

Division(s): Abingdon South

CABINET MEMBER FOR ENVIRONMENT – 27 MARCH 2014

PROPOSED PELICAN CROSSINGS – A415 MARCHAM ROAD AND OCK STREET ABINGDON

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 two new proposed pelican crossings on the A415 Marcham Road and Ock Street, Abingdon. The proposals as shown at Annex 1 include removal of an existing pelican crossing on the A415 Marcham Road.

Background

2. The proposals arise from the proposed development of 159 dwellings on land adjacent to the B4017 Drayton Road in south Abingdon. An Appeal Decision granting planning permission for this development by the Planning Inspectorate on 11 July 2013 included a condition that 'No development shall take place until the earlier of these events has taken place:
 - a) The local planning authority has received written confirmation, issued by Oxfordshire County Council, that highway alterations are to be carried out comprising the introduction of an additional crossing of Ock Street to the east of Drayton Road and the relocation of the existing crossing further west on Marcham Road.
 - b) Highway alterations have been implemented comprising the introduction of an additional crossing of Ock Street to the east of Drayton Road and the relocation of the existing crossing further west on Marcham Road and the associated traffic signals are first in operation.'
3. The reason for this, as outlined by the inspector and discussed in detail at the appeal, is to avoid severe transport effects that would otherwise arise from the development.
4. The works if approved would be funded by the developers of the above land.

Consultation

5. Consultation on the proposals was carried out between 8 January and 7 February 2014. Details of the proposals were sent to properties within the vicinity of the proposed restrictions and also to formal consultees. Public notices were also displayed on site and in the Oxford Times. These documents, together with supporting documentation and plans were deposited for public inspection at The Vale of White Horse District Council

offices in Abingdon and County Hall, Oxford. They are also available for inspection in the Members' Resource Centre. A total of 125 responses were received, mainly comprising objections or concerns; a summary of the responses, with officer comment, is shown at Annex 2.

6. One objection was received from the occupier of a property close to the proposed crossing on Ock Street on the grounds that it would potentially and adversely affect access to their driveway, aggravate traffic congestion and noise and adversely affect the value of the properties. Two objections were received from occupiers of properties close to the proposed crossing on Marcham Road on the grounds of noise and appearance. A further response was received from an occupier of a nearby property regarding the effect on their vehicle access, but otherwise had no objections in principle to the proposed works.
7. The remaining objections and concerns primarily relate to the potential for increased traffic delays and congestion and safety concerns, in particular arising from the proposed relocation of the existing pelican crossing on Marcham Road, which, it is feared, will lead to school age pedestrians continuing to cross at the site of the existing crossing.
8. Abingdon Town Council objected to the proposals on the grounds of increased congestion and delay, safety, reduced air quality and also noted that the proposals in Ock Street would require a major re-alignment of attractions at the Abingdon Michaelmas Fair.
9. The Vale of the White Horse District Council have not objected to the proposed works.
10. Thames Valley Police have no objection in principle to the proposals but requested that the design complies in all respects with national guidance on signalled crossings. A concern was expressed over the potential impact of the proposed crossing on A415 Ock Street on delays and congestion.

Response to objections and concerns

Impact on adjacent properties

11. Investigations into the impact of the proposals on the accesses to the properties in respect of which objections and concerns have been received indicate that the proposed siting of the signal equipment and road markings should have no material impact and any outstanding matters can be resolved at the detailed design stage.
12. Although the concerns over the impact on property values are noted, this is not considered a material concern, mindful that pedestrian crossings are routinely provided in urban areas adjacent to housing.
13. In the event that the audible signals for the proposed crossings were to result in noise disturbance, they can be controlled by a timer so as to be switched off at night time. Tactile cones are routinely provided at signalled crossings to

provide for pedestrians with a hearing impairment; these would operate at all times.

Road Safety

14. The current pedestrian provision in the area is shown at Annex 3, which also includes the reported pedestrian accident history in the area.
15. The proposed new crossing on Ock Street will provide an additional safe crossing point across the busy A415 corridor. The existing toucan crossing on the B4017 Drayton Road just south of the Ock Bridge, provides for both pedestrians and cyclists whose journeys start/end on the west side of Drayton Road to safely access the new crossing. The existing zebra crossing at the north end of Spring Road provides a safe means of crossing for those using the footway on the east side of Spring Road to cross to/from the west side of the road, including students travelling to/from Larkmead School.
16. While the re-siting of the current crossing on the Marcham Road further west would make this crossing less attractive to current users from the west side of Drayton Road intending to continue along Spring Road (and vice versa), the alternative provision on Ock Street as described above would appear to make acceptable provision.
17. The existing crossing infrastructure and road markings on Marcham Road will be completely removed to discourage people from crossing the road in the current location.
18. It has also been recommended that work is carried out with local schools by the County Council's Road Safety Education team to increase awareness of the new crossing location and the safety aspects. A safety audit of the detailed design of the proposals has been carried out by officers to help ensure the best possible safety performance. No significant issues were identified, although as referred to above, it is recommended that publicity work is carried out to help ensure that school children (in particular) are aware of and use the new crossing provision.
19. The pedestrian accident history shows no incidents on the A415 in the vicinity of the proposals in the 5-year period 2009 to 2013. On the B4017 Drayton Road, one slight accident was reported at the toucan crossing. On Spring Road, three serious pedestrian injury accidents were recorded, two of which involved school children walking home from school. All of these incidents preceded the provision of the zebra crossing just south of the Faringdon Road junction in 2013.

Traffic congestion and delays

20. The traffic impact of the proposed development was discussed and investigated in detail at the Planning Appeal hearing.
21. The County Council made representations about the impact of the development on the transport network and the robustness of the modelling

work. This included the impact of the proposed crossings and their ability to mitigate the impact of the development. This was considered in depth by The Planning Inspectorate (paragraphs 27-63 of the Appeal Decision), who thoroughly considered the evidence submitted and representations made.

