recommendation of a formal pedestrian crossing (PUFFIN). A copy of the preliminary proposal can be seen at **Appendix 1**.

6. Given the indicative estimate of the cost to deliver the recommendation, the Tidworth CATG resolved to submit an application for funding from the 2013/14 Substantive CATG Funding budget, in line with the application requirements the group committed to contributing £6,000 towards the delivery of the project. In addition, the Parish Council also committed a contribution of £2,000. Unfortunately, given the large number of applications received that particular year, the application was considered unsuccessful.
7. Whilst the application was unsuccessful, the desire remained to continue with seeking delivery of the pedestrian crossing, and consequently the Tidworth CATG recognised the need to develop the proposal in further detail to ascertain a greater accuracy of the costs associated with the implementation, and also the need to improved certainty of the projects deliverability, as these both affect the assessment scoring. To enable this to happen, the group committed sufficient funding to enable the full detailed design.
8. A further application was submitted for consideration for funding from the 2014/15 Substantive CATG budget allocation using the additional information collated through the detailed design process. This was considered successful and a funding allocation of £71,900 approved to facilitate installation.
9. The formal advertisement for the PUFFIN Crossing and associated controlled zone was undertaken between 11 September 2014 and 6 October 2014. During this period fourteen comments have been received. Three of these are in objection to the proposal. Eleven comments in support of the proposal have been received, including those from Collingbourne Ducis Parish Council and Collingbourne Primary School. The comments received during this period can be seen at **Appendix 2**. Details of those making the comments can be seen at **Appendix 3**.
10. The locally elected member, Mr Charles Howard, has also outlined his strong support for the proposal, as it will alleviate issues associated with the community severance and provide additional benefits of improving road safety within the community.

### **Main Considerations for the Council**

11. To consider the comments received during the formal advertisement of the PUFFIN Crossing and associated controlled zone.

### **Safeguarding Implications**

12. It is not considered the proposal has any safeguarding implications.

### **Public Health Implications**

13. The provision of facilities which assist in encouraging sustainable methods of travel are considered to be beneficial to health and wellbeing.
14. The introduction of a facility which impedes traffic flow may give rise to an increase in congestion, and may result in an increase in vehicle emissions in the immediate vicinity.

### **Environmental Impact of the Proposal**

15. The introduction of facilities which promote the use of sustainable methods of travel and reduce the dependency on vehicle travel, are considered beneficial to the environment.
16. The introduction of additional street furniture and road markings can be considered detrimental to the street scene and visual vista.

### **Equalities Impact of the Proposal**

17. The introduction of crossing facilities that improve community access and reduce severance can be considered to be beneficial, particularly to those members of the community with mobility issues.

### **Risk Assessment**

18. There are none associated with this proposal.

### **Financial Implications**

19. A financial allocation has been made from the 2014/15 Substantive CATG allocation of the Local Transport Plan fund. A decision not to proceed with implementing the scheme may result in the funding having to be reallocated and there remains the risk this may not be achievable in the current financial year.

### **Legal Implications**

20. There are none associated with this proposal.

### **Options Considered**

21. To:
  - (i) Implement the proposal as advertised.
  - (ii) Abandon the proposal.

### **Reason for Proposals**

22. The scheme has been developed following a detailed investigation of the demand and satisfies the criteria set out in the Wiltshire Council Practice Document for Crossings.
23. The scheme has been developed following considerable discussion within the local community, including the Community Area Transport Group and Parish Council.

### **Proposals**

24. That:
  - (i) The proposal be implemented as advertised.
  - (ii) The objectors be informed accordingly.

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**The following unpublished documents have been relied on in the preparation of this Report:**

None