



**Delegated Decisions by Cabinet Member for
Environment (including Transport)
Thursday, 27 March 2014**

ADDENDA

4. **Proposed Pelican Crossings - A415 Marcham Road and Ock Street, Abingdon**

Additional Representations

Vale of White Horse District Council – attached.

County Officer Response - Having reviewed the submission, officers do not consider that there are any additional matters raised – including in the attached safety audit - that are not covered in the report and therefore the recommendations for this item stand.

5. **The Plain Roundabout Cycling Improvement scheme**

Additional representations

James Dawton - CTC Right to Ride Representative, Oxford

“The comments made here arise from a joint CTC/Cyclox letter sent to Craig Rossington and Tony Kirkwood in February. Is it in your back ground papers, but I have attached it here for your convenience. ***The letter has been included in the background papers so has not been duplicated here.***”

This is a Cycle City Ambition Fund. Ambition is lacking. More specifically :-

Objection 1.

Turning right at the eastern end of Magdalen Bridge

For Cyclists exiting Magdalen Bridge and wanting to go round the Plain roundabout to Cowley or Iffley Rd. There is no provision for less confident cyclists to get from the left side of Magdalen Bridge to the right hand (roundabout bound) cycle lane. This is a necessary requirement to help less confident cyclists feel able to use the Plain roundabout. It is not an expensive or revolutionary design (the photo in the attached comments is lifted from DfT documentation). Without this, the less confident cyclists will still feel unable to use the roundabout. In a public meeting Cyclox held on the Plain proposals (Craig Rossington was there to present plans, and answer questions), one of the biggest problems expressed at the meeting was making the right hand manoeuvre to get into the roundabout bound right lane at the eastern end of Magdalen Bridge.

As part of the objectives of the scheme, a 20% increase in the numbers of cyclists is the target for a successful scheme. Confident/experienced cyclists have been comfortably using this junction for years. Thus, the extra growth will need to come from less confident cyclists.

Leaving two cycle lane marker lines out to leave a gap to "invite" cyclists to move out to the right, plus a cycle symbol with a right turn arrow (current plan), while acknowledging this manoeuvre, is wholly insufficient.

A cycle lane across the St Clements bound left lane is needed to "legitimise" the manoeuvre cyclists need to make, and highlights to vehicle drivers the path that cyclists may well take at this point.

I heard a reference to an accident in St. Giles which put doubts on such an idea. I

have yet to be shown an evidence based sound statistically significant reason for not putting in the cycle lane as requested.

Objection 2.

Establishing the nature of the problem with the current layout.

The demand for the above request might have been more forcefully stated if the County Council had surveyed non cyclists as to why they do not use this busy and vital junction. In the Cycle City Ambition Fund application, p21 of the County's application to the Ambition Fund under "monitoring" refers to: -

Interviews with cyclists and pedestrians will be conducted to establish current users views on the roundabout. If possible interviews will be carried out with people who do not cycle through The Plain to understand why they do not. These repeatable surveys will be used to assess the impacts of the proposals on people's perceptions of safety on the roundabout and its approaches.

We have not heard of any of these interviews taking place (and no answer to our February letter on this matter). If no survey has taken place, then no repeatable surveys can be done to assess the impacts of these proposals on people's perceptions of safety on the roundabout and its approaches.

There have been improvements made in response to consultation, namely :-

The right hand cycle lane at the end of Magdalen Bridge has been widened

The left turn from High Street to Longwall Street has been retained

Revised traffic lighting should improve the east bound journey from the High Street/Longwall traffic lights.

In addition, the cycle lanes over Magdalen Bridge will be wider than currently, and the roundabout running lane will be less than currently.

Whilst there are some improvements, for a scheme with Cycle Ambition in the title, it needs more benefit."

7. Proposed 40mph Speed Limit - Oxford Road, Kennington (through Bagley Wood)

Additional Representations

County Councillor Bob Johnston (Kennington & Radley) has no objection to the proposed order.