22. In the Inspector's Decision report he states: 'I am therefore satisfied that the Appellant's modelling gives adequately reliable predictions of the effects that the various options, with the stated pedestrian crossing assumptions, would be likely to have on traffic conditions at the Drayton Road/Marcham Road junction with the development in place'.
23. It was also concluded by the Inspector that the proposed works 'would make proper provision for pedestrians and reliably accommodate the development traffic while avoiding a severe transport impact'.
24. The report also states that 'there is a requirement for consultation by the local traffic authority before carrying out the crossing alterations..... Thus it is possible that new relevant facts or circumstances may emerge from the section 23 process, and there is no reason for me to conclude that such new facts or circumstances would or would not be such as to prevent the crossing alterations being carried out'.
25. While Oxfordshire County Council presented evidence against the developer's traffic impact assessment at the appeal, no additional new technical evidence has been submitted since the appeal, including in the objections and concerns received in the course of the consultation. In view of this there would appear to be no valid grounds to re-investigate this matter.

Other concerns

26. On the concerns about air quality, the Inspector's Decision report comments: 'There were unsubstantiated suggestions that the alterations might interact adversely with the air quality management area in Abingdon, or with an extension to that Area that has been suggested to the District Council; but the changes in traffic volumes resulting from the development would be small and congestion would be likely to fall during the morning peak and remain substantially unchanged in the evening peak; which points away from harm to air quality.'
27. Although Abingdon Town Council's comments on the impact of a proposed new crossing on the A415 Ock Street on the Abingdon Michaelmas Fair are noted, it would not appear that this presents any very significant difficulties.
28. A number of the consultation responses have suggested a trial to fully assess the traffic impact of the crossing proposals before they are permanently installed. The traffic impact of the proposals was discussed in detail during the appeal. The developer submitted the results of transport modelling to assess the impact of the proposals and the inspector concluded that he was satisfied with this modelling. It is also considered that any trial could result in confusion to road users.

How the Project supports LTP3 Objectives

29. The proposals would lead to additional provision for pedestrians in support of policy CW1.

Financial and Staff Implications (including Revenue)

30. The cost of designing and implementing the proposals will be met by the developers.
31. The appraisal of the proposals and consultation has been undertaken by officers as part of their normal duties. This has been funded by the developers.

RECOMMENDATION

32. **The Cabinet Member for the Environment is RECOMMENDED to**
- a) approve implementation of proposals for 2 proposed pelican crossings on A415 Marcham Road and Ock Street Abingdon as advertised; and**
 - b) (if approved) monitor closely the safety performance and traffic delays following the completion of the works.**

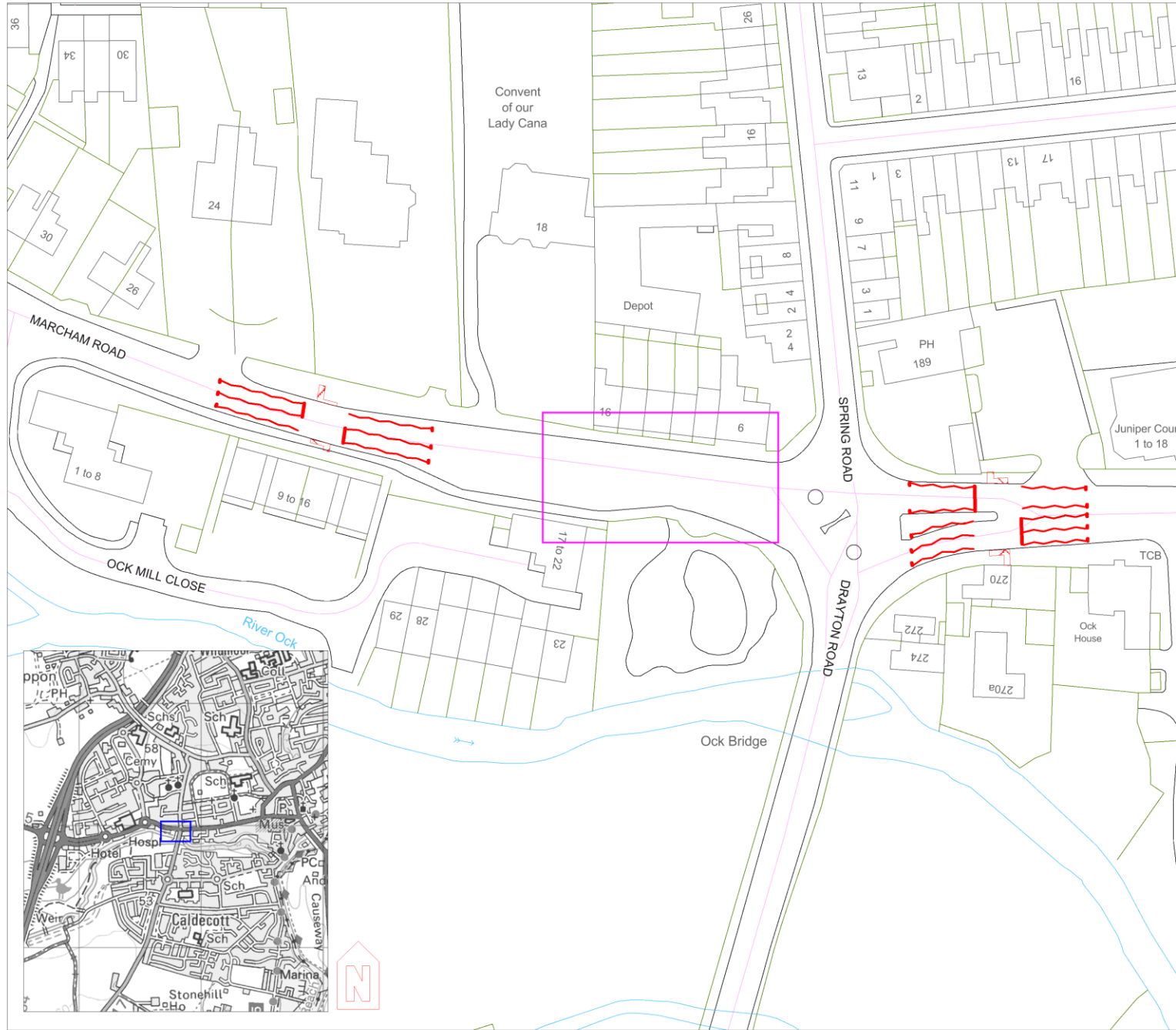
MARK KEMP

Deputy Director of Environment & Economy (Highways & Transport)

Background papers: Planning Inspectorate - Appeal Decision
Consultation responses

