



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

***Thursday, 9 October 2014 at 10.30 am (or on the rising of the
Transport Advisory Panel, whichever is later)
Meeting Rooms 1 and 2, County Hall, New Road, Oxford***

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 17 October 2014 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

Peter G. Clark.

Peter G. Clark
County Solicitor

September 2014

Contact Officer: **Graham Warrington**
Tel: (01865) 815321; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 6 November 2014

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

- 1. Declarations of Interest**
- 2. Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

- 3. Petitions and Public Address**
- 4. Proposed Pelican Crossings - A415 Marcham Road and Ock Street, Abingdon** (Pages 1 - 98)

Forward Plan Ref: 2014/136

Contact: Jim Daughton, Service Manager, Delivery
Tel: 01865 812083

Report by Deputy Director for Environment and Economy – Commercial & Delivery (CMDE4).

- 5. Proposed Puffin Crossing - A417 East Challow** (Pages 99 - 106)

Forward Plan Ref: 2014/065

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDE5).

- 6. Bridge Street, Witney - Proposed Zebra Crossing** (Pages 107 - 112)

Forward Plan Ref: 2014/094

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 815083

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE6**).

7. Proposed Removal of Disabled Persons Parking Place, Playing Close, Charlbury (Pages 113 - 118)

Forward Plan Ref: 2014/154

Contact: Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery
(**CMDE7**).

8. Chilterns Areas of Natural Beauty (AONB) Management Plan - Endorsement (Pages 119 - 122)

Forward Plan Ref: 2014/145

Contact: Vicky Fletcher, Environment & Resource Efficiency Manager; Tel: (01865) 815420

Report by Deputy Director for Environment & Economy – Strategy & Infrastructure Planning (**CMDE8**).

9. North Wessex Downs Areas of Natural Beauty (AONB) Management Plan - Endorsement (Pages 123 - 126)

Forward Plan Ref: 2014/144

Contact: Vicky Fletcher, Environment & Resource Efficiency Manager – Tel: (01865) 815420

Report by Deputy Director for Environment & Economy – Strategy & Infrastructure Planning (**CMDE9**).

EXEMPT ITEM

It is RECOMMENDED that the public be excluded for the duration of items 10E and 11E since it is likely that if they were present during the items there would be disclosure of exempt information as defined in Part I of Schedule 12A to the Local Government Act 1972 (as amended) and specified below in relation to both items and since it is considered that, in all the circumstances of the case, the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

MEMBERS AND OFFICERS ARE REMINDED THAT THE EXEMPT FINANCIAL INFORMATION RELATING TO SUBSIDY AGREEMENTS REPORTED AT THE MEETING (WHETHER IN WRITING OR ORALLY) MUST NOT BE DIVULGED TO ANY THIRD PARTY.

10. Procurement Exemption Request for Community Action Group (CAG) Project (Pages 127 - 132)

Forward Plan Ref: 2014/147

Contact: Vicky Fletcher – Environment & Resource Efficiency Manager

Tel: 01865 815420

Report by Director for Environment & Economy (**CMDE10E**).

11. Time Extension for Agreement to Recycle Street Sweeper Waste with Leicestershire County Council (Pages 133 - 138)

Forward Plan Ref: 2014/153

Contact: Andrew Pau, Strategic Manager, Waste & Transport Tel: (01865)

815867/Mark Watson, Waste Contracts Officer Tel: (01865) 815747

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE11E**).

The information in this report is exempt in that it falls within the following prescribed category:

Information relating to the financial or business affairs of any particular person (Including the authority holding that information)

Division(s): Abingdon (South)

CABINET MEMBER FOR ENVIRONMENT DELEGATED DECISION MEETING 9 OCTOBER 2014

PROPOSED PELICAN CROSSINGS – A415 MARCHAM ROAD AND OCK STREET ABINGDON – RE-CONSULTATION

**Report by Deputy Director of Environment & Economy
(Commercial)**

Introduction

1. This report presents the objections and other comments received in response to further consultation on two new proposed pelican crossings on the A415 Marcham Road and Ock Street, Abingdon; the proposals (as shown in Annex 1) include removing an existing pelican crossing on the A415 Marcham Road.
2. The re-consultation has arisen from a legal challenge on the decision not to approve the above proposals taken at the Cabinet Member for Environment Delegated Decision meeting on 27 March 2014, following which the Council has reviewed the process and considers that it did not make clear the reasons for this decision. (The report considered at the meeting on 27 March - including the annexes summarising the responses received and a supplemental addenda – is included as Annex 2 to this report.)

Background

3. 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.'
4. 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.
5. The works if approved would be funded by the developers of the above land.

Consultation

6. The re-consultation on the proposals was carried out between 27 August and 27 September 2014. A total of 48 responses were received during this period, mostly objections and concerns, which are summarised in Annex 3.
7. Thames Valley Police raised no objection in principle to the proposals but raised a query on the justification for moving the existing crossing on Marcham Road, noting that there is a desire to cross at this point and that moving the crossing further west may lead to pedestrians continuing to cross at the junction rather than walk to the new location.
9. Abingdon Town Council object to the proposals on the grounds of increased congestion and delay, and reduced safety. Similarly Drayton Parish Council object to the proposals on the same grounds as Abingdon Town Council, namely increased congestion and delay, and reduced safety.
10. Three objections were received from the occupiers/owners of properties close to the proposed crossing on the grounds that it will aggravate traffic congestion and noise (including from the audible signals routinely provided at signalled crossings). A further response was received from an occupier of a nearby property on the effect on their vehicle access, but otherwise had no objections in principle to the proposed works.
11. The majority of the other objections and concerns were received from residents of Abingdon not living directly adjacent to the proposed works, but who are nevertheless concerned over 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.

Legislative Framework

12. According to section 122(1) of the Road Traffic Regulation Act 1984, it shall be the duty of every local authority upon whom functions are conferred by or under this Act, to exercise the functions conferred on them by this Act (so far as practicable having regard to the matters specified in subsection (2) below) to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway.

The matters specified in subsection (2) are as follows:

- (a) the desirability of securing and maintaining reasonable access to premises;
- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial

vehicles, so as to preserve or improve the amenities of the areas through which the roads run

- (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy)
 - (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles
 - (d) any other matters appearing to the local authority to be relevant
13. According to section 23(2) of the 1984 Act, before establishing, altering, or removing a crossing a local traffic authority shall consult the chief officer of police about their proposal to do so and shall give public notice of that proposal

Response to objections and concerns

Impact on adjacent properties

14. 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 will have no material impact. 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.

Road Safety

15. A safety audit of the detailed design of the proposals has been carried out by independent consultants commissioned by the designers of the proposed works (a copy of this report and the Designers Response are attached at Annex 5). A detailed review of this safety audit – including the responses made by the designers - was carried out by officers (this work included making site visits in addition to a check of the documents supplied by the consultants). No significant issues were identified in respect of the proposed layout of the crossings.
16. It is however acknowledged that 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), leading to a potential risk of pedestrians – in particular school pupils - choosing to continue to cross at the site of the existing crossing. This concern was raised in many of the objections received during the first consultation, and also in a safety audit commissioned by the Vale of the White Horse District Council included in their objection lodged just prior to the Cabinet Member for Environment Delegated Decision meeting on 27 March 2014 (too late to be included in the officer report for that meeting but included in an addenda presented at the meeting). It was also raised by those speaking at the meeting on the proposal.

17. The responses to the re-consultation summarised in Annex 3 show strong concerns remain on the above issue. In determining the weight to be given to these concerns, consideration needs to be given to the wider pedestrian provision in the area, and also the broader principles used in assessing the safety of walking routes to school applied throughout the county, and in assessing the safety of proposed changes to the highway resulting from development.
18. The proposed pedestrian provision in the area is shown in Annex 4, which also includes the reported pedestrian accident history in the area. The proposed new crossing on Ock Street will provide an additional safe crossing point across the busy A415 corridor, supplementing the existing toucan crossing on the Drayton Road just south of the Ock bridge, the zebra crossing at the north end of Spring Road (installed in 2013), and the proposed relocated crossing on A415 Marcham Road.
19. For pedestrians attending Larkmead School whose journeys start / end on the east side of Drayton Road, the proposals if approved would reduce the number of crossings required of an A or B class road from two to one, with the zebra crossing on Spring Road providing a safe means of crossing this un-numbered road, which although still comparatively busy, has appreciably less traffic than either the A415 Marcham Road / Ock Street or B4017 Drayton Road.
20. For pedestrians attending Larkmead School whose journeys start / end on the west side of Drayton Road, the proposals if approved would require either the use the relocated crossing to the west of the roundabout (adding around 150 metres / 90 – 120 seconds to the current journey) or the new crossing on Ock Street, which in turn would require two crossings (i.e. the toucan crossing on the B4017 Drayton Road, and then the zebra crossing on Spring Road) as compared to the current provision (this would only minimally increase the length of the journey, but increase journey times by around 45 seconds).
21. Information on the number of pupils originating from the west and east sides of Drayton Road is not available, but of the approximately 3500 residential properties in Abingdon south of the River Ock, approximately 660 are on the west side of the Drayton Road, which suggests that a majority of current users of the existing crossing would experience a reduction in the number of crossings of an A or B class road from the implementation of the proposals.
22. In determining the acceptability of pedestrian provision for pupils walking to and from school, officers apply the Road Safety GB guidelines on assessing walked routes to school (Road Safety GB is an organisation representing local authority road safety officers in England and Wales). These guidelines take into account many factors, including the width and maintenance condition of footways, and where a road has to be crossed, its width, the traffic flow and speed, and the presence of pedestrian crossings. A key principle (established by case law) is that it is assumed that all road users – including pedestrians – act reasonably; this for example would include making use of crossings provided on the route. Pupils choosing not to make a short diversion to use

safe crossing provision would not be deemed to be acting reasonably. Officers' assessment of the pedestrian crossing proposals is that they meet the Road Safety GB guidelines for walked routes to school.

23. It should also be noted that there are a very large number of precedents of highway works being implemented to accommodate development where the principle of reasonableness is applied in respect of road safety. Consistency is important in the assessment of proposals and the application of criteria. Officers will assess proposals taking account of national standards and guidance and will typically recommend approval if their design complies with these. This is nevertheless not a guarantee that accidents will not occur at the new road layout, as inevitably road users will from time to time make mistakes.
24. A check of the accident history for a 10 year period prior to the provision of the pelican crossing just west of the junction in 1991 shows no accidents involving pedestrians crossing Marcham Road in the vicinity. While both traffic and pedestrian activity will have changed appreciably since then, the site prior to the provision of the crossing was nevertheless still a very busy one with significant numbers of pedestrians crossing here.
25. The pedestrian accident history shows no incidents on the A415 in the vicinity of the proposals in the 5-year period 1 September 2009 to 31 August 2014 (locations are shown in Annex 4). On the B4017 Drayton Road, one slight accident was reported at the toucan crossing. On Spring Road, two serious pedestrian injury accidents were recorded, one of which involved school students 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

26. The traffic impact of the proposed development was discussed and investigated in detail at the Planning Appeal hearing.
27. 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 planning inspector appointed to deal with the Appeal (paragraphs 27-63 of the Appeal Decision), who thoroughly considered the evidence submitted and representations made.
28. In the Inspector's Decision Letter 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'.