8. Proposed Parking Restrictions - Shilton Park, Carterton

Additional Representations

"My name is Caroline Martland and I live with my family at 150 Bluebell Way in Carterton. I have lived in the property for nearly 10 years. I am opposed to the

parking restrictions proposed for Shilton Park, but, **unfortunately, due to work commitments, I am unable to attend the meeting on Thursday. I would be very grateful if you could table my concerns.** I will try and stick to the facts and be as concise as possible.

The initial proposal for the parking restrictions was made by Cllr Henry Howard from West Oxfordshire District Council (WODC). At a meeting to discuss the proposed parking restrictions, Cllr Howard cited 'over 200' complaints from his constituents as the reason for his application. A Freedom Of Information request proved that WODC and its Councillors had received NO complaints regarding traffic or parking on Shilton Park during 2013. I would happily provide you with the FOI response from WODC if required.

Cllr Howard stated that WODC had not received any complaints regarding traffic or parking from the Stagecoach bus company or from WODC refuse collectors who routinely operate on the route of the proposed parking restrictions.

Dean Gildea had not been informed of any complaints received by Oxfordshire County Council regarding traffic or parking on Shilton Park.

By restricting parking, particularly on Bluebell Way, you are increasing the number of cars vying for a limited number of car parking spaces on the side roads. This can only have a detrimental effect on the access for emergency response vehicles and on road safety when children are crossing these side roads.

With the recent notification that OCC will make cost savings of £64m, I struggle to find any justification for the funding of parking restrictions on a housing development where there have been no complaints and the restrictions would potentially cause more hazards.

I have the following questions for the committee:

How can the cost of introducing parking restrictions on Shilton Park be justified when there is no proven reason for the application (and the application was potentially made under false pretences)?

Does Oxfordshire County Council propose to introduce parking restrictions on all new housing developments in Oxfordshire?

I am thankful to the Highways representatives who have interacted very professionally and sensibly with the public on this matter.

I appreciate you listening to my concerns."

This page is intentionally left blank

Planning

HEAD OF SERVICE: Adrian Duffield



Anthony Kirkwood
Road Safety Engineering Team
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE

CONTACT OFFICER: **Martin Deans**
martin.deans@southandvale.gov.uk
Tel: 01235 540350
Textphone: 18001 01235 540350

Benson Lane, Crowmarsh Gifford
Wallingford OX10 8ED

By email Anthony.Kirkwood@Oxfordshire.gov.uk

Our reference: P14/V0067

24 March 2014

Dear Mr Kirkwood

Re-location of existing pelican crossing and installation of new pelican crossing on the A415 in the vicinity of Drayton Road and Spring Road, Abingdon

Further to my letter dated 6 February 2014 in respect of the above, I now write with additional comments and concerns on behalf of the district council in response to your consultation.

At its meeting on 19 February the Council passed the following resolution:-

The Council notes that the Oxfordshire County Council is currently considering installing an extra pedestrian crossing in Ock Street, Abingdon and moving the location of the existing crossing in Marcham Road. Council is concerned that this will not only cause potential safety issues, but may also have air quality implications due to the likelihood of increased queuing traffic - particularly in Marcham Road, Ock Street, Spring Road and Drayton Road. It therefore asks the Chief Executive to relay these concerns to both the OCC Highways Team and the County Councillors representing Abingdon.

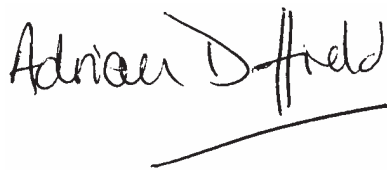
I now write on behalf of the Chief Executive and advise, notwithstanding any previous comments, that the district council objects to this proposal for two reasons.

The first of these is the reduced safety of pedestrians arising from the change in the established pattern of usage of the existing crossing in Marcham Road, particularly by school children. I enclose a copy of a highways safety audit prepared on behalf of the district council by Glanville. This concludes the proposal will replace a safe arrangement with a less safe one because the new crossings do not correspond to the natural desire lines of the majority of pedestrians. It also notes that the majority of the relevant pedestrian flows from north to south, and vice-versa, across the roads are school children.