Contact Officers: Jim Daughton 01865 323364

March 2014



Drawing No. _____ Revision 1

- Proposed new crossing detail
- Location of crossing to be re-located
- Site Location

Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343

OXFORDSHIRE COUNTY COUNCIL
 Mark Kemp
 Deputy Director - Commercial
 Environment and Economy
 Oxfordshire County Council
 Speedwell House
 Speedwell Street
 Oxford
 OX1 1NE
 Tel: (01865) 815700
 Fax: (01865) 241577

CABINET MEMBER
 FOR ENVIRONMENT
 27 MARCH 2014

**MARCHAM ROAD / OCK STREET
 ABINGDON
 PROPOSED CROSSINGS**

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
13/02/2014		

Drawing No. _____ Revision 1



Annex 2

RESPONDENT	SUMMARISED COMMENTS	OFFICER COMMENTS
Cllr Neil Fawcett	<p>Objects - I am not convinced that the changes will achieve their stated aim of making it easier to turn left out of Drayton Road into Marcham Road - the main cause of delays during peak periods is traffic backing up from the Colwell Drive roundabout; the new crossing on the Ock Street will block traffic turning right out of Drayton Road into Ock Street, in turn holding up other vehicles trying to turn left. The new crossing on the Ock Street side of the junction will also hold up traffic traveling west down Ock Street. Increased queuing will also worsen the already poor air quality. The proposed changes would mean that more pupils would be likely to risk crossing Marcham Road unsafely or would have to make additional crossings of main roads to get to school. I would urge that a full trial is run first, using temporary lights, before a final decision is made.</p>	<p>The traffic impacts were investigated in detail in the Planning Appeal and the inspector concluded that the implementation of the proposed works arising from the planned development would not have a severe effect on traffic conditions. The proposals will provide an acceptably safe route for all pedestrians, with the proposed crossing on Ock Street meeting demand for pedestrians wishing to cross close to the junction (with the toucan crossing on Drayton Road south of the Ock bridge providing safe access to this pedestrians travelling to / from the west side of Drayton Road. It is not considered that a trial layout would be feasible.</p>
VOWH Officer (Head of Planning)	<p>The Vale of White Horse Local Plan 2011 does not identify any specific locational policies that would impact upon the proposal. Given the nature of the change as proposed within this urban environment and the lack of any demonstrable opposition to the repositioning, the district council do not object to the proposed works.</p>	Noted
Abingdon Town Council	<p>Objects - proposals will not mitigate the traffic impact of the planned development and delays could be made worse. They could also introduce dangers for school children.</p>	see officer comments in respect of Cllr Fawcett's comments
Thames Valley Police	<p>No objections but requests consideration of the following: 1. The standard layout meets the requirements accepted within Local Transport Note 2/95 and that speed monitoring has taken place to determine current traffic speed meet these</p>	<p>The proposed layouts and the results of a speed survey (carried out in 2013) comply with Local Transport Note 2/95. The specific design considerations raised will be confirmed at the detailed design stage.</p>

	<p>requirements.</p> <ol style="list-style-type: none"> 2. Anti –skid surfacing on approaches to the crossing. 3. Dropped kerbs and suitable tactile paving. 4. Street lighting to be as recommended in BS 5489 5. New road layout signs on all approaches to new crossing. 6. Inter visibility between vehicle/pedestrians obscured by parked vehicles in lay by. 7. Crossing ‘A’ Hatching needs to be placed in lay by to deter parking within controlled area of crossing. 8. Informal crossing point to be removed near crossing ‘B’. 	
Abingdon Civic Society	<p>Objects - proposals will not mitigate the traffic impact of the planned development and delays could be made worse because of the blockage of the right turn from Drayton Road into Ock Street. We suggest that the re-siting should be tested by putting temporary crossings in the new locations and closing, but not removing, the current crossings, and monitoring the traffic flow over a period of at least two weeks during term time.</p>	see officer comments in respect of Cllr Fawcett's comments
Oxford Bus Company / Thames Travel	<p>Query - welcomes the relocation of the crossing on Marcham road as this will lessen its affect on the double mini roundabout junction. However the new crossing on Ock Street will have a detrimental impact at busy times. The average length of a car is around 4m so approx. 5 cars would be accommodated before traffic backed-up to the mini-roundabout junction.</p>	see officer comments in respect of Cllr Fawcett's comments
Vale Disability Access Group	<p>Concerned there will be a back-up of traffic into the town centre if this is implemented; It will cause a noise nuisance for the local residents; It will cause an increase of air pollution.</p>	see officer comments in respect of Cllr Fawcett's comments

OXTRAG	Support the proposals for Marcham Road but have concerns on the Ock Street proposal due to the private vehicle-access close by which could be a hazard for people in wheelchairs, who are not easily seen by drivers of reversing cars, and that the northern footway is only about 1.75 metres wide; manoeuvring a wheelchair onto or past the proposed crossing there could be difficult. Also concerned that the signals on the approach to the junction could be mistaken by some drivers for junction-control signals and that many pedestrians would prefer to use the existing uncontrolled crossing approximately 5 metres from the junction (a two-stage crossing via the splitter island).	Signalled crossings are routinely provided in built up areas close to housing and driveways, and are also quite commonly sited close to roundabouts.
Guidedogs	The introduction of a controlled formal crossing at the east side of the roundabout would in fact slow traffic and make the road / junction easier for people to cross;it will be better / safer for pedestrians as vehicles will have more time to see pedestrians and slow down/stop to let them cross.	Noted
CTC	Query - no real problems per se, but it would be good to have back ground information to know if it is the right solution for the location/problems.	Noted
Oxonian Cyclist	Objects -the proposal for Marcham Road would result in reduced convenience for pedestrians. Additionally, the zig-zag markings would impact visually on the cycle lane markings, negatively, helping make the cycle lane less well perceived; requests design is adjusted to make the cycle lane both properly generous and more apparent. Also commend consideration of zebra crossings rather than signalled crossings in terms of pedestrian amenity and cost.	The revised provision including the proposal for Ock Street should overall improve pedestrian provision. Cycle lanes are not permitted within the zig zag markings, which are required for road safety. Zebra crossings would in theory be possible but were not considered appropriate in the context of the scheme.