29. 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'.
30. The Letter 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'.
31. 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

32. Given the strong linkage between traffic impact and air quality, there would not appear in the light of the above comments on traffic impact to be any significant concern over the effects of the proposals on air quality.
33. In the Inspector's Decision Letter he states: '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.'
34. Although Abingdon Town Council's comments (submitted in the first consultation) on the impact of 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.
35. 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.

How the Project supports LTP3 Objectives

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

Financial and Staff Implications (including Revenue)

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

RECOMMENDATION

39. **The Cabinet Member for the Environment is RECOMMENDED to**
 - a) **Approve the implementation of proposals as advertised.**
 - b) **(if approved) monitor closely the safety performance and traffic delays following the completion of the works.**

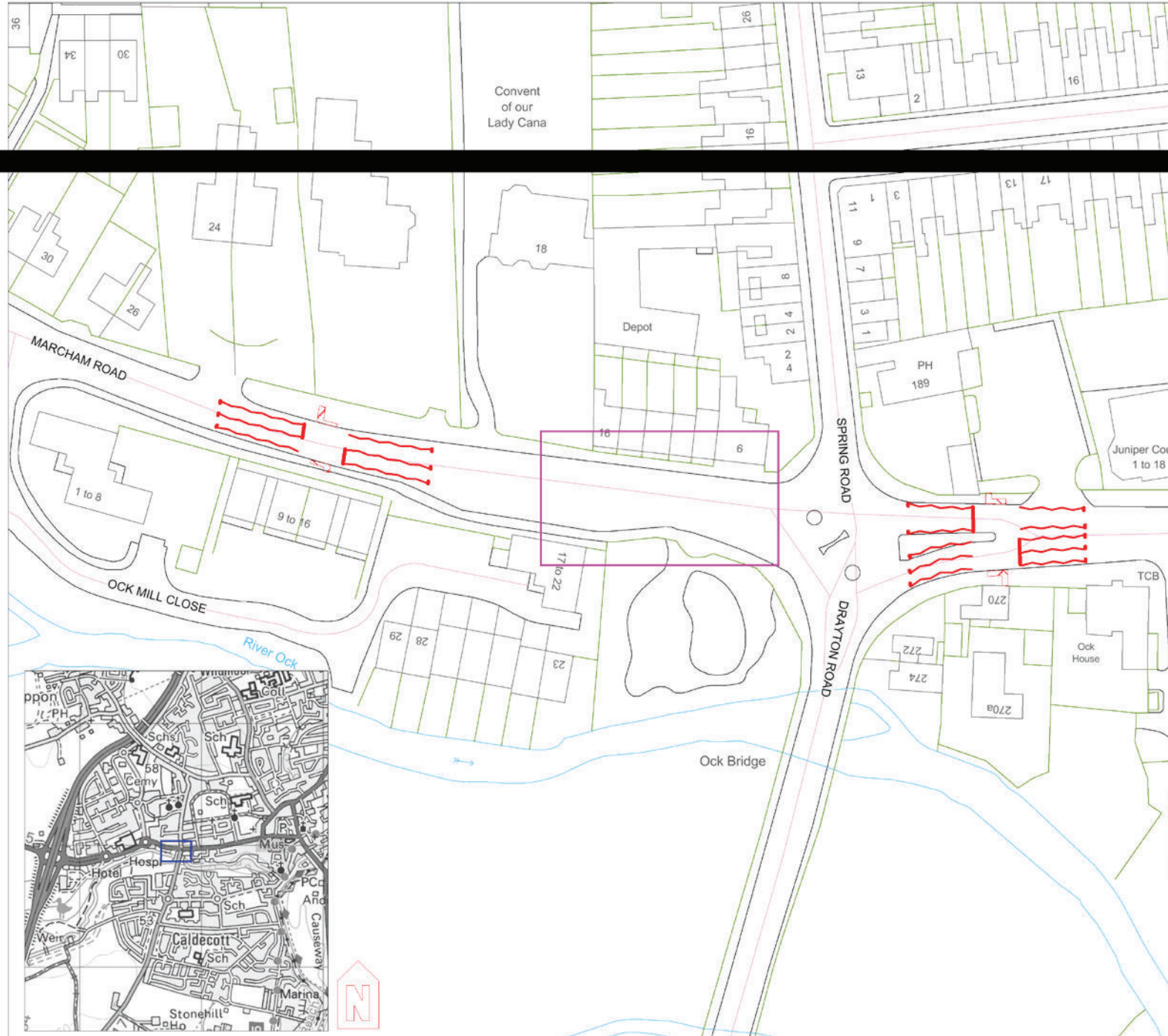
MARK KEMP

Deputy Director of Environment & Economy (Highways & Transport)

Background papers: Summary of consultation responses with officer comments
Road Safety GB guidelines on assessing walked routes to school

Contact Officers: Jim Daughton 01865 323364

October 2014



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

Site Location

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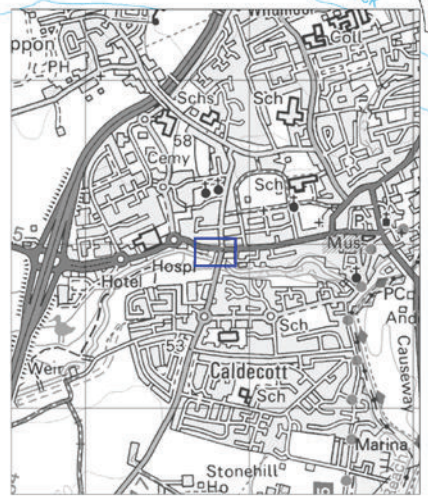


Mark Kemp
Deputy Director - Commercial
Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE
Tel: (01865) 815700
Fax: (01865) 241577

**CABINET MEMBER
FOR ENVIRONMENT
9 OCTOBER 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		



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

6. 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

7. 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:
 - c) 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.
 - d) 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.'
8. 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.
9. 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)

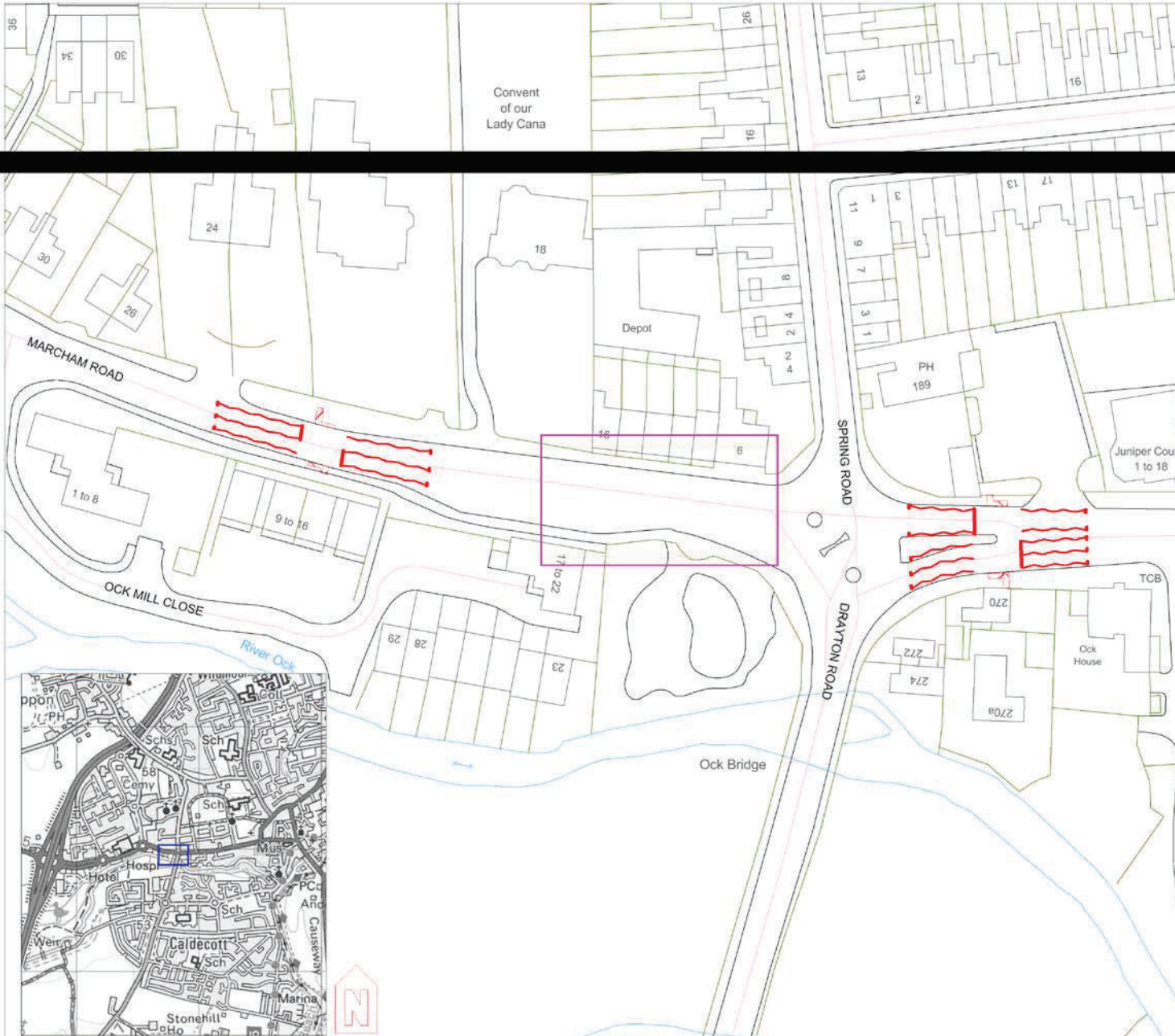
Background papers: Planning Inspectorate - Appeal Decision
Consultation responses

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

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Mark Kemp
Deputy Director - Commercial
Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE
Tel: (01865) 615700
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		



RESPONDENT	SUMMARISED COMMENTS	OFFICER COMMENTS
Cllr Neil Fawcett Page 15	<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>	<p>Noted</p>
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>	<p>see officer comments in respect of Cllr Fawcett's comments</p>

<p>Thames Valley Police</p>	<p>No objections but requests consideration of the following:</p> <ol style="list-style-type: none"> 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 requirements. 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’. 	<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>Abingdon Civic Society</p>	<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>	<p>see officer comments in respect of Cllr Fawcett's comments</p>
<p>Oxford Bus Company / Thames Travel</p>	<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>	<p>see officer comments in respect of Cllr Fawcett's comments</p>
<p>Vale Disability Access Group</p>	<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>	<p>see officer comments in respect of Cllr Fawcett's comments</p>

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 Page 17	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.