The second objection relates to air quality. I enclose a copy of the professional opinion of Tim Williams, the council's environmental health officer. The district council has been monitoring air quality in the vicinity of the Ock Street roundabouts for some years. Pollution is often high and has regularly exceeded safety limits, and the council is considering designation of a Air Quality Management Area for Ock Street and Marcham Road. Although the implications of the revised pelican crossings cannot be completely foreseen at this stage, the introduction of a new crossing in Ock Street in addition to the existing one in Marcham Road has the clear potential to increase queuing traffic in both west and east directions on the two roads, and to further increase occurrences of unsafe levels of air pollution.

I hope my clarification of our objections is clear and that you will present this letter along with the supporting evidence to your Cabinet Member for Environment, Councillor David Nimmo Smith, at his meeting 27 March and ensure it is given careful consideration.

Yours sincerely



Adrian Duffield
Head of Planning

Encl. Report of Air Quality impact and Glanville Safety Audit report

c.c.

County Councillors: Neil Fawcett, Sandy Lovatt, Alison Rooke,
Ward Councillors: Julie Mayhew-Archer, Tony de Vere, Jason Fiddaman,
Aidan Melville, Jeanette Halliday, Jim Halliday, Angela Lawrence, Helen Pighills,
Marilyn Badcock, Mike Badcock, Richard Webber
Drayton (Abingdon) Parish Council Clerk: David Perrow
Leader: Mathew Barber
Planning Cabinet Member: Roger Cox
Chief Executive: David Buckle

Marcham Road and Ock Street (A415) proposed pedestrian crossings -Air Quality Impact

I understand this proposal forms part of the requirements for the housing development east of Drayton Road P12/V2266/FUL which was approved on appeal and the alterations to the pedestrian crossings are conditions placed by the planning inspector following consideration of the traffic assessments.

The Ock St roundabouts are prone to traffic congestion and this does have an impact on air quality in this area. As I understand it the proposal is to relocate the existing Marcham Road crossing westwards and install a new crossing at Ock St near the roundabout.

We monitor air quality in the vicinity of these roundabouts and nitrogen dioxide levels are close to the air quality objective near the roundabouts and have been recorded at levels above the objective at Marcham Road. The council is considering declaring an Air Quality Management Area because of these high levels and we are awaiting confirmation of our findings before we make a formal decision.

With regard to the specific impact of these crossings it is difficult to quantify the potential air quality impacts as any impacts will be dependant upon factors which can only be speculated upon at this stage. I refer specifically to the extent and frequency of use of the crossings by pedestrians, crossing times, the type of crossing control system and the degree to which they will hold up traffic. The greater the traffic delay, the greater will be the impact upon congestion and air pollution.

Moving the Marcham Road crossing westwards could improve the flow westward from Drayton Road to Marcham Road to a degree, however as traffic along this link is frequently backed up from the Colwell Drive roundabout particularly at peak times any benefit may be limited. It is possible that this re-located crossing point may be used less by pedestrians in favour of the new pedestrian crossing proposed over Ock St. This proposed crossing is very close to the roundabout and there is not much space for traffic travelling east between the roundabout exit and the proposed crossing. Any additional traffic hold up at this point is likely to have an immediate impact, by backing up traffic onto the roundabouts and exacerbating any congestion on the roundabouts and the feeder roads.

It is difficult to assess the likely impacts on congestion or air quality without any empirical data. We do not know if the impacts on air quality will be capable of being measured and attributed to the crossings. It is likely that they will not be quantifiable in the mix of normal seasonal variations in air quality measurements due to changes in traffic, traffic flow and weather conditions. It is however likely that the addition of a further crossing in this area will have the effect of further impeding traffic flow and hence congestion and will not have a positive impact on air quality.

The only way to quantify the impacts empirically would require modelling of air quality impacts. Such modelling would require detailed information on traffic make up and traffic speeds and queue lengths. It would also require a best guess assessment of the likely future use and traffic delay resulting from usage of the crossings. Modelling can be a useful tool where traffic is free flowing and speeds can be accurately assessed, however it is a very expensive process and might not be appropriate given the potential impacts. In scenarios such as the Ock St roundabouts where traffic is not free flowing and the junction is a complex one, modelling will generally be less accurate and less reliable.