Taxi driver	Query - it baffles me how the moving of a pedestrian crossing will reduce traffic congestion. The only time we are affected by the crossing is at school home time. We have congestion on Drayton Rd on weekends as well. I feel improvements can be made by making the junction 1 roundabout instead of the confusing 2 mini roundabout effort we have now.	see officer comments in respect of Cllr Fawcett's comments
Business adjacent	Requests the location of the proposed crossing does not encroach onto the area marked on the Plan as 'keep clear'.	Noted - the proposed markings do not encroach on the KEEP CLEAR markings
Business adjacent	Concerned that the proposals for Marcham Road will reduce pedestrian amenity and safety and also adversely affect traffic flow at the junction, and concerned also on safety on zebra crossing on Spring Road	see officer comments in respect of Cllr Fawcett's comments. The zebra crossing on Spring Road has been safety audited and no amendments were identified as being necessary.
Resident (adjacent)	Objects - proposal for Ock Street will prevent vehicles being able to safely reverse out of my driveway; & create more congestion and pollution for Ock Street and the Town centre . The crossing would reduce the value of my property.	A site check has been carried out and this would not appear to be present a significant difficulty. Exact siting of the equipment will be confirmed at the detailed design stage. Signalled crossings are routinely provided in built up areas close to housing
Resident (adjacent)	Objects - moving the crossing 100 yards down the road is a pointless exercise and I have great concerns with regards to the positioning! Although the road noise isn't an issue I am very concerned that the beeping noise from the crossing will keep me and my family awake in the evening!! am aware that side of my property doesn't have the greatest view but I would rather not have traffic lights to look at every time I look out of the windows.	If noise from the audible signals were to prove an issue, these can be switched off at night time. Signalled crossings are routinely provided in built up areas close to housing

Resident (adjacent)	Objects - the proposed crossing will be outside my bedroom window which I consider to be intrusive. . Also concerned that the relocation will increase parking in the (private) Close with cars parking in the morning and afternoon whilst parents take their children to nearby schools / nursery.	Signalled crossings are routinely provided in built up areas close to housing
Abingdon Town Cllr	Objects - current crossing on Marcham Road is in a good place for students travelling to Larkmead and for pedestrians travelling from South Abingdon to the hospital. There is another crossing on Ock Street and it is significantly easier to cross Ock Street anyway as most of the traffic from Drayton Road turns left into Marcham Road making it the more difficult road for pedestrians to navigate. Due to its proximity to the town centre, if traffic was held up on Ock Street any ensuing tailbacks could impact upon the town centre.	see officer comments in respect of Cllr Fawcett's comments
Abingdon Town Cllr	Objects - I am a local councillor (town) and also deputy chair of governors at Larkmead school and have taken soundings from a number of constituents and parents at the school. Currently a large volume of students walk along the Drayton Road then up Spring Road to Larkmead school; currently the pedestrian crossing is reasonably well used and I greatly fear that this will not be the case if the expectation is they need to walk further along the Marcham road.	see officer comments in respect of Cllr Fawcett's comments
Abingdon Town Cllr	Objects -I am concerned that children will not use the new crossing at all and take the shortest possible route across Marcham Road where the present crossing is.	see officer comments in respect of Cllr Fawcett's comments

VOWH & ATC Cllr	<p>Objects- not only are the proposals going to move the crossings away from the double round-a-bout, making it difficult for students to get to school, but they will allow more traffic to pour through the area unhindered, creating a danger to residents. These crossings will soon seize up by the traffic that will flow from the creation of 160 houses. I do not believe that the creation of these crossings will do anything to relieve the traffic on Drayton Road if they are built. I believe this is vitally important, particularly when we have just experienced some of the worst flooding in the last decade that saw accidents happen along an already congested road.</p>	see officer comments in respect of Cllr Fawcett's comments
VOWH Cllrs	<p>Object - school children will continue to cross Marcham Road at the current location. The only way to prevent this would be to install pavement fencing on both sides which is we believe impractical, particularly as it would restrict access to the Ock mini-park. Doubtful if the installation of a second crossing will improve traffic flow, indeed we believe that it is likely to increase queuing traffic on all the roads. The roundabout is designed to enable traffic to flow as rapidly as possible & to install traffic lights on two of the exits will just slow the traffic flow. We are also concerned that the current proposal has the potential to significantly increase the traffic queues – particularly in Ock Street and Spring Road – with consequential impact on air quality. If you are minded to continue with this scheme, we would ask that you install a trial so the impact can be assessed – as modelling human behaviour, particularly children, is a near impossibility.</p>	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	<p>Objects -queries accuracy of traffic impact assessment. Children who walk down the left hand side of Drayton Road towards the junction will attempt to cross the road close to the junction, rather than use the relocated crossing.</p>	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects – re-siting the Marcham crossing will encourage "jaywalking", by children on their way to school. If the crossing changes significantly the traffic on Drayton road. , delays on Ock street will increase & could "grid lock" the whole town. I suggest temporary lights are put in place and the impact assessed over a 6 months period.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - proposals will not address congestion / delays. An additional lane over the bridge where Drayton road meets Ock Street is needed.	see officer comments in respect of Cllr Fawcett's comments. The provision of an additional traffic lane is beyond the scope of this scheme.
Resident (not adjacent)	Objects - the proposals are not a considered traffic management system; this is a safety system for pedestrians. The number of pedestrians crossing on Ock Street just east of the roundabout is in my view minimal.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Queries the pedestrian waiting times at the new crossings.	The timings will be in accordance with Department for Transport guidelines
Resident (not adjacent)	Objects - they will have little to no effect on the flow of traffic. South Abingdon needs effective traffic management as the Drayton Road together with Marcham Road has regular traffic delays.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Query if proposals with improve traffic flow	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed pelican crossing on Ock St from that point would cause virtual standstill on the roundabout whenever a vehicle or two wishes to turn right and is held up at the pelican crossing. Imagine what happens when a bus turns right! A standstill on the roundabout naturally would create even greater gridlock than exists already at peak times.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Concern - the proposed changes will make it less safe for school children -both cyclists and pedestrians going to Larkmead School. It will exacerbate traffic queues, with right turning traffic from Drayton Road being blocked by traffic trying to turn right towards the new pedestrian crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Query - this is an opportunity to improve pedestrian safety and improving traffic flow, but wider measures including a review of access into Larkmead School. The proposed crossing should have a central island (with pedestrian guardrailing). On Ock Street, extending the two lane approach to the junction from town would double the queuing capacity at the junction.	The provision of an additional traffic lane is beyond the scope of this scheme.
Resident (not adjacent)	Objects - the new crossing in Ock Street and to moving the other crossing; it will not improve the traffic flow anywhere. I fear children will not walk further up the road if the existing crossing is moved, just cross at the same point and one day there will be a serious accident.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the safety of the children will be reduced including those from the proposed development and traffic delays - already bad - increased.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - moving the crossing on Marcham Road will lead to children having to use the crossing to the east, making those from Tithe Farm cross busy roads three times and they will be walking on the narrower pavement in Spring Road. The crossing on Ock Street will add to delays and cause more air pollution.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock Street will increase congestion and pollution and not benefit pedestrians, who already have a refuge. Moving the Marcham Road crossing will lead to teenagers continuing to cross at the present site and be inconvenient to others.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposals to alter existing crossings on the A415 Marcham Road will cause chaos.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - school children will have to cross over the Drayton road at some point to get to the Ock St side ,many of them won't bother probably crossing at Mill Rd, or Ock bridge crossings they will chance it at mini roundabouts traffic island.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed additional Pelican crossing on Ock Street will cause worse congestion. Pedestrian crossings should be located where pedestrians want to cross rather than having them for any other reason. There is already a conveniently located pedestrian crossing in existence and another is not necessary.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Suggests that there should be an extended trial period of the proposed layout to test it - there have been many instances where theoretical modelling has been found sadly lacking in identifying unexpected consequences.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - children will not walk further along Marcham Road to use the new crossing . The new Ock Street crossing will only add to the dire congestion @ all times of day in Ock Street, and will worsen the appalling situation in Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock street will make congestion much worse. The proposal to move the crossing in Marcham Road will be dangerous for pedestrians, especially school children who will be tempted to take a chance & cross at the more convenient point of the existing crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	I have been in traffic queues on Ock Street and the Abingdon Road frequently and at different times of the day and I cannot see how the crossings are going to do anything other than	see officer comments in respect of Cllr Fawcett's comments