<p>Taxi driver</p>	<p>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.</p>	<p>see officer comments in respect of Cllr Fawcett's comments</p>
<p>Business adjacent</p>	<p>Requests the location of the proposed crossing does not encroach onto the area marked on the Plan as 'keep clear'.</p>	<p>Noted - the proposed markings do not encroach on the KEEP CLEAR markings</p>
<p>Business adjacent</p>	<p>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</p>	<p>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.</p>
<p>Resident (adjacent)</p>	<p>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.</p>	<p>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</p>
<p>Resident (adjacent)</p>	<p>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.</p>	<p>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</p>

<p>Resident (adjacent)</p>	<p>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.</p>	<p>Signalled crossings are routinely provided in built up areas close to housing</p>
<p>Abingdon Town Cllr</p>	<p>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.</p>	<p>see officer comments in respect of Cllr Fawcett's comments</p>
<p>Abingdon Town Cllr</p>	<p>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.</p>	<p>see officer comments in respect of Cllr Fawcett's comments</p>
<p>Abingdon Town Cllr</p>	<p>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.</p>	<p>see officer comments in respect of Cllr Fawcett's comments</p>

<p>VOWH & ATC Cllr</p>	<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>	<p>see officer comments in respect of Cllr Fawcett's comments</p>
<p>Page 20 VOWH Cllrs</p>	<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>	<p>see officer comments in respect of Cllr Fawcett's comments</p>
<p>Resident (not adjacent)</p>	<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>	<p>see officer comments in respect of Cllr Fawcett's comments</p>

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

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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 create more problems.	see officer comments in respect of Cllr Fawcett's comments
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) Page 25	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

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
Page 20 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	see officer comments in respect of Cllr Fawcett's comments

	alleviate this as they are mostly used on weekdays by children 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 coming out of the town, particularly in the afternoons and early evenings, being held up and backing up along Ock Street. .	see officer comments in respect of Cllr Fawcett's comments

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) Page 30	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

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 the network.	see officer comments in respect of Cllr Fawcett's comments
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	see officer comments in respect of Cllr Fawcett's comments

	proposals.	
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

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

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

ADDENDA

3. Petitions and Public Address

<i>Speaker</i>	<i>Item</i>
Anthea Eno (Resident) Roberta Nichols (Resident) Anne Dodd (Resident) Roger Bush (Resident) Cllr Samantha Bowring (Abingdon Town Council) Councillor Alice Badcock (Abingdon Town Council) Councillor Jeanette Halliday (Vale of White Horse DC and Resident) Councillor Jim Halliday (Vale of White Horse DC & Resident) Councillor Richard Webber (Vale of White Horse DC) County Councillor Sandy Lovatt (Abingdon North) County Councillor Neil Fawcett (Abingdon South)))))))))) 4. Proposed Pelican Crossings –) Marcham Road and Ock Street,) Abingdon)))))))
Simon Hunt (Cyclox) Graham Smith (CTC) Noam Bleicher (Bus Users UK) Matthew Lawes (Sainsbury)))5. The Plain Roundabout Cycling)Improvement Scheme)
Yvonne Conway (resident) County Councillor Neil Owen (Burford & Carterton North)))8. Proposed Parking Restrictions)Shilton Park, carterton
County Councillor Jenny Hannaby (Grove & Wantage)	11. Proposed disabled Persons Parking Places
Brenda Smith (Transport Representative Standlake PC) *	13E. Bus Service Subsidies

* As Item 13E will be taken in Exempt session Brenda Smith will need to make her submission under Item 3.

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/Cycloxx 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). With out this, the less confident cyclists will still feel unable to use the roundabout. In a public meeting Cycloxx 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.”

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.

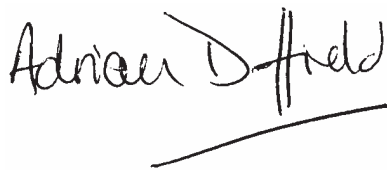
I now write on behalf of the Chief Executive and advise, notwithstanding any previous comments, that the district council objects to this proposal for two reasons.

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.



STAGE 1 ROAD SAFETY AUDIT
Proposed Controlled Crossing Facilities
Marcham Road and Ock Street, Abingdon

Prepared for: Vale of White Horse District Council
Issue 1: 21 March 2014
Ref: TR8140418/GT/001

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

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- 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

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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 guardrailling 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

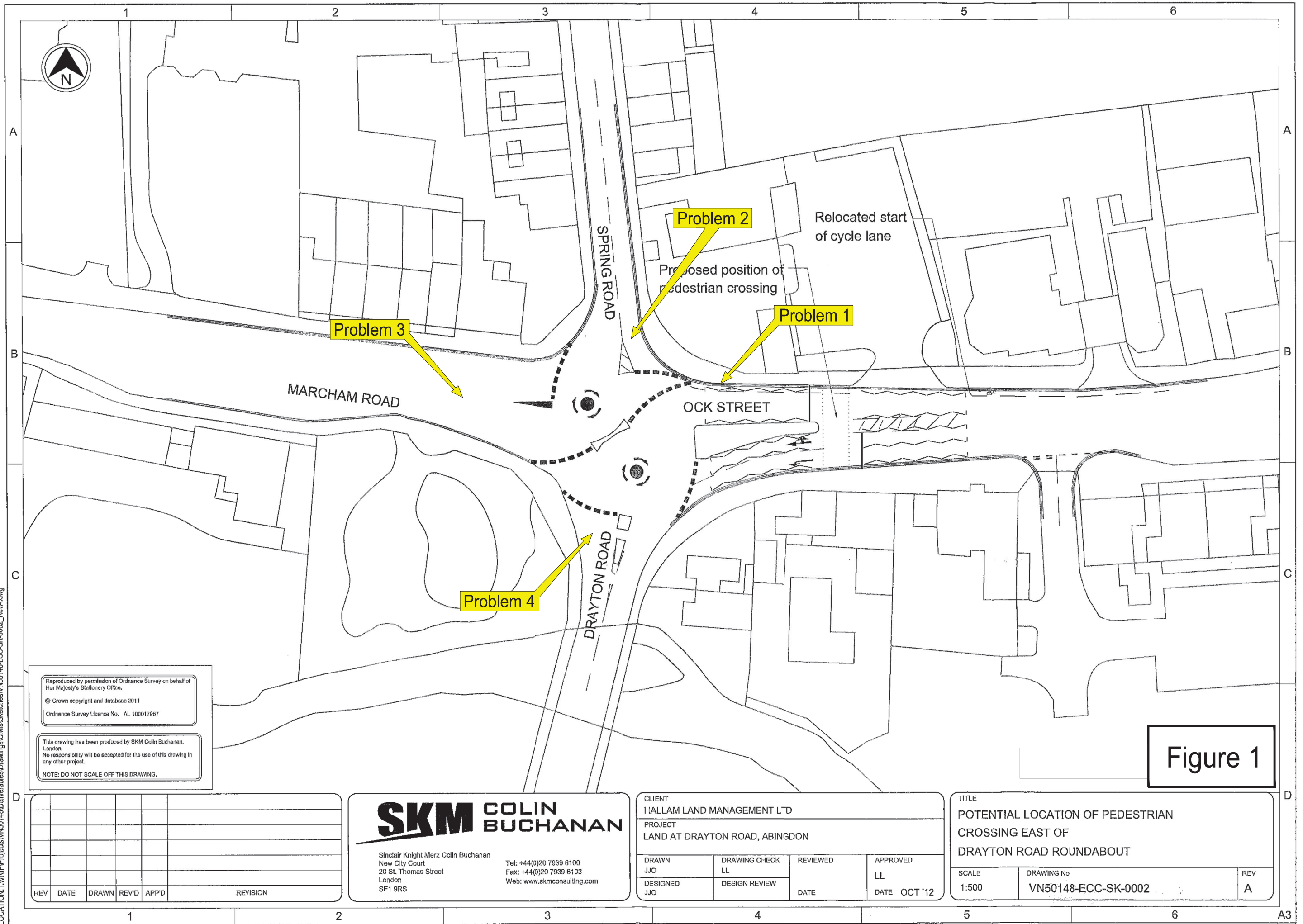


Figure 1

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REV	DATE	DRAWN	REV'D	APP'D	REVISION

SKM COLIN BUCHANAN

Sinclair 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

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

Drawing No. Revision 1

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

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 **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
PEDESTRIAN ACCIDENTS**

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

Drawing No. Revision 1



	RESPONDENT	SUMMARISED COMMENTS
1.	Thames Valley Police	Query – wishes to know the justification for moving the Marcham Road crossing, as there is a desire to cross at the current location, which may not exist if moved. The use of guard rails may help encourage this.
2.	Abingdon Town Council	Objects – the proposals will a) not mitigate traffic congestion in the area but will instead increase congestion and queuing (with or without the new development, and b) will endanger school children, whose safety should be paramount. The Council were unanimous in their decision.
3.	Drayton Parish Council	Objects – in reference to the Glanville safety audit the proposals would a) result in a less safe option for pedestrians, and also b) the possible gains to traffic alleviation from moving the Marcham Road crossing would be more than offset by the problems caused by the new crossing on Ock Street.
4.	Bright Horizons Nursery	Does not object - but Requests that the location of the proposed crossing does not encroach onto the area marked as 'Keep Clear'.
5.	Works at Abbey House	Objects – feels the excessive number of crossing points & traffic lights between the A34 and Stratton Way will adversely affect traffic flow.
6.	Resident of Ock Mill Close	Objects – moving the crossing will not help the traffic flow in light of the possible extra volume of traffic from the new housing development.
7.	Resident of Harding Road	Objects – moving the crossing would a) compromise the safety of school children, b) the Ock Street crossing will increase congestion, and c) the volume of stationary traffic will affect air quality negatively.
8.	Resident of Metcalfe Close	Objects – refer to original consultation comments (file ref.27).
9.	Resident of Gainsborough Green	Objects – moving the crossing will simply move the problem further along the network, and that the potential traffic from the new development will only add to this. Suggests - a ring road and south bound slip at Lodge Hill would help alleviate problems.
10	Resident of Gainsborough Green	Raises a further objection based on potential adverse effects on the safety of school children as a result of moving the crossing.
11	Resident of Drayton Road	Objects - moving the crossing will not help the traffic flow in light of the possible extra volume of traffic from the new housing development. Especially problematic if there is an incident on the A34, as diverting traffic currently adds to the problem already. Also believe that moving the crossing will cause school children to take more risks when crossing.