Tim Williams
Environmental Health Officer
Health and Housing
Vale of White Horse District Council

Document History

Issue	Date	Description	Prepared By	Checked By
1	21 Mar 2014	Issued to the Vale of White Horse DC	Graeme Turner	Peter Whitehead

Glanville

Glanville Consultants is a multi-disciplinary consultancy with the following expertise:

- Civil and Structural Engineers
- Building Surveyors
- Highway and Traffic Engineers
- Transport Planners
- Land Surveyors
- Building Investigation Experts
- CDM Co-ordinators

For further advice contact:

Cornerstone House
62 Foxhall Road
Didcot
Oxfordshire OX11 7AD

Offices also at:

3 Grovelands Business Centre
Boundary Way
Hemel Hempstead
Hertfordshire HP2 7TE

Telephone: 01235 515550
Fax: 01235 817799

Telephone: 01442 835999
Fax: 01442 258924

postbox@glanvillegroup.com
www.glanvillegroup.com

© Glanville Consultants Ltd. All rights reserved.

This report contains confidential information intended solely for the recipient. No part of this report may be copied, reproduced or stored electronically without prior written permission from Glanville Consultants Ltd. This report has been prepared in accordance with the commissioning brief and is for the client's exclusive use unless otherwise agreed in writing. Glanville Consultants Ltd does not accept liability for any use of this report, other than for the purposes for which it is was originally prepared and provided. Third parties should not use or rely on the contents of this report without written permission from Glanville Consultants Ltd.

Contents

1.0	Introduction	1
2.0	Context.....	4
3.0	Items Resulting from the Stage 1 Road Safety Audit	5
4.0	Summary and Conclusion	7
	Audit Team Statement	9

Figures

Figure 1: Location of Problems

1.0 Introduction

1.1 This report results from an independent Stage 1 Road Safety Audit carried out on proposed modifications to existing crossing facilities in the vicinity of the double mini-roundabout junction of B4017 Drayton Road / Marcham Road / Spring Road / Ock Street, Abingdon. The audit was carried out at the request of Vale of White Horse District Council.

The Audit Team membership was as follows:

- P.A. Whitehead BSc CEng MICE MCIHT
Associate Director, Glanville Consultants

- G. Turner BEng
Principal Engineer, Glanville Consultants

1.2 The terms of reference of the Audit are as described in HD 19/03 'Road Safety Audit' which forms part of the Design Manual for Roads and Bridges. The Audit Team has examined and reported only on the road safety implications for all users of the scheme as presented. The scheme has not been examined or verified for compliance with any other standards or criteria. However, in order to clearly explain a safety problem or a recommendation to resolve a safety problem, the Audit Team may on occasion refer to a design standard for information only. Any recommendations or comments made in this report should not be construed as implying that a technical audit of the scheme, as presented, has been undertaken in any respect.

1.3 Furthermore, any recommendations included within this report should not be regarded as being prescriptive design solutions to the safety problem identified. Recommendations are intended only to indicate a proportionate and viable means of eliminating or mitigating the safety problem identified, in accordance with HD19/03, and do not indicate that a technical audit has been undertaken. The Audit Team recognises that there may be alternative methods for addressing a safety problem which may be equally acceptable in achieving the desired elimination or mitigation and thus such alternatives should also be considered when responding to this report.

1.4 The Audit Team has had no involvement in any aspect of the scheme design and the Design Team has had no involvement in the road safety audit process.

1.5 The Audit took place at the Oxfordshire office of Glanville Consultants in March 2014. The Audit comprised examination of the following information.

Drawings

- VN50148-ECC-SK-0002 Rev A Potential Location of Pedestrian Crossing East of Drayton Road Roundabout
- VN50148-ECC-SK-0003 Potential Location of Repositioned Pedestrian Crossing on Marcham Road

Supplementary Information

- Notice of proposed amendments to pelican crossings

- Appeal Decision Report (Ref. APP / V3120 / A / 13 / 2191911), dated 11 July 2013

- 1.6 All comments and recommendations are referenced to the layout drawing at Figure 1 to indicate its location.
- 1.7 The Audit Team visited the site on Thursday 20 March 2014 between 11.30 and 12.45 hours to review the proposed highway works in context. During the site visit the weather conditions were dry and carriageways and footways were also dry.
- 1.8 The existing site is dominated by a double mini-roundabout junction at Drayton Road / Marcham Road, Spring Road / Ock Street.
- 1.9 Uncontrolled pedestrian crossing facilities comprising dropped kerbing and buff coloured tactile paving are provided across each of the roads forming this junction with the exception of Marcham Road which benefits from a signal controlled (pelican) crossing located approximately 20 metres to the west of the junction. Pedestrian guardrailing has been installed around the junction radii between Drayton Road and Marcham Road to channel pedestrians to the controlled crossing facility. A mid-crossing pedestrian refuge is provided as part of the uncontrolled crossing facilities on Drayton Road and Ock Street.
- 1.10 During the site visit traffic flows through the junction were considered to be busy and queues, typically 3 to 4 PCUs long, were regularly observed on all approaches.
- 1.11 Whilst pedestrian movements in the vicinity of the junction were generally considered to be light some pedestrians were observed using the existing crossing facilities. The existing controlled crossing was noted to be the most used with the principal flow being from south to north.



Photograph 1 - Three pedestrians, one of which was pushing a pushchair were observed crossing Spring Road via the existing uncontrolled crossing facility.

- 1.12 The Audit Team did not make a note of the onward route of any pedestrians using any of the crossing facilities provided at this junction.
- 1.13 The proposed highway works covered by this audit can be described as follows:
- Relocation of the existing signal controlled (pelican) crossing located on Marcham Road to a point approximately 65 metres to the west of the double mini-roundabout junction.
 - Installation of a new signal controlled (pelican) crossing facility on Ock Street, approximately 25 metres to the east of the double mini-roundabout junction.

- 1.14 The Audit Team understands that these 'crossing' works are intended to mitigate for any severe traffic effects that may be caused by a proposed residential development to be located on the southern edge of Abingdon, by reducing incidences of westbound queuing traffic on Marcham Road blocking the junction and instead, creating sufficient gaps in the westbound traffic flow (i.e. travelling from Ock Street towards Marcham Road) to allow traffic travelling northbound on Drayton Road better opportunity to enter the junction.
- 1.15 The Audit Team has been informed that no Departures from Standard are required as part of these highway proposals.
- 1.16 No injury accident statistical data has been provided for the Audit Team to review and hence, the Audit Team is unable to determine whether the proposed highway works will exacerbate an existing accident problem.

2.0 Context

- 2.1 As part of its review, the Audit Team undertook a brief qualitative study of the routes likely to be taken by pedestrians locally, in order to appreciate better the particular characteristics of pedestrian use of the existing signal controlled (pelican) crossing at the junction and, in particular, how these may be influenced by pedestrian desire lines on routes to and from the junction. As it seems to be generally accepted that use of this crossing is predominantly south to north in the mornings and north to south in the evenings, this focussed on those walking between residential areas close to Drayton Road and the various trip destinations within Abingdon, including local facilities and amenities, shops, employment areas and schools. The majority of local facilities and amenities are located close to the town centre whilst employment areas are mainly located on the eastern and western edges of the town. Schools are mainly located to the north west of the town, e.g. Larkmead School and St Helen & St Katharine School.
- 2.2 The Audit Team took the view that pedestrians travelling to local facilities and amenities close to the town centre are likely to permeate through residential areas and along other local roads rather than taking a longer route via double mini-roundabout junction. The same applies to those travelling to employment areas located on the eastern edges of the town.
- 2.3 Pedestrians travelling to the employment or retail locations to the west are likely to walk towards the double mini-roundabout junction and either use the existing controlled crossing facility on Marcham Road, or use another controlled crossing facility which is located further to the west.
- 2.4 Those walking to nearby schools would cross Marcham Road at the junction and continue along Spring Road. The location of the schools are such that the natural pedestrian desire line would be along the west side of Spring Road, which would also minimise the need to cross roads.
- 2.5 The Audit Team consider that the predominant use of the existing signal controlled (pelican) crossing is likely to be by school pupils, associated with journeys to and from Larkmead School and St Helen & St Katharine School.

3.0 Items Resulting from the Stage 1 Road Safety Audit

3.1 Problem 1

Location: East side of double mini-roundabout junction.

Summary: Pedestrians crossing away from signalled facility leading to risk of pedestrian / vehicle collisions involving personal injury occurring.

The signalled crossing facility, re-sited east of the junction, requires pedestrians walking between Drayton Road and Spring Road to use the east side of both roads, which, for the majority, departs from their natural desire line on the west side. There is concern that, rather than divert even further to use the signalled crossing facility, significant numbers of such pedestrians will attempt to cross Ock Street on the direct desire line via the central splitter island.

Recommendation: The footway width is insufficient to allow pedestrian guardrailing to be provided. Discourage pedestrians between Drayton Road and Spring Road from using the east side of by providing more attractive crossing provision on natural desire line on west side.

3.2 Problem 2

Location: North side of double mini-roundabout

Summary: Increased use of uncontrolled crossing facility across Spring Road near the junction, with poor visibility and insufficient footway width, leading to increased risk of pedestrian / vehicle collisions involving personal injury occurring.

Southbound pedestrians on west side of Spring Road will need to choose between significant diversion from desire line to the west to reach the signalled crossing facility re-sited further west or the new signalled crossing facility to the east. Those choosing to divert to the east first need to cross Spring Road. Most northbound pedestrians who crossed Ock Street will also need to cross Spring Road. This in itself introduces risk wherever crossing is attempted, but there is additional risk associated with poor visibility and insufficient footway width if crossing is attempted at the junction.

Recommendation: There is insufficient space to widen the footway close to the junction. Notwithstanding sub-standard footway width, provide appropriate formal crossing facilities at a suitable location on Spring Road remote from the junction, or discourage pedestrians between Drayton Road and Spring Road from crossing to the east side of by providing more attractive crossing provision on natural desire line on west side.

3.3 Problem 3

Location: West side of double mini-roundabout

Summary: Pedestrians crossing away from signalled facility leading to risk of pedestrian / vehicle collisions involving personal injury occurring.

The signalled crossing facility, re-sited west of the junction, requires pedestrians crossing between Drayton Road and Spring Road on the west side of both roads to divert significantly from their natural desire line to use the re-sited signalled crossing. There is concern that, rather than divert, significant numbers of such pedestrians will attempt to cross Marcham Road closer to the desire line, broadly where the existing crossing to be removed is located, leading to increased risk of pedestrian / vehicle collisions involving personal injury occurring. There is further concern that southbound pedestrians may attempt to cross at a point where there is pedestrian guardrailing on the opposite side, effectively trapping pedestrians within the carriageway exposed to traffic.

Recommendation: Provision of pedestrian guardrailing on the north side is not recommended as to be effective this would need to extend as far as the crossing and commensurate extension of guardrailing on the south side would need to include a parking lay-by, rendering it unusable.
Discourage pedestrians between Drayton Road and Spring Road from crossing to the east side of by providing more attractive crossing provision on natural desire line on west side.

3.4 Problem 4

Location: South side of double mini-roundabout

Summary: Increased use of uncontrolled crossing facility across Drayton Road near the junction, leading to increased risk of pedestrian / vehicle collisions involving personal injury occurring.

Northbound pedestrians on west side of Drayton Road will need to choose between significant diversion from desire line to the west to reach the signalled crossing facility re-sited further west or the new signalled crossing facility to the east. Those choosing to divert to the east first need to cross Drayton Road. Some southbound pedestrians who crossed Ock Street will also need to cross Drayton Road. This in itself introduces risk, more so if such crossing is attempted away from the formal controlled facility further south on Drayton Road or the uncontrolled facility at the junction.

Recommendation: Discourage pedestrians walking between Drayton Road and Spring Road from crossing to the east side of by providing more attractive crossing provision of Marcham Road on natural desire line on west side.

4.0 Summary and Conclusion

- 4.1 The Audit Team accepts that, for some journeys the re-sited crossing to the west will be as convenient as the existing crossing. For most journeys, however, both of the re-sited crossings will be less convenient. Some pedestrians who would have previously used the existing crossing will transfer to the new crossing facility to be provided on the east side of the junction or the re-sited facility further to the west of the junction. However, the Audi Team consider that significant numbers may choose to attempt to cross away from the facilities provided. As stated by the Inspector in his Appeal Decision report, the number that would transfer cannot be reliably estimated.
- 4.2 There is particular safety concern in the case of pedestrians, particularly school pupils, walking between Drayton Road and Spring Road. Those who remain on the west side are likely to continue to cross Marcham Road, but not via the new relocated crossing which will not now be on the natural desire line. Those that do transfer to the new east crossing will have to cross either Spring Road or Drayton Road where no controlled facilities are provided. Owing to the presence of the splitter island on Ock Street, it is the Audit Team's opinion that such pedestrians are likely to use this as a crossing point rather than the new crossing to be provided at the eastern end of this island. This island is likely to continue to be attractive to pedestrians even if the dropped kerbing is removed. Guardrailing cannot be provided on the north side of Ock Street owing to insufficient footway width



Photograph 2: Splitter island on Ock Street approach

- 4.3 In essence, the Audit Team concludes that by relocating the existing controlled crossing facility a 'safe' arrangement is being replaced by a 'less safe' arrangement in that pedestrians are less likely to use the controlled crossing facility in its revised location across Ock Street east of Drayton Road as this is no longer on their natural desire line for the majority of users and those that do will be exposed to increased risk of accident involving injury because of the need to cross more roads either where:
- no formal crossing facilities are provided or
 - facilities provided are sub-standard with no practical prospect of improvement.

Figures

LOGIN NAME: LAU, LOUIS (SKM)
 LOCATION: H:\NIP\Projects\VN50148\Deliverables\Drawings\Civils\Sketches\VN50148-ECC-SK-0002_RevA.dwg

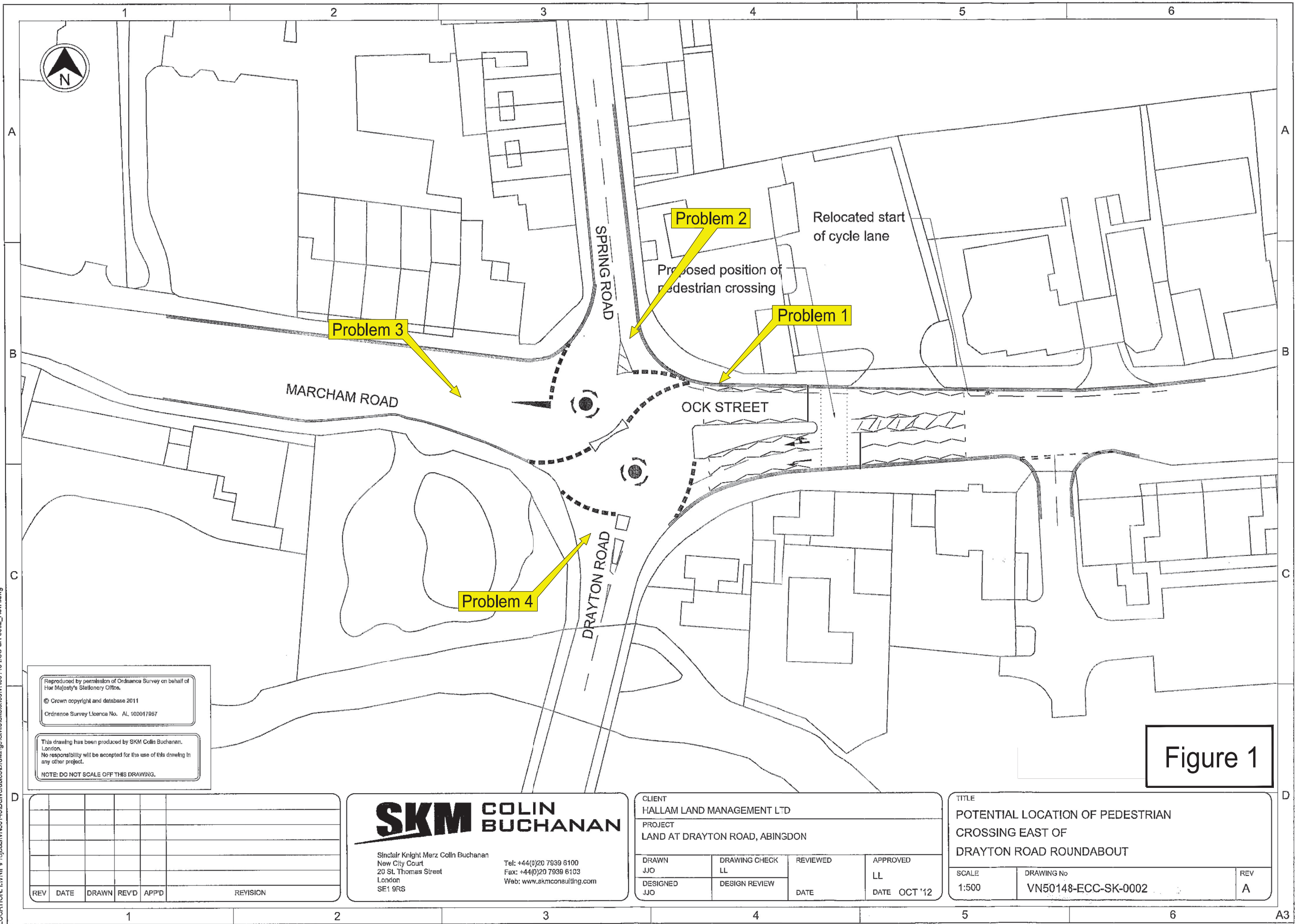


Figure 1

Reproduced by permission of Ordnance Survey on behalf of Her Majesty's Stationery Office.
 © Crown copyright and database 2011
 Ordnance Survey Licence No. AL 100017967

This drawing has been produced by SKM Colin Buchanan, London.
 No responsibility will be accepted for the use of this drawing in any other project.

NOTE: DO NOT SCALE OFF THIS DRAWING.

REV	DATE	DRAWN	REV'D	APP'D	REVISION

SKM COLIN BUCHANAN

Stclair Knight Merz Colin Buchanan
 New City Court
 20 St. Thomas Street
 London
 SE1 9RS

Tel: +44(0)20 7939 6100
 Fax: +44(0)20 7939 6103
 Web: www.skmconsulting.com

CLIENT HALLAM LAND MANAGEMENT LTD			
PROJECT LAND AT DRAYTON ROAD, ABINGDON			
DRAWN JJO	DRAWING CHECK LL	REVIEWED	APPROVED LL
DESIGNED JJO	DESIGN REVIEW	DATE	DATE OCT '12


TITLE POTENTIAL LOCATION OF PEDESTRIAN CROSSING EAST OF DRAYTON ROAD ROUNDABOUT		
SCALE 1:500	DRAWING No VN50148-ECC-SK-0002	REV A

Audit Team Statement

I certify that the Audit Team has examined the drawings and documents listed in the report. The examination has been carried out with the sole purpose of identifying any feature of the design which could be removed or modified in order to improve the safety of the scheme. The problems identified have been noted in this report, together with associated safety improvements which are recommended for implementation.

Audit Team Leader

G. Turner BEng
Principal Engineer
Glanville Consultants

Signed: 
Date: 21 March 2013

Audit Team Member

P.A Whitehead BSc CEng MICE MIHT
Associate Director
Glanville Consultants



Cornerstone House, 62 Foxhall Road,
Didcot, Oxon OX11 7AD

Tel: (01235) 515550

Fax: (01235) 817799

Postbox@glanvillegroup.com

www.glanvillegroup.com

- Civil and Structural Engineers
- Building Surveyors
- Highway and Traffic Engineers
- Transport Planners
- Land Surveyors
- Building Investigation Experts
- CDM Co-ordinators