	create more problems.	
Resident (not adjacent)	Query - relocating the Marcham Road crossing will mean the majority of users will have to walk farther to use it. Installing a new crossing on Ock Street will help pedestrians. However I do not believe either measure will help the gridlock, at peak times, on the Drayton Road except that the gridlock may, to some degree, shift in to Ock Street. The proposals will do nothing to lessen the extra problems which will be caused by the planned development.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - School runs and even Saturdays and Sundays have become a total nightmare for people living there already. The buses in that part of the town are very scarce and to increase them would mean even more large vehicles on the road that has limited cycle paths if any and would bring even more dangers to the children using this road every day to cycle to school.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock Street will block the exit for right turning traffic from Drayton Road, and from other approaches & would make the situation worse. If the proposal allows more traffic to get out from Drayton Road then less traffic will be able to exit from Ock Street heading west, increasing congestion in Ock Street. I am also concerned that the junction will become less safe for pedestrians, particularly Larkmead school pupils.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - this proposal will not provide the relief to traffic flow on Drayton road that is hoped for. Has this proposal been tested with a computer simulation or is it a sop to residents to pretend it will provide a solution to the worsening traffic problem in south Abingdon?	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - there is no certainty that the proposed changes to the existing crossings will ease the traffic jams; traffic turning right from Drayton Road towards the town centre could well be blocked by people using the new crossing in Ock Street. Pupils going to and from Larkmead School will have a choice of two crossings. The new crossing on Marcham Road will be too far away for them to use. For many children the crossing in Ock Street will involve additional crossings of both Drayton Road and Spring Road; with the extra hazards they involve. Visitors to the White Horse public house will create a further hazard as the car park exit will now be located immediately at the new crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Marcham Road will mean school children will no longer use it. This crossing currently interrupts the traffic flow into Abingdon enabling traffic from Drayton Road and Spring Road to access Ock Street and Marcham Road & will exacerbate delays . The proposed crossing on Ock Street will increase delays and will lead to children using the footway on the east side of Spring Road at its narrowest point, and then cross Spring Road either randomly or at the recently installed zebra crossing at the top of Spring Road which is in a dangerous position	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the repositioning of the existing crossing in Marcham Road will result in a real safety hazard - children will take the shortest route when crossing Marcham Road	see officer comments in respect of Cllr Fawcett's comments

CMDE4

Resident (not adjacent)	Objects - the proposals are poorly thought through and not actually required. In fact, as a local resident and parent, I think they will cause more traffic and will make the journey for school children (including my own) more dangerous.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there are already too many crossings which do nothing to help the flow of traffic. If the existing crossings are moved and added to the problems, already massive, will be increased.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - although moving the Marcham Road crossing to the west may reduce delays, school children may not to use it. Installing a new one east of the roundabouts is, however, totally ridiculous. While the new crossing is in use, westbound traffic on Ock Street will be stopped, which may temporarily free up the junction traffic turning left on Drayton Road, right turning traffic will also be stopped and the resultant queue will "back up" to and over, the roundabouts, blocking all traffic wishing to take any other route through the junction.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - . The Drayton Rd cannot cope with existing traffic and the addition of a couple of stupidly placed crossings in Ock St beggars belief.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the unnecessary crossings will cause more hold-ups on Ock Street. Although we do need more housing, we also need the infrastructure to cope with the extra cars, people, schools, etc	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - would like to know what evidence there is that this scheme would reduce the Drayton Road congestion and its expected effects are on the other three roads which meet at the double roundabout will be.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - traffic in Abingdon already struggles at peaks times, particularly in Ock St; placing yet more crossings will curtail the flow even more. There are many school children who use the pelican crossing in it's present position. but if a child is late for school it will take the shortest option.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Supports the crossings in order for the development of 200 housing units to go ahead in South Abingdon as approved and recommended by the Planning Inspectorate.	Noted
Resident (not adjacent)	Objects - Moving the current crossing in Marcham Road will achieve nothing, apart from encouraging school children to dice with death as they won't bother to walk the extra distance to cross. The proposed crossing in Ock Street will not alleviate the traffic in Drayton Road at peak times, causing further tailbacks and gridlocking the town centre.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - There seems to be no evidence that these will have the desired effect. The current crossing is ideally positioned for use by school children, moving it will probably result in them exposing themselves to danger by continuing to cross at the current location. Additionally, in our view these crossings will only add to the awful traffic congestion.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no guarantee that these crossings will alleviate the traffic on the Drayton Road and school pupils who currently use the crossing will be inclined to try to cross the roads without using them as they will be further away from Spring Road. On Saturdays the traffic is particularly bad for most of the day and cannot see that the proposed crossings will alleviate this as they are mostly used on weekdays by children	see officer comments in respect of Cllr Fawcett's comments

	going to School.	
Resident (not adjacent)	Objects - many of the school children from Tythe Farm & Ladygrove estates will be tempted to “jay-walk” near to the roundabout to avoid the extra 120metres walk, particularly if late. This could cause a fatality or at least injury; the proposal for Ock Street will delay traffic on all directions particularly traffic moving westwards along Ock Street and will cause extra air pollution. Also when red for traffic, once two or three cars are stationary the roundabout will block up quickly stopping the traffic from Spring Road, Marcham Road & Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - children may risk trying to “short cut” their journey and cross at the former crossing point; a crossing on Ock Street so close to the double mini roundabout a could only add to the congestion.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - proposals may well increase delays - the fire station is situated on Ock Street and impair response times, also for Police & Ambulance vehicles. Children using the present crossing will be put at risk as some children may not want to walk to the new crossing further up the road. Pollution would also be doubled.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Concern - the new crossings may not be where many people naturally cross. If this is the case, then it is not going to help the traffic situation on the Drayton Road. . However, if I am wrong and it is well used, then it is unlikely to help the Drayton Road problem as traffic turning from there into Ock Street will be stopped by it, causing more blocking back onto the Drayton Road. Also, in this scenario, there is a likelihood of traffic	see officer comments in respect of Cllr Fawcett's comments

	coming out of the town, particularly in the afternoons and early evenings, being held up and backing up along Ock Street. .	
Resident (not adjacent)	Objects - will only increase the already extreme congestion. Also it sets a very unfortunate precedent that the mere provision of a potential traffic improvement can ease the acceptance of otherwise unacceptable development. Surely it would be easy to trial the proposal on a temporary basis and see how bad it is with even existing traffic volume	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - school children will not use the relocated crossing. Whose conscience will the first fatality be on?	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - extreme concerns about the proposed housing development on the Drayton Road, and in particular to the chronic congestion that will be caused by the proposed crossings.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Object - we believe this action would increase, NOT reduce, traffic queues along Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - although agree moving the existing crossing on Marcham Road would probably be better, an additional crossing east of the roundabouts is not needed and would cause further congestion; not only at the double mini roundabouts, but at the traffic lights from Stratton Way.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Concern - I cannot see how the proposal will significantly reduce traffic delays at peak times, especially for those exiting Drayton Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - relocating the Marcham Road crossing will not help the traffic to be any easier and with school children will try to cross on the mini roundabouts. The crossing in Ock Street will cause gridlock on the mini roundabouts.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposal for Ock Street will cause more problems than it solves - drivers exiting Drayton Road into Ock Street will block the roundabout trying to exit Spring Road, as well as those on Marcham Road trying to turn right to access Drayton Road; safety for school children attending Larkmead will be compromised and it could mean the EU pollution limits are breached.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Marcham Road will not reduce traffic delays & the proposal for Ock Street will increase delays; it will also be less safe for pedestrians; the proposals will also significantly increase the already poor air quality	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Marcham Road will shift delays from Drayton road on to Marcham road, especially in the evening peak. There is a high risk that Larkmead pupils in particular chance their luck in crossing the road where the existing pelican crossing is sited; the proposal for Ock Street could make traffic delays worse - the traffic will come to a stop in Ock Street and vehicles wishing to turn right into Ock street will be unable to do so.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no certainty it will reduce delays on Drayton Road and by blocking the exit into Ock Street it might make the situation worse; it will make the junction less safe for pedestrians, particularly Larkmead pupils, for whom the current crossing is convenient; it will make the already poor air quality on Ock Street and around the junction worse.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Query - how can the proposals improve traffic flow and will likely to lead to pedestrians taking risks crossing through the traffic. The current position is particularly useful for pupils of Larkmead School and therefore the safest. Any doubtful slight improvement is not sufficient when it can take up to 40 minutes to travel 2 miles.	see officer comments in respect of Cllr Fawcett's comments

CMDE4

Resident (not adjacent)	Objects - will cause even greater congestion. The air quality in and around the junction is already poor when there is stationary traffic.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals for Marcham Road will not make much difference to the congestion at all. The current crossing is convenient for school pupils to cross & relocating may cause them to attempt to cross the road where there is no crossing with serious risk of accidents; the Ock Street proposals will make the traffic congestion much worse.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - The crossing locations should be assessed in accordance with Department for Transport guidance and query if this has been done sings. None of the traffic modelling data has been published	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal for Ock Street will add to delays and potentially cause gridlock, and may increase dangers for pedestrians, particularly Larkmead students who may choose to continue to cross at the site of the existing crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - any impediment in Ock Street is going to make things much worse; it will create dangers to both vehicles and pedestrians should this proposal go ahead and is very ill-considered.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - moving the crossing from the west to east will just move the problem as it is. Traffic will still be backed into Drayton Rd and also add the possibility of blocking the roundabout. Adding another crossing to the west (all be it about 50 yards further west) will not help as there will still be traffic backed into Drayton Rd.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - to anyone who lives in the area, it can only be seen as a project which is totally lacking in clear thinking. A total waste of council and government money, and will increase the traffic problems instead of helping them.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposal for Marcham Road would create only a minimal increase of space for traffic wishing to access Marcham Road. Pedestrians used to using the existing crossing will still try to cross at this site even if it means crossing between stationary vehicles; the proposal for Ock Street would only increase congestion.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed pedestrian crossing in Ock street will have not have any effect on the traffic situation on Drayton road as this will not allow a further 160 cars (1 for each dwelling) to enter the road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - school children may risk crossing the road where there is no control. The proposed new crossing on Ock Street would cause unacceptable disruption to the traffic flows on all the approaches - these roads are already very congested at peak times.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the new pelican crossing at the turning into Ock Street. There is no evidence that this will reduce traffic on Drayton Road .By immediately blocking the traffic turning into Ock Street it will cause congestion on the double roundabout junction. The existing crossing further along Ock Street should be retained.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the existing crossing on Marcham Road is used by children walking to Larkmead School. Teenagers are more likely to dodge around the cars. Eventually, there will be a fatal accident. The proposed crossing on Ock Street will lead to even more traffic congestion on Oct Street.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - although no problem with proposal for Marcham Road, the proposal for Ock Street would result in a backlog of cars blocking the roundabout, preventing the flow of cars from Spring Road and Marcham Road into Drayton Road, so the whole junction would become gridlocked with wider impacts on	see officer comments in respect of Cllr Fawcett's comments

	the network.	
Resident (not adjacent)	Objects - it is not proven that the movement of the crossing will do anything to alleviate the current traffic yet alone the increased. The analogy is like a dam which cannot cope with the flow of water so move the dam downstream and all will be solved. No it will not, it is all supposition and hope. There are no studies to show why it would work. The traffic situation in South Abingdon is appalling and getting worse.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals will only cause more congestion in Ock Street whilst trying to make Drayton Road run more freely & will add to pollution. School children will not walk further along the Marcham Road & will risk by crossing in between the traffic. Likewise, they will continue to use the traffic island to cross at the bottom of Ock Street.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - children, on their way to school, may try to avoid a detour and will cross the road without using the crossing. A Pelican crossing on the Ock St side can only slow down the traffic further and, if anything, exacerbate the situation, not improve it.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed crossings will be of no help whatsoever in addressing congestion and air quality problems.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - not only will this cause a bigger grid lock to the town & Drayton Road it will also be life threatening to our children and adults, as the crossings will be too far from Spring Road and as the public have been used to the existing crossing they will continue to cross at this point, whether you move it or not. Not only that, what you have not considered is the extra traffic that will be coming through Abingdon from the new development from Hanney, Steventon and Drayton.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - anyone with a modicum of common-sense will know that the proposed alterations are totally ridiculous. There is no way that the repositioning of the crossing will alleviate the congestion on the Drayton Road & Ock Street.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed crossing in Ock Street is likely to cause grid locking in peak times . It will also have a detrimental effect for the children who walk/cycle to North Abingdon schools- it will mean they will have to cross four very busy roads instead of one. These would be Drayton Road (at present crossing), Caldecott Road, Ock Street and Spring Road. The only road these children need to cross at present is Marcham Road at the existing crossing. It is foolhardy to think these children will walk a further 60 metres up Marcham Road to the re sited crossing then walk back 85metres to continue their journey up Spring Road.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals will make a bad situation worse. Incidentally, the proposed site of the Marcham Road crossing would seem to defy logic. There are no highway safety benefits and the proposed development that would be enabled would make the overall congestion worse. I would support a trial if this would not be unduly costly.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposed crossing on Ock Street will simply cause more and more traffic to be delayed.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - this will lead to a large increase in congestion to the severe level of congestion that already exists on both roads.	see officer comments in respect of Cllr Fawcett's comments

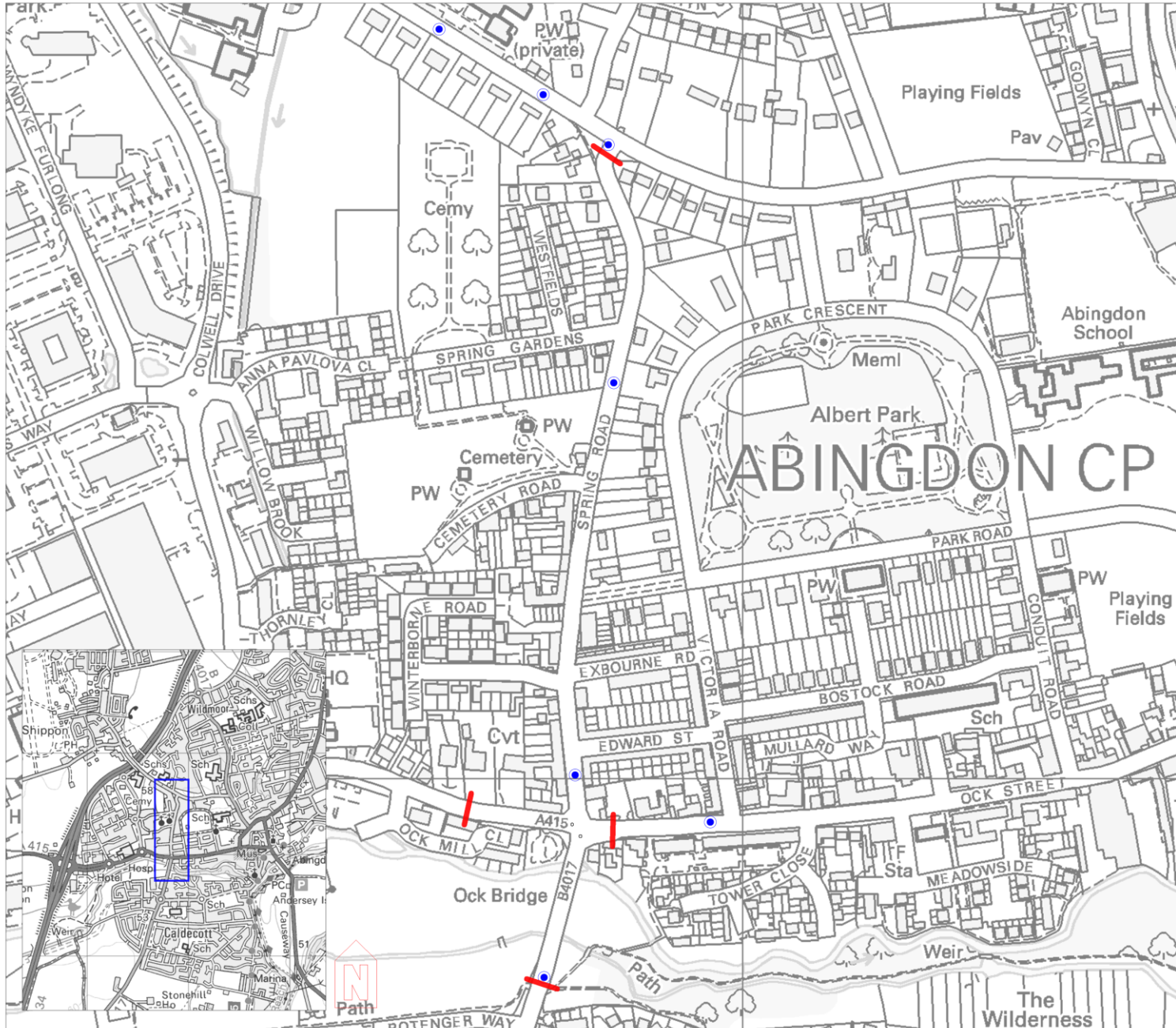
Resident (not adjacent)	Objects - moving the crossing into Ock Street will block the access into Ock street as well as out of Ock Street. The narrow area of the Drayton Road near the junction would also effect left turning traffic. Pedestrians from the Drayton Road, particularly School Children would now have to cross the Drayton Road by the Pelican Crossing near Hartwells thereby adding to the flow problem on the Drayton Road. It makes the junction less safe for Larkmead pupils. Increasing the stop-start traffic flow will also further adversely affect the air quality .	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the Marcham Road proposals are going to make no difference except to the schoolchildren crossing who probably won't use it & won't bother to walk to the Ock Steet one.The Ock Street one will just stop cars as they turn out of Drayton Road, so holding it up even more.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - many children bound for Larkmead school simply will cut the corner and attempt to cross this dangerous, multi direction traffic inter section without the safety aid of a crossing	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no certainty that it will reduce traffic on the Drayton road and will encourage children from the local school to cross at the corner by the white horse pub onto multi directional traffic and NOT at the proposed new crossing.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - there is no certainty the proposals will reduce traffic delay on Drayton road & congestion could get worse. The junction will be less safe for the many pupils from various schools that use the Marcham road crossing by moving the crossing further up Marcham road. Suggest trial to assess the proposals.	see officer comments in respect of Cllr Fawcett's comments

Resident (not adjacent)	Objects - the proposals for Marcham Road will result in some pupils crossing at the junction taking the shortest route presenting a real danger. Neither of the proposed crossings will help to reduce the traffic problems that we have in Drayton Road, anyone living in Abingdon will confirm that. In addition, the proposed crossing in Ock Street will only add to problems we already experience getting around the town centre.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposal will not ease the existing traffic delays. Moving the existing pedestrian crossing in Marcham Rd will result in school children taking the risk of crossing Drayton Rd. immediately before Ock St. to cross Ock St. @ the proposed new crossing. Any vehicle hoping to turn right from Drayton Rd. into Ock St. may well finish up stuck on the roundabout when the lights change. Temporary lights should be installed for at least one school term to check the effect on traffic and accidents to children within 85 metres of the roundabout.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	The claim that interrupting traffic flow in Ock Street and Marcham Road would facilitate entry to the mini-roundabouts for traffic in Drayton Road is dubious. The existing pedestrian crossing in Marcham Road, close to the mini-roundabouts, is little used, which is just as well in view of the amount of traffic passing through the roundabouts.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	The proposals will make no difference to the traffic flow along Drayton Rd- if anything they will make it worse by stopping the traffic as soon as it gets into Ock St. Suggests trial temporary lights first to see what effect they will have.	see officer comments in respect of Cllr Fawcett's comments

CMDE4

Resident (not adjacent)	Objects - putting the pelican crossings in will slow it up as traffic turning right into Ock Street will be stationary while the lights are on red thus not allowing right turning traffic through. I would suggest installing temporary traffic signals in the proposed locations and monitor the effect.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - Moving the crossing in Marcham Road is pointless, putting the one in Ock Street will make things worse - immediately stopping any flow it may achieve out of Drayton Road into Ock Street, traffic building up back into the town.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Suggests observing the use of the crossing on Drayton Road near Mill Road would be beneficial	Noted
Resident (not adjacent)	Objects - proposals may increase delays and pollution and make the junction less safe for pedestrians and cyclists, who often dismount and use the existing crossing as pedestrians	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	The proposals should be trialled before being permanently installed.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	I cannot believe this will help with the addition of more traffic and moving the crossings will mean pedestrians, especially school children, have to go out of their way and will risk crossing through busy traffic.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - Ock Mill Close has enough problems getting onto Marcham Road without this hair-brained scheme.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - will exacerbate congestion and impair air quality; putting a crossing so close to the double roundabout is unsafe. The most difficult part of the double roundabout to negotiate is when turning right from the Drayton Road into Ock Street, and will adversely affect pedestrians including schoolchildren who	see officer comments in respect of Cllr Fawcett's comments

	manage the current crossings safely.	
Resident (not adjacent)	Concerned that proposals do not give proper consideration to their impact on peak time traffic flow and the safety of children walking to and from school.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals could cause even more congestion at peak times. My other fear about moving the existing pedestrian crossing is that some children will be unlikely to walk the extra 60 meters and may cross where they are not supposed to. Young cyclists who are using the current crossing may stay on the road and join the traffic in the roundabouts.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - the proposals may make the traffic delays and air quality worse. Larkmead pupils may try to cross the road nearer the roundabout at Spring Road; also pupils may use the crossing more in Drayton Rd. and then use the crossing in Ock St., which in turn, would mean the traffic will be held up twice instead of once increasing delays.	see officer comments in respect of Cllr Fawcett's comments
Resident (not adjacent)	Objects - Ock Street proposals will only cause delays for those trying to enter Ock Street heading toward the town centre. Also if Larkmead pupils use the proposed crossing on Ock Street they then will have to cross Spring Road to get to the correct side of the road to enter the school increasing the risk to their safety.	see officer comments in respect of Cllr Fawcett's comments



- 'Formal' crossing point
- Pedestrian accident location (2009 to 2013)

Site Location

Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council, © Crown Copyright and database rights 2013. 100023343



Mark Kemp
Deputy Director - Commercial
Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE
Tel: (01865) 815700
Fax: (01865) 241377

**CABINET MEMBER
FOR ENVIRONMENT
27 MARCH 2014**

**MARCHAM ROAD / OCK STREET
ABINGDON
PEDESTRIAN ACCIDENTS**

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
13/02/2014		