12	Resident of Drayton Road	Objects – the Drayton Road/Marcham Road junction will suffer as a result of the proposals, the new development is likely to add approx. 300 more vehicles to the junction, and school children are likely to take the quickest/shortest route when crossing.
13	Bright Horizons Nursery	Does not object - but Requests that the location of the proposed crossing does not encroach onto the area marked as 'Keep Clear'.
14	Resident of Abingdon	Objects – the new housing development will only add to the massive traffic problem, as the infrastructure is not in place to support it.
15	Resident of Abingdon	Objects – Drayton Road will back up with traffic adding to delays.
16	Resident of Harding Road	Objects – will become harder to exit Spring Road due to increased congestions. Fear that traffic could build up all along Spring Road up to Faringdon Road.
17	Resident of Abingdon	Objects – pedestrians will continue to cross at the original location of the crossing and not at the new location, will lead to an increase in accidents. The Ock Street crossing will cause additional congestion. Suggests - the traffic on Drayton Road will only reduce with the addition of a full 'diamond' interchange at Lodge Hill or a second river crossing.
18	Resident of Lucca Drive	Raises further objections – a) traffic congestion will not be improved by the proposal, and b) changes have been made without proper assessment/evaluation. Only the developer will benefit from the proposals not the residents.
19	Resident of Virginia Way	Objects – a) additional lights on Ock Street will cause additional congestion, b) the safety of school children will be compromised, and c) the additional queuing traffic will compromise air quality further, possibly breaching EU limits.
20	Resident of Medlicott Drive	Objects – additional traffic will add to the congestion at Drayton Road/Marcham Road. Proposals are just ploy to gain permission for housing development.
21	Resident of Abingdon	Objects – a) additional housing will cause an increase in journey times due to increased traffic, and b) the safety of both pedestrians and drivers will be compromised.
22	Resident of Ock Mill Close	Objects – a) noise from relocated crossing on Marcham Road will cause irritation, and b) the safety of school children will be compromised as they will continue to cross at the original location.
23	Resident of South Abingdon	Objects – existing crossing location is the safest place for school children to cross, moving it will be a less-safe option.
24	Resident of Abingdon	Objects – current location of Marcham Road crossing meets existing safety and traffic needs, making the proposed changes will cause more traffic congestion on the majority of approaches into the town centre.

25	Resident of Abingdon	Objects – current location of Marcham Road crossing is most suitable, moving the crossing will increase both traffic and air pollution on approaches to town centre.
26	Resident of Harding Road	Objects – a) the proposed crossing on Ock Street will cause increased congestion and traffic flow in Drayton Road will also be negatively affected, and b) the extra congestion will add to the severe air pollution.
27	Resident of Cotman Close	Objects – the proposals will not have the desired effects of alleviating traffic travelling on Drayton Road. The new crossing on Ock Street specifically will cause additional congestion from traffic from Spring Road and Drayton Road, whilst the moving of the Marcham Road crossing will have no effect on the traffic flows.
28	Resident of Compton Drive	Objects – the proposals are potentially dangerous and will worsen traffic conditions on the Ock Street/Marcham Road/Drayton Road junction.
29	Resident of Virginia Way	Objects – school children will not want to use the new crossing but rather use quickest route which is the existing crossing point.
30	Resident of Virginia Way	Objects – the current position of the crossing on Marcham Road has 100% safety record, moving it will compromise the safety of school children, guard rails are not an appropriate solution. Also the traffic situation will be worsened on Drayton Road.
31	Resident of Ock Mill Close	Objects – the proposals will add to the congestion in Oct Street for traffic heading to the town centre. While the moving of the crossing on Marcham Road will only benefit the residents of Ock Mill Close & the Unicorn School.
32	Resident of Bergen Avenue	Objects – a) the relocation of the Marcham Road crossing would not suit the needs of the people who currently use it, ignoring the reality of what is experienced on the ground, and b) the introduction of a crossing on Ock Street would serve no current needs of the residents, would also lead to confusion and great congestion. In summary the proposals would lead to a loss of safety for school children and disrupt the flow of traffic.
33	Resident of Masefield Crescent	Objects – the proposals will not improve the flow of traffic out of Drayton Road, whilst causing greater air pollution which school children will have to walk through.
34	Resident of Ock Street	Objects – the moving of the Marcham Road crossing will cause traffic to 'back-up', while the new crossing on Ock Street will disrupt town-ward traffic. Suggests - the development of the Ock Valley path and Ock Street to Drayton Road cycle route would be a better use of the funds.
35	Resident of Abingdon	Objects – a) the proposals will make the traffic situation worse, with greater delays and longer queues, and b) the relocation of the Marcham Road crossing will not be effective and ensuring child safety. Moving the crossing from the 'desire' line will mean children putting themselves at risk.
36	-	Objects – moving the crossing will make no difference to traffic congestion, but will rather make it worse.

37	Resident of Abingdon	Objects – it is obvious that school children will not travel the additional distance and there is no advantage to moving them. The construction of housing on Drayton Road will add to the increasing congestion, delay and reduced air quality.
38	Resident of Virginia Way	Objects – the proposals will not solve the traffic/congestion problems, but are likely to make matters worse creating an even more difficult bottleneck at the Ock Street/Marcham Road and Drayton Road junction.
39	Resident of Abingdon	Objects – moving the pedestrian crossing on Marcham Road will tempt school children to continue to cross at the original location which would be extremely dangerous. The proposals offer no benefits but increase the risks.
40	Resident of Longfellow Drive	Objects – a) the current Marcham Road crossing is in the place considered to be the safest place for children to cross, they will not want to divert to the new location, and b) the proposals are just going to make the flow of traffic worse, blocking the double mini roundabout, the junction is already gridlocked at times.
41	Resident of Drayton Road	Objects – a) the possible use of ‘public’ money on these proposals is wrong, b) there will be an increasing risk to public safety, as school children will continue to use the shortest (desired) route and not the relocated crossing, and c) the crossings should be used to aid the public to cross the road and not to control the flow of traffic. Suggests - junctions along the Marcham Road and Oct Street should be engineered to facilitate flow of traffic.
42	Resident of Virginia Way	Objects – deeply concerned regarding the proposed relocation of the Marcham Road crossing, as school children will continue to cross at the original location. The suggestion that it will improve traffic flow is a “hare-brained” suggestion.
43	Resident of Coromandel	Objects – reiterating comments made previously that moving the Marcham Road crossing will cause school children to risk crossing at the original location rather than use the new location.
44	Resident of Park Road	Objects – refer to original consultation comments (file ref.4).
45	Resident of Mill Road	Objects – refer to original consultation comments (file ref.111).
46	Resident of Longfellow Drive	Objects – a) the primary concern is the safety aspect of moving the ‘primary’ crossing to the narrower pavement on Ock Street, b) there is also congestion implications for traffic entering the junction from any of the four roads entering, this scheme will not improve traffic flows.
47	Property owner, Ock Mill Close	Objects – submitted an independent safety audit from Glanville, who concludes that the scheme would be detrimental to highway safety with an increased risk of pedestrian accidents.
48	Resident of Drayton	Objects – a) moving the crossing on Marcham Road would be dangerous, and b) the extra traffic generated by the development would be unsustainable, causing pollution, congestion and road safety concerns.

49	Resident of Abingdon	Objects – a) feels the proposals are not designed to suit the needs of the pedestrians, but rather to benefit traffic and mitigate the increased traffic congestion, and b) the additional traffic as a result of the development will lead to increased accidents on the Drayton Road by the site.
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Drawing No. _____ Revision 1

- 'Formal' crossing point
- Pedestrian accident location (01/01/2009 to 31/08/2014)
- Site Location

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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
 9 OCTOBER 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		

Drawing No. _____ Revision 1

**Highway improvements at Ock Street, Abingdon,
Oxfordshire**

**Road Safety Audit
Stage 2**

Document Control Sheet



Client: Brookbanks Consulting

Title: Highway improvements at Ock Street, Abingdon, Oxfordshire

Topic: Road Safety Audit Stage 2

Report No: R 424/2

STATUS AND APPROVAL SCHEDULE

1	Final	Report sent to Client	 T.R. Head 31/10/2013	 P.C. Seabourne 31/10/2013
Issue No.	Status	Description of Amendment	Prepared by Sign & Date	Checked by Sign & Date

Head Mann Associates Ltd
 27 Waterloo Place
 Leamington Spa
 Warwickshire
 CV32 5LA

Tel: 01926 832100
 Fax: 01926 832300
 Email: engineers@headmann.com

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 - 1.1. The Audit Team
 - 1.2. Objective

2. STAGE 2 AUDIT
 - 2.1. Background
 - 2.2. Supplied data
 - 2.3. Audit method

3. REVIEW OF PREVIOUS AUDIT

4. PROBLEMS AND RECOMMENDATIONS

AUDIT TEAM STATEMENT

FIGURES

1 INTRODUCTION

1.1 The Audit Team

1.1.1 The Audit Team Leader was P. C. Seabourne, BSc, CEng, MICE, MCIHT, a Principal Engineer of Head Mann Associates Ltd. with Team Member T. R. Head, BSc, CEng, MICE, FCIHT, MSoRSA, FConsE, Managing Director of Head Mann Associates Ltd.(HMA)

1.1.2 The terms of reference of the audit are as generally described in HD 19/03.

1.2 Objective

1.2.1 This report is the result of a Stage 2 Road Safety Audit carried out on proposed highway works associated with a proposed residential development in Abingdon, Oxfordshire. The works under consideration are the provision of a new user-controlled signalised pedestrian crossing on Ock Street just east of the existing Marcham Road/Drayton Road/Ock Street/Spring Road double mini-roundabout junction and relocation of an existing user-controlled signalised pedestrian crossing on Marcham Road just west of the Marcham Road/Drayton Road/Ock Street/Spring Road junction to a location further westwards along Marcham Road.

1.2.2 The Audit's objective is to establish whether the proposals as outlined on Brookbanks Consulting's works proposals drawing are acceptable in terms of highway safety. It should be noted that a Road Safety Audit is not a design audit or a technical approval check/confirmation of the proposals.

1.2.3 The design organisation for the scheme is Brookbanks Consulting, 6150 Knights Court, Solihull Parkway, Birmingham Business Park, Birmingham, B37 7WY. The design organisation's Project Engineer is Robin Hanick and the Project Director is Paul Boileau.

1.2.4 The audit report is prepared for the benefit of the Designer, Brookbanks Consulting, and the prospective adopting local highway authority, Oxfordshire County Council.

2 STAGE 2 AUDIT

2.1 Background

- 2.1.1 The proposed works site is located in the western part of Abingdon approx. 1km from the A34 Trunk Road junction with the A415 Principal Road. The site is around half-way between the A34 junction and the town centre. Between the A34 junction and the town centre, the A415 is variously known as Marcham Road and Ock Street – the name change occurs at the double mini-roundabout layout junction of the A415 road with the B4017 Drayton Road (to/from the south) and Spring Road (to/from the north). All of the proposed works are on Marcham Road – Ock Street. In the vicinity of the proposed works Marcham Road and Ock Street have residential properties, commercial properties and educational institution frontages with various vehicular accesses, sideroads and pedestrian accesses/paths connections.
- 2.1.2 The general location of the site is shown at report Figure 424/2/1 and a Street Plan drawing of the site location is shown at report Figure 424/2/2.
- 2.1.3 The roads around the site all have footways on each side and benefit from street lighting and are subject to 30mph speed limits.
- 2.1.4 Marcham Road in the vicinity of the site is a wide single carriageway road carrying east-west traffic to/from the town centre and through-traffic between the A34 Trunk Road and places east and southeast of Oxford. Ock Street is a normal width single carriageway road serving the same function as described above for Marcham Road.
- 2.1.5 Marcham Road and Ock Street are both very busy traffic routes and carry Public Service Vehicle bus services.
- 2.1.6 The works under consideration are the removal of the existing signal-controlled pedestrian crossing on Marcham Road just west of the mini-roundabout junction and its relocation/replacement at a point around 90m west of the mini-roundabout and provision of a signal-controlled pedestrian crossing on Ock Street around 20m east of the Give Way/roundabout exit of the mini-roundabout junction. It is understood that the Marcham Road crossing relocation is required in order to resolve traffic queueing problems through the double mini-roundabout caused by the interaction of the existing crossing with traffic exiting the double mini-roundabout junction.

2.2 Supplied data

- 2.2.1 Information supplied for this audit comprised:
- Brookbanks Consulting three drawings “Ock Street Crossings - General Arrangement” Drawing No. 10200-OS-100-01 Rev. B; “Construction Details” Drawing No. 10200-OS-100-02 and “Signals Design” 10200-OS-1200-01 and
 - Brookbanks Consulting’s “Road Safety Audit Stage 1, Designers Response”, October 2013

Additionally, from earlier work on the project, the Audit Team already had extracts of SKM Colin Buchanan report “Land east of Drayton Road, Abingdon : Transport Assessment, October 2012”.

- 2.2.2 It should be noted that no information on any Departures from Standards has been supplied. The drawings do not give levels information in any particular detail and do not include surface contours or drainage gully location or revisions information or signs details.
- 2.2.3 The Audit Team was not supplied with any accident records data.
- 2.2.4 The general layout of the proposed development access roundabout works associated with the proposed development is reproduced as a base for the Figures 421/2/3 & 421/2/4 at the rear of this report. The audit is limited to the extent of works shown on Brookbanks’ drawing as reproduced at report Figures 421/2/3 & 421/2/4.
- 2.2.5 Regarding performance of the proposed works, the Audit Team notes the Transport Assessment report conclusions that the proposed works will lead to improved traffic-handling performance of the Marcham Road/Drayton Road/Ock Street/Spring Road junction whilst not creating any ‘blocking’ of the junction due to operation of the two signal-controlled crossings. The Audit Team takes the conclusions at ‘face value’.

2.3 Audit method

- 2.3.1 The audit was carried out at HMA’s office in Leamington Spa, Warwickshire during late-October 2013.
- 2.3.2 Both members of the Audit Team had visited the site and surrounding area on the morning of Tuesday 16 September 2013 in order to observe the existing conditions/situation and consider safety aspects that may be of consequence when the proposed scheme is operational, all as reported in HMA report R424/1 Issue 2 “Highway improvements at Ock Street, Abingdon, Oxfordshire : Road Safety Audit Stage 1”.
- 2.3.3 During the recent Stage 1 Audit site inspection the Audit Team did not notice any particular street furniture or kerbs etc damage or accident debris or road surface indications that might suggest that the site and its immediate environs suffers from any particular accident problem. That said, the Audit Team would remind the reader that at urban roundabout junctions and traffic signals rear-end shunts can be expected to predominate whereas along urban road links there is often no overall pattern.
- 2.3.4 The report is structured to consider the existing situation for all users of the area and to consider each element (or geographical location) of the proposed layout for use by vehicles, pedestrians, cyclists and other users from a safety aspect.
- 2.3.5 Section 3 of the report reviews the earlier Stage 1 Audit and the Designer’s Response document.
- 2.3.6 Section 4 of the report records ‘Problems’ identified from the drawings and as a result of the earlier site visit and also makes ‘Comments’ on features/matters within the

proposed works or immediate surrounds which the Auditors feel should be brought to the attention of the Designer or other organisations even though they might not pose an immediate risk associated with the proposed works. Any 'Comments' follow the conclusion of 'Problems' text. The absence of reference to any particular element of the proposed works is indicative of the Audit Team not having found any Problem related to that matter.

- 2.3.7 Any recommendations included within this report should not be regarded as being prescriptive design solutions to the problems raised. They are intended only to indicate a proportionate and viable means of eliminating or mitigating the identified problem, in accordance with HD19/03, and in no way imply that a formal design process has been undertaken. There may be alternative methods of addressing a problem that would be equally acceptable in achieving the desired elimination or mitigation and these should be considered when responding to this report.

3 REVIEW OF PREVIOUS ROAD SAFETY AUDIT

Ock Street

3.1 *Problem 1: Narrow footway*

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The existing footway is narrow and crossing street furniture posts etc. will obstruct through-movements along the footway, as will pedestrians waiting to cross, all of which might lead to pedestrians using or spilling over into the road carriageway with risks of vehicle/cyclist collisions with pedestrians.

3.1.1 The Problem related to a narrow footway along the northern side of Ock Street obstructed by street furniture and what would be poles of the signal-controlled crossing and, on the presumption that pedestrian crossing volumes are such as to require a crossing, then it would be unlikely that there would be sufficient safe 'dwell area' for pedestrians waiting to cross without them interfering with pedestrian through-movements.

3.1.2 The recommendations were that:

- *The northern kerbline should be realigned (from the junction northeastern corner tangent point to the eastern side of the 'White Horse' public house entrance/exit) by around a minimum of 0.5m at the crossing location to provide more footway space ; and*
- *For a realigned kerbline layout the Designer should check large vehicle swept paths to determine whether any revisions would be necessary at the northwestern corner of the splitter island ; and*
- *The existing dropped kerbs uncontrolled crossing point should be removed.*

3.1.3 The Designer accepted the recommendation and has incorporated widening of the footway in the detail drawings. However, the Audit Team is not fully-persuaded of the effectiveness of the limited proposals (and thinks that the Designer might have misinterpreted the fullness of the original recommendations) so takes the matter through to discussion in Section 4 of the report.

Marcham Road

3.2 *Problem 2: Narrow footway*

Location: Southern end of proposed signalised pedestrian crossing.

Summary: The existing footway is narrow and crossing street furniture posts etc. will obstruct through-movements along the footway, as will pedestrians waiting to cross, all of which might lead to pedestrians

using or spilling over into the road carriageway with risks of vehicle/cyclist collisions with pedestrians.

- 3.2.1 The Problem related to the narrow footway along the southern side of Marcham Road that would be obstructed by street furniture and poles of the signal-controlled crossing where there is adjacent grassed highway verge. On the presumption that pedestrian crossing volumes are such as to require a crossing, then it would be unlikely that there would be sufficient safe 'dwell area' for pedestrians waiting to cross without them interfering with pedestrian through-movements.
- 3.2.2 The recommendation was that:
- *The area of grassed verge around the southern end of the proposed crossing should be paved to provide a wider footway/waiting area.*
- 3.2.3 The Designer accepted the recommendation and has incorporated widening of the footway in the detail drawings. The Audit Team is satisfied with the Designer's response.

3.3 Problem 3: 'Landing' and footway layout and gradients

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The crossing layout could lead to potential steep gradients of the footway/tactile paving area that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.

- 3.3.1 The Problem related to potential steep gradients within the footway and tactiles area and obstruction of the footway space by a signals control box that would necessitate some footway realignment which could worsen the gradient problem.
- 3.3.2 The recommendation was that:
- *The Designer should reprofile surface levels in the area, from back of footway through to the road channel, to provide a crossing 'landing' area and through-footway surface at gradients within normally accepted standards.*
- 3.3.3 The Designer rejected the recommendation in part, claiming that all gradients would be within normal design guidance standards, whilst offering that the existing footway level would be lowered to ensure compliance. The Audit Team will review the effectiveness of the proposals and report further in Section 4 of the report if not satisfied.

3.4 Problem 4: Surfacewater drainage

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The crossing location appears to be at a low spot in the road and the crossing route might be prone to surfacewater ponding that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.

- 3.4.1 The Problem related to the fact that Marcham Road appears very flat in the vicinity and the crossing point might even be at a low spot in the road such that the crossing layout could suffer from water ponding.
- 3.4.2 The recommendation was that:
- *The Designer should check surface levels and provide an additional gully on the western side of the crossing that prevents water ponding at, or flowing across, the pedestrian crossing.*
- 3.4.3 The Designer part accepted the recommendation with the assurance that the works will be designed to prevent ponding at, or water flow across, the tactiles. The Audit Team will review the detail design and report in Section 4 of the report if the details are not to the Team's satisfaction.

3.5 Problem 5: Conspicuity of the crossing

Location: Western approach to the proposed signalised pedestrian crossing.

Summary: Forward visibility to the crossing's northern signal head for eastbound approach traffic is obscured and could lead to vehicle late-braking with shunt collisions potential, or even late awareness of pedestrians in the road with potential for vehicle/pedestrian collisions.

- 3.5.1 The Auditors had concerns over the visibility of the signal heads for approaching traffic with regard to existing road signs and overhanging tree canopy vegetation
- 3.5.2 The recommendations were that:
- *The local highway authority should cut-back the overhanging tree canopy, as is its right in maintaining the highway; and*
 - *The road sign should be relocated/repositioned to avoid it obscuring the pedestrian crossing northern signal heads.*
- 3.5.3 The Designer rejected the recommendations in part, confirming that the signal heads were visible to approaching traffic in compliance with design Standards. However, the Designer did agree that overhanging vegetation to be cut-back (by the local highway authority). The Audit Team is satisfied with the Designer's response but carries forward the matter of vegetation obscuration of signs to Section 4 of the report.

3.6 Comment 6: Road gully maintenance

Location: Proposed signalised pedestrian crossing.

Summary: Blocked road gullies could lead to surfacewater ponding/flooding.

- 3.6.1 Related to the earlier 'Problem 4', the Audit Team reported that road gullies in the vicinity of the crossing contained substantial amounts of debris/detritus to bring the matter to the attention of the local highway authority.

3.6.2 The Designer acknowledged the maintenance matter as being the responsibility of the local highway authority. The Audit Team carries forward gully maintenance to Section 4 of the report.

3.7 Comment 7: Roadsigns

Location: Marcham Road.

Summary: Advance warning signs could be obscured by parked vehicles (westbound approach) or by tree canopies and other roadsigns (eastbound approach).

3.7.1 The Audit Team reported that the requirements for roadsigns would need to be considered along with their locations, on-site physical constraints and potential obscuration by parked vehicles to bring the matter to the attention of the Designer.

3.7.2 The Designer suggested that the matter was one for the local highway authority, however, the Audit Team was alerting to a potential future design problem to be overcome so will take the matter forward into further consideration of the detail design.

4 PROBLEMS AND RECOMMENDATIONS

Ock Street - see Figure 424/2/3

4.1 Problem 1: Narrow footway

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The existing footway to the western side of the crossing is narrow and obstructed by a street light column that will obstruct movements to/from the crossing and which might lead to pedestrians using or spilling over into the road carriageway with risks of vehicle/cyclist collisions with pedestrians.

- 4.1.1 It is taken that traffic assessments of the nearby double mini-roundabout junction have demonstrated that the location of the proposed crossing point does not itself cause traffic to block the junction (that could otherwise lead to driver frustration and inadvisable vehicle movements or driver behaviour).
- 4.1.2 At the proposed crossing location, the existing footway along the northern side of Ock Street is around only 1.6m wide. Street furniture of the signal-controlled crossing will reside in the footway constraining pedestrian through-movements. Whilst the detail proposals include widening of the footway to in excess of 2m at the crossing the widening does not extend as far as the existing footway 1.5m 'pinch point' that is between the crossing point and the junction.
- 4.1.3 The Audit Team notes that the existing westbound traffic lane (between the splitter island and the northern channel is around 5.5m wide and should easily accommodate the limited proposed narrowing (to around 5.0m should still give sufficient space for large vehicles to negotiate the exit of the mini-roundabouts junction - though the northwestern corner of the splitter island might require revision – subject to swept path analysis and sufficient space for light vehicles to pass cyclists) resulting from the footway widening.
- 4.1.4 Whilst Drawing 10200-OS-100-01 Rev. B shows footway widening, the supplied sister-drawing Drawing 10200-OS- 1200-01, dated 10 October 2013, does not. The "Signals Design" drawing should be rationalised to ensure that no confusion arises on site regarding the Works.
- 4.1.5 The Audit Team notes that the proposals will remove that length of on-carriageway advisory cycle lane adjacent to the splitter island and through the crossing point.
- 4.1.6 The recommendations are that:
- The northern footway widening should be extended westwards to widen the footway between the crossing and the roundabout exit ; and

- For a realigned kerblines layout the Designer should check large vehicle swept paths from Drayton Road and Spring Road into Ock Street to determine whether any revisions would be necessary at the northwestern corner of the splitter island ; and
- The existing dropped kerbs uncontrolled crossing point should be removed ; and
- The drawings should be rationalised and should quote the dimension of the widened footway.

4.2 Problem 2: Lack of warning signage

Location: Drayton Road and Spring Road.

Summary: The drawings do not indicate any warning signs so there will be risks of the presence of the crossing surprising motorists and which could lead to vehicle/pedestrian collisions or late-braking vehicle shunt collisions.

4.2.1 The drawings do not indicate signs on the Drayton Road and Spring Road warning motorists of the signal-controlled crossing on Ock Street.

4.2.2 The recommendations are that:

- Permanent signs to Diag 543 with supplementary plates to Diag 573 warning of a signal-controlled crossing ahead should be provided; and
- Temporary signs warning of 'New Traffic Signals Ahead' should be provided on all four approaches for a period of three months.

4.3 Problem 3: Erroneous detail of traffic sign

Location: Eastern end of traffic island.

Summary: The drawing includes erroneous information regarding one traffic sign that, unless described correctly, could lead to driver confusion or collisions.

4.3.1 The drawings indicate relocation of an illuminated 'bollard' to the end of the shortened traffic island. The existing 'bollard' is actually an illuminated traffic sign with Diag 610 face within a bollard-type housing and such traffic sign should be used at this location.

4.3.2 The recommendation is that:

- The drawing should be corrected to refer to an illuminated traffic sign Diag 610.

4.4 Problem 4: Centre hatching through crossing

Location: Proposed Ock Street crossing.

Summary: The drawings do not indicate removal of the existing hatching at the crossing which could confuse pedestrians leading to vehicle/pedestrian collisions or late-braking vehicle shunt collisions.

- 4.4.1 The drawings do not indicate removal of the existing hatching at the crossing which could confuse pedestrians leading to vehicle/ pedestrian collisions or late-braking vehicle shunt collisions.
- 4.4.2 The recommendation is that:
- The hatching is removed between the stop lines but is retained between the zig zags.

Marcham Road – see Figure 424/2/4

4.5 Problem 5: Lack of information on drawings (see also Figure 424/2/3)

Location: The redundant crossing.

Summary: The drawing omits removal of some crossing features that, if left in place, could confuse drivers leading to hesitations and possible shunt collisions and omits replacement lane markings leading to the same.

- 4.5.1 The drawings indicate removal of various features and reinstatement details, but do not indicate removal of the crossing studs. If all features are not removed then drivers might think that a crossing point still exists.
- 4.5.2 There is a two lane eastbound approach along Marcham Road. Although the drawings indicate removal of the zig zag markings there are no proposals to replace the zig zag marking between eastbound lane 1 and lane 2 with lane delineator markings.
- 4.5.3 The recommendations are that:
- The drawing should be amended to show removal of redundant crossing studs; and
 - The zig zag marking between eastbound lane 1 and lane 2 should be replaced with appropriate lane delineator markings and warning markings to the junction.

4.6 Problem 6: ‘Landing’ and footway layout and gradients

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The crossing layout could lead to potential steep gradients of the footway/tactile paving area that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.

- 4.6.1 The existing northern footway is behind a cobblestone deterrent paving verge that accommodates the approx. 300mm(?) or so level difference between the existing back of footway level and the road channel level. The drawing is short on levels details and unless considered in adequate detail the crossing layout could otherwise involve potential steep gradients of the footway/tactile paving area that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.
- 4.6.2 The drawing indicates the footway reinstatement on the eastern side of the northern end of the crossing to be blocked by deterrent paving. This would present a visually

impaired person crossing on the eastern side of the crossing with an obstacle course to get around to get to the footway beyond.

4.6.3 The recommendations are that:

- The Designer should prepare the design in sufficient detail, that the Audit Team thinks will require reprofiling of footway surface levels in the area with grading of the surface, from back of footway through to the road channel, to provide a crossing 'landing' area and through-footway surface at gradients within normally accepted standards; and
- The deterrent paving should be removed and reinstated as footway over the whole width of the crossing.

4.7 Problem 7: Surfacewater drainage

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The crossing location appears to be at a low spot in the road and the crossing route might be prone to surfacewater ponding that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.

4.7.1 Marcham Road appears very flat in the vicinity and the crossing point might even be at a low spot in the road, particularly so along the northern channel. Along the road's northern channel there is a road gully immediately to the east of the proposed crossing, but to the west the nearest road gully is some distance away. The drawing is short on levels details and unless the design is considered in adequate detail the crossing layout could otherwise suffer from water ponding, or flowing along the channel at the front of the tactiles, that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions. The Audit Team finds it difficult to picture that reprofiling of the channel will prevent water from ponding, or flowing along the channel at the front of the tactiles.

4.7.2 The recommendation is that:

- The Designer should make checks and prepare the design in sufficient detail, with possible provision of an additional gully (on the western side of the crossing) to ensure prevention of water ponding at, or flowing across, the pedestrian crossing.

4.8 Problem 8: Relocated crossing location/approach visibility

Location: Marcham Road.

Summary: The relocated crossing could surprise irregular users of Marcham Road.

4.8.1 The relocated crossing could surprise irregular users of Marcham Road, particularly those travelling eastwards.

4.8.2 The drawings indicate a forward visibility of 50m for eastbound traffic but this does not allow for vehicles queuing at the crossing.

4.8.3 The recommendations are that:

- Temporary signs warning of ‘New Traffic Signals Ahead’ should be provided on both approaches for a period of three months sited 65m in advance of the signal heads; and
- The approach visibility shown on the drawing for the eastbound approach should be extended from 50m to 65m to verify that the signal head will not be obscured by signage. If it is obscured at that distance then a permanent sign to Diag 543 should be provided 65m in advance of the signal head.

4.9 Comment 9: Standard of crossing

Location: The signal-controlled crossing.

Summary: The drawings do not show the crossing layout to be as the Audit Team would have expected to see.

4.9.1 For no apparent reason, the signals layout is asymmetric with respect to the (differing) number of poles and secondary signals on the two sides of the road – two primary signals plus one secondary for westbound traffic but only one primary (on the inside of a gentle Left Hand bend in the road) plus one secondary for eastbound traffic. Traffic volume eastbound is likely to be the same as westbound and the Audit Team would have expected a symmetrical installation.

4.10 Comment 10: Conspicuity of roadsign

Location: Western approach to the proposed signalised pedestrian crossing.

Summary: Forward visibility to the roadsign in the nearside footway is obscured by adjacent property tree canopy vegetation that could lead to distraction, or late manoeuvring/braking with shunt collisions potential or even late awareness of pedestrians in the road with potential for vehicle/pedestrian collisions



4.10.1 The tree canopy obscures the traffic sign informing of destinations at the double mini-roundabout at the far side of the crossing.

4.10.2 The recommendations are that:

- The local highway authority should cut-back the overhanging tree canopy, as is its right in maintaining the highway.

4.11 Comment 11: Road gully maintenance

Location: Proposed signalised pedestrian crossing.

Summary: Blocked road gullies could lead to surfacewater ponding/flooding.

4.11.1 Related to abovementioned 'Problem 8', the Audit Team noted that road gullies in the vicinity of the crossing contained substantial amounts of debris/detritus. The Audit Team has no information on the local highway authority's inspection/maintenance regime, but merely draws this matter to the attention of the parties to whom this report is addressed.

AUDIT TEAM STATEMENT

I certify that this audit has been carried out in accordance with HD 19/03.

Audit Team Leader

P. C. Seabourne BSc, CEng, MICE, MCIHT
Principal Engineer
Head Mann Associates Limited
27 Waterloo Place
Leamington Spa
Warwickshire
CV32 5LA

Signed.....

Date..... 31/10/2013

Audit Team Member

T. R. Head BSc, CEng, MICE, FCIHT, MSoRSA, FConsE
Director
Head Mann Associates Limited
27 Waterloo Place
Leamington Spa
Warwickshire
CV32 5LA

FIGURES

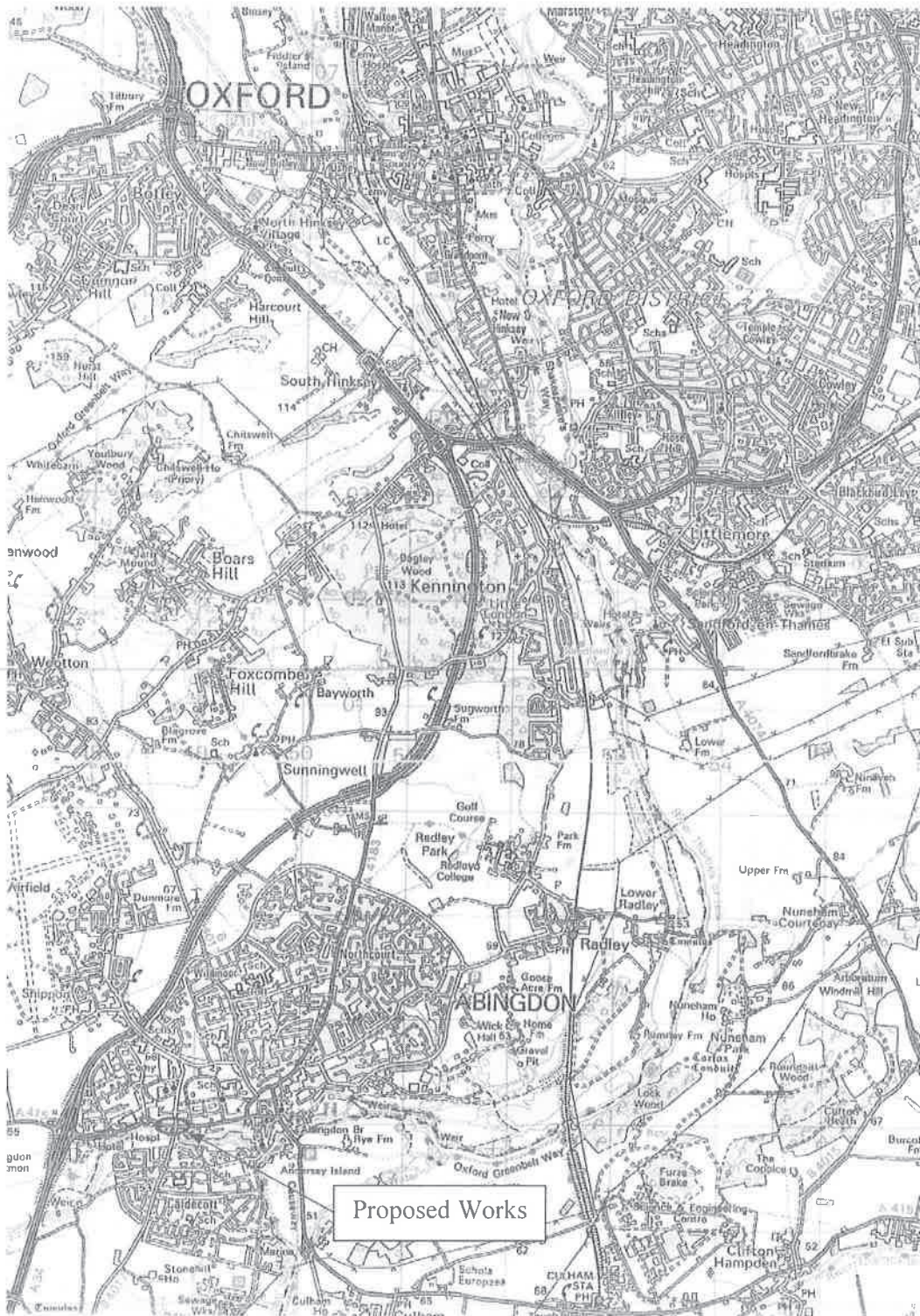
424/2/1 – SITE LOCATION PLAN

424/2/2 – AREA STREET PLAN

424/2/3 – OCK STREET, PROBLEMS SHEET

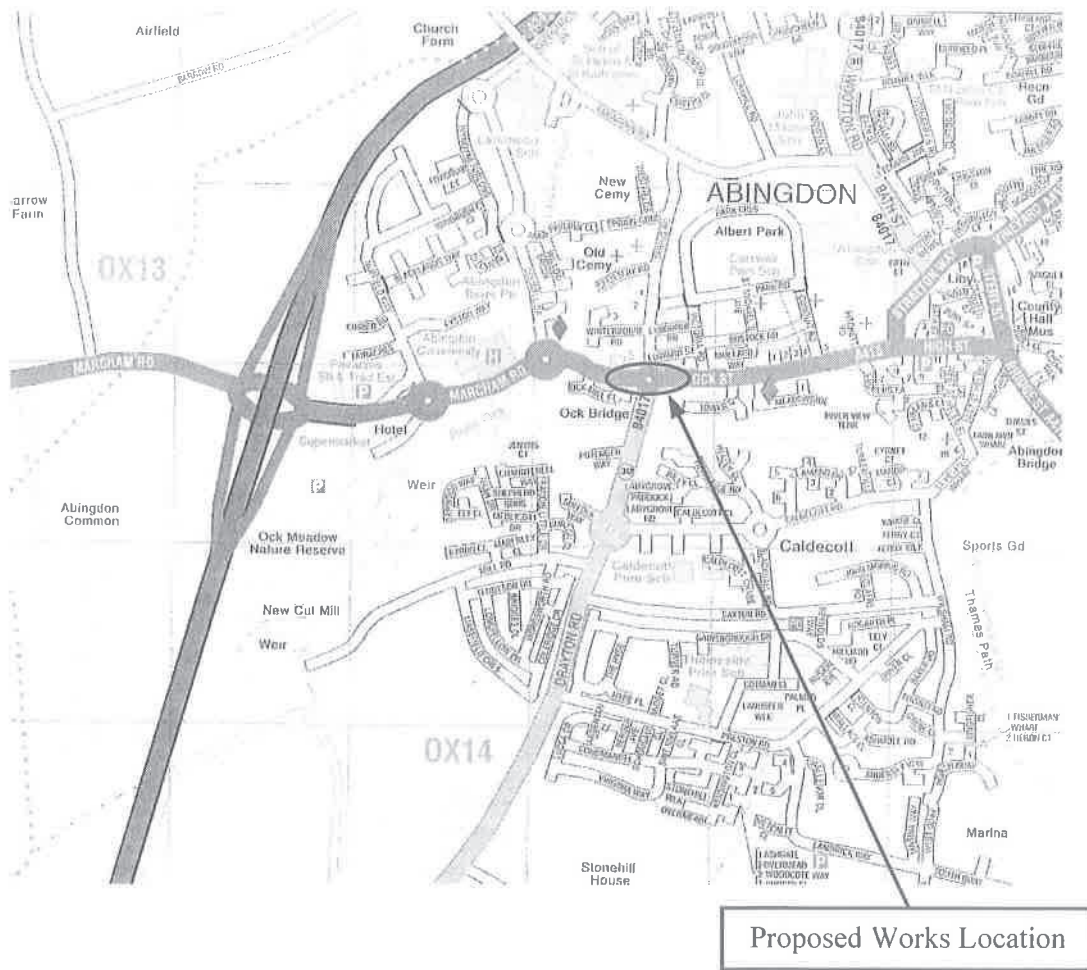
424/2/4 – MARCHAM ROAD, PROBLEMS SHEET

FIGURE 424/2/1



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FIGURE 424/2/2



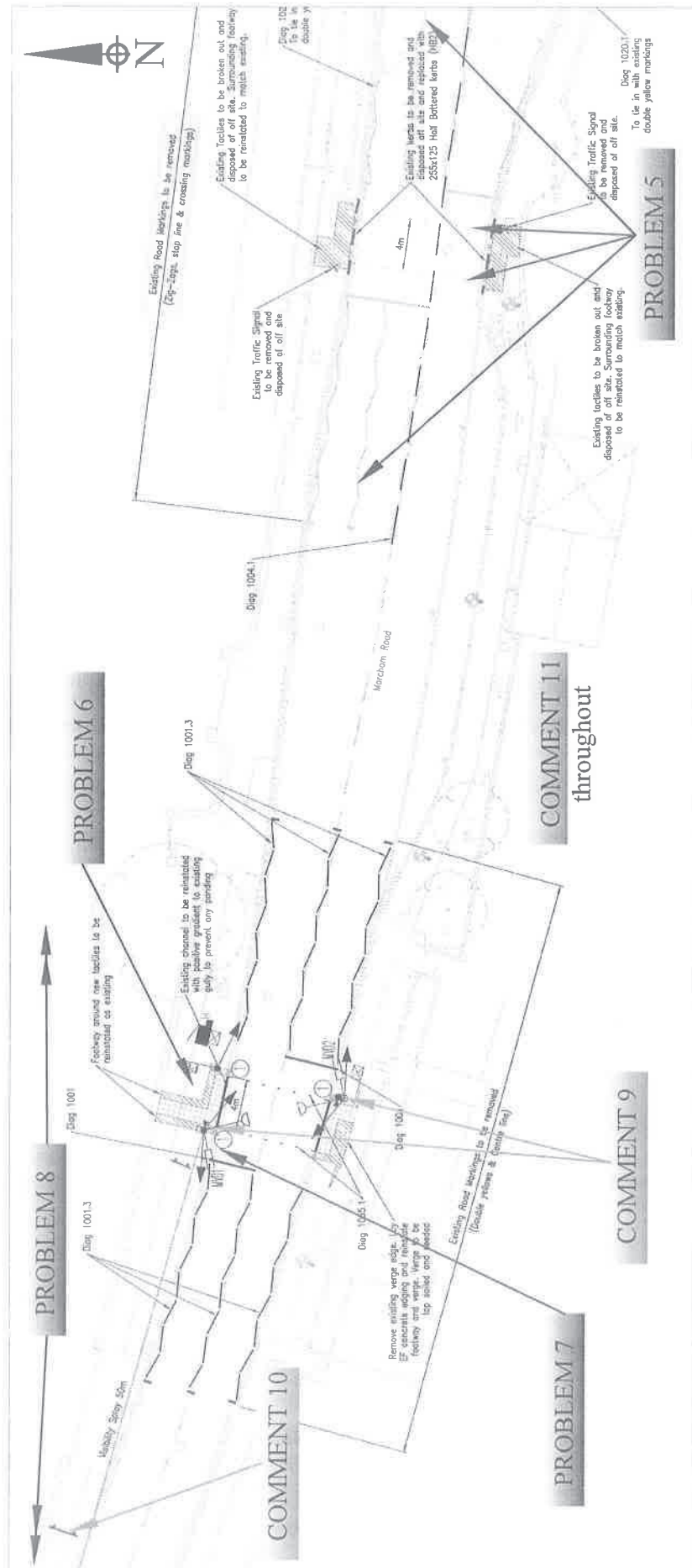


Figure 424/2/4

**Ock Street/Marcham Road Pedestrian Crossing
improvements
Abingdon**

**Road Safety Audit Stage 2
Designers Response**



Document Control Sheet

Document Title: Road Safety Audit Stage 2 Designers Response
Document Ref: 10200 – RSA2 Designers Response
Project Name: Ock Street Crossings, Abingdon
Project Number: 10200
Client: Hallam Land Management

Document Status

Rev	Issue Status	Prepared / Date	Checked / Date	Approved / Date
1		MM 19.11.13	RH	RH

Issue Record

Name / Date & Revision					
Hallam Land Management	1				

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1 PROBLEMS AND RECOMMENDATIONS

Ock Street - see Figure 424/2/3

1.1 Problem 1: Narrow footway

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The existing footway to the western side of the crossing is narrow and obstructed by a street light column that will obstruct movements to/from the crossing and which might lead to pedestrians using or spilling over into the road carriageway with risks of vehicle/cyclist collisions with pedestrians.

- 1.1.1 It is taken that traffic assessments of the nearby double mini-roundabout junction have demonstrated that the location of the proposed crossing point does not itself cause traffic to block the junction (that could otherwise lead to driver frustration and inadvisable vehicle movements or driver behaviour).
- 1.1.2 At the proposed crossing location, the existing footway along the northern side of Ock Street is around only 1.6m wide. Street furniture of the signal-controlled crossing will reside in the footway constraining pedestrian through-movements. Whilst the detail proposals include widening of the footway to in excess of 2m at the crossing the widening does not extend as far as the existing footway 1.5m 'pinch point' that is between the crossing point and the junction.
- 1.1.3 The Audit Team notes that the existing westbound traffic lane (between the splitter island and the northern channel is around 5.5m wide and should easily accommodate the limited proposed narrowing (to around 5.0m should still give sufficient space for large vehicles to negotiate the exit of the mini-roundabouts junction - though the northwestern corner of the splitter island might require revision – subject to swept path analysis and sufficient space for light vehicles to pass cyclists) resulting from the footway widening.
- 1.1.4 Whilst Drawing 10200-OS-100-01 Rev. B shows footway widening, the supplied sister-drawing Drawing 10200-OS-1200-01, dated 10 October 2013, does not. The "Signals Design" drawing should be rationalised to ensure that no confusion arises on site regarding the Works.
- 1.1.5 The Audit Team notes that the proposals will remove that length of on-carriageway advisory cycle lane adjacent to the splitter island and through the crossing point.
- 1.1.6 The recommendations are that:
- The northern footway widening should be extended westwards to widen the footway between the crossing and the roundabout exit ; and
 - For a realigned kerblines layout the Designer should check large vehicle swept paths from Drayton Road and Spring Road into Ock Street to determine whether any revisions would be necessary at the northwestern corner of the splitter island ; and
 - The existing dropped kerbs uncontrolled crossing point should be removed ; and
 - The drawings should be rationalised and should quote the dimension of the widened footway.

DESIGNERS RESPONSE

- The proposed realigned kerb along the length of footway between the proposed crossing and the roundabout has been offset to provide a minimum width of 2.0m.
- Swept paths for a 15.5m articulated vehicle has been checked and added to the drawing to demonstrate there is no conflict with the existing and proposed kerb lines.
- Removal and reinstatement of existing drop kerbs and tactile paving is shown on the drawings.
- General dimensions have been shown for the footway as a minimum of 2.0m.

1.2 Problem 2: Lack of warning signage

Location: Drayton Road and Spring Road.

Summary: The drawings do not indicate any warning signs so there will be risks of the presence of the crossing surprising motorists and which could lead to vehicle/pedestrian collisions or late-braking vehicle shunt collisions.

1.2.1 The drawings do not indicate signs on the Drayton Road and Spring Road warning motorists of the signal-controlled crossing on Ock Street.

1.2.2 The recommendations are that:

- Permanent signs to Diag 543 with supplementary plates to Diag 573 warning of a signal-controlled crossing ahead should be provided; and
- Temporary signs warning of 'New Traffic Signals Ahead' should be provided on all four approaches for a period of three months.

DESIGNERS RESPONSE

The designer has produced a new separate drawing 10200-OS-1200-02 to show the type and exact location of both temporary and permanent signs in accordance with TSM Chapter 4.

1.3 Problem 3: Erroneous detail of traffic sign

Location: Eastern end of traffic island.

Summary: The drawing includes erroneous information regarding one traffic sign that, unless described correctly, could lead to driver confusion or collisions.

1.3.1 The drawings indicate relocation of an illuminated 'bollard' to the end of the shortened traffic island. The existing 'bollard' is actually an illuminated traffic sign with Diag 610 face within a bollard-type housing and such traffic sign should be used at this location.

1.3.2 The recommendation is that:

The drawing should be corrected to refer to an illuminated traffic sign Diag 610.

DESIGNERS RESPONSE

The wording has been revised to be more specific in relation to the sign face and bollard housing.

1.4 Problem 4: Centre hatching through crossing

Location: Proposed Ock Street crossing.

Summary: The drawings do not indicate removal of the existing hatching at the crossing which could confuse pedestrians leading to vehicle/ pedestrian collisions or late-braking vehicle shunt collisions.

1.4.1 The drawings do not indicate removal of the existing hatching at the crossing which could confuse pedestrians leading to vehicle/ pedestrian collisions or late-braking vehicle shunt collisions.

1.4.2 The recommendation is that:

The hatching is removed between the stop lines but is retained between the zig zags.

DESIGNERS RESPONSE

Drawing amended to clearly define all existing redundant road markings to be removed. This includes the hatching through the proposed crossing.

Marcham Road – see Figure 424/2/4

1.5 Problem 5: Lack of information on drawings (see also Figure 424/2/3)

Location: The redundant crossing.

Summary: The drawing omits removal of some crossing features that, if left in place, could confuse drivers leading to hesitations and possible shunt collisions and omits replacement lane markings leading to the same.

1.5.1 The drawings indicate removal of various features and reinstatement details, but do not indicate removal of the crossing studs. If all features are not removed then drivers might think that a crossing point still exists.

1.5.2 There is a two lane eastbound approach along Marcham Road. Although the drawings indicate removal of the zig zag markings there are no proposals to replace the zig zag marking between eastbound lane 1 and lane 2 with lane delineator markings.

1.5.3 The recommendations are that:

- The drawing should be amended to show removal of redundant crossing studs; and
- The zig zag marking between eastbound lane 1 and lane 2 should be replaced with appropriate lane delineator markings and warning markings to the junction.

DESIGNERS RESPONSE

- As confirmed in problem 4 above all existing redundant road markings are to be removed as defined on the drawings.
- Proposed lane delineator markings have also been added replacing the existing zig zags through the redundant crossing.

1.6 Problem 6: ‘Landing’ and footway layout and gradients

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The crossing layout could lead to potential steep gradients of the footway/tactile paving area that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.

1.6.1 The existing northern footway is behind a cobblestone deterrent paving verge that accommodates the approx. 300mm(?) or so level difference between the existing back of footway level and the road channel level. The drawing is short on levels details and unless considered in adequate detail the crossing layout could otherwise involve potential steep gradients of the footway/tactile paving area that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.

1.6.2 The drawing indicates the footway reinstatement on the eastern side of the northern end of the crossing to be blocked by deterrent paving. This would present a visually impaired person crossing on the eastern side of the crossing with an obstacle course to get around to get to the footway beyond.

1.6.3 The recommendations are that:

- The Designer should prepare the design in sufficient detail, that the Audit Team thinks will require reprofiling of footway surface levels in the area with grading of the surface, from back of footway through to the road channel, to provide a crossing 'landing' area and through-footway surface at gradients within normally accepted standards; and
- The deterrent paving should be removed and reinstated as footway over the whole width of the crossing.

DESIGNERS RESPONSE

- The crossfall between the existing back of footway and proposed top of drop kerb has been checked. Annotation for the proposed gradient of 1 in 18 along with spot levels has been added to the drawing.
- The existing deterrent paving across the full width of the crossing has been shown to be removed and replaced with footway construction for the benefit of partially sighted persons.

1.7 Problem 7: Surfacewater drainage

Location: Northern end of proposed signalised pedestrian crossing.

Summary: The crossing location appears to be at a low spot in the road and the crossing route might be prone to surfacewater ponding that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions.

1.7.1 Marcham Road appears very flat in the vicinity and the crossing point might even be at a low spot in the road, particularly so along the northern channel. Along the road's northern channel there is a road gully immediately to the east of the proposed crossing, but to the west the nearest road gully is some distance away. The drawing is short on levels details and unless the design is considered in adequate detail the crossing layout could otherwise suffer from water ponding, or flowing along the channel at the front of the tactiles, that could be a slip hazard for pedestrians, particularly in wet and/or wintry conditions. The Audit Team finds it difficult to picture that reprofiling of the channel will prevent water from ponding, or flowing along the channel at the front of the tactiles.

1.7.2 The recommendation is that:

- The Designer should make checks and prepare the design in sufficient detail, with possible provision of an additional gully (on the western side of the crossing) to ensure prevention of water ponding at, or flowing across, the pedestrian crossing.

DESIGNERS RESPONSE

The designer has carried out further design checks of the existing road longitudinal and cross section profiles. The existing road channel has a minimal longitudinal gradient and although the designer has provided gullies adjacent to the crossing points it has been decided that gullies are to be provided both sides of the crossing points to ensure that any potential ponding is eliminated.

1.8 Problem 8: Relocated crossing location/approach visibility

Location: Marcham Road.

Summary: The relocated crossing could surprise irregular users of Marcham Road.

1.8.1 The relocated crossing could surprise irregular users of Marcham Road, particularly those travelling eastwards.

1.8.2 The drawings indicate a forward visibility of 50m for eastbound traffic but this does not allow for vehicles queuing at the crossing.

1.8.3 The recommendations are that:

- Temporary signs warning of ‘New Traffic Signals Ahead’ should be provided on both approaches for a period of three months sited 65m in advance of the signal heads; and
- The approach visibility shown on the drawing for the eastbound approach should be extended from 50m to 65m to verify that the signal head will not be obscured by signage. If it is obscured at that distance then a permanent sign to Diag 543 should be provided 65m in advance of the signal head.

DESIGNERS RESPONSE

- As described in problem 2 above a new separate drawing has been created specifically for road signs and includes the temporary warning signs.
- Visibility Splays have been checked at 65m from proposed signals as suggested by the auditor. It would appear that visibility at this distance is not obscured for car drivers but may be restricted for drivers of HGV’s due to the location of the existing sign. As a precaution permanent sign 543 has been added to alert drivers to the signalised crossing ahead. Temporary ‘New Traffic Signals Ahead’ sign added on all 4 approaches for a period of 3 months, location of these temporary signs to be agreed with Local Authority.

1.9 Comment 9: Standard of crossing

Location: The signal-controlled crossing.

Summary: The drawings do not show the crossing layout to be as the Audit Team would have expected to see.

1.9.1 For no apparent reason, the signals layout is asymmetric with respect to the (differing) number of poles and secondary signals on the two sides of the road – two primary signals plus one secondary for westbound traffic but only one primary (on the inside of a gentle Left Hand bend in the road) plus one secondary for eastbound traffic. Traffic volume eastbound is likely to be the same as westbound and the Audit Team would have expected a symmetrical installation.

DESIGNERS RESPONSE

With reference to the western asymmetrical crossing it is proposed to provide an offside secondary signal (signal pole 1) as on the westbound approach to the crossing there is the potential for the primary signal pole 2, to be obscured by high sided vehicles parking in the adjacent lay-by.

1.10 Comment 10: Conspicuity of roadsign

Location: Western approach to the proposed signalised pedestrian crossing.

Summary: Forward visibility to the road sign in the nearside footway is obscured by adjacent property tree canopy vegetation that could lead to distraction, or late manoeuvring/braking with shunt collisions potential or even late awareness of pedestrians in the road with potential for vehicle/pedestrian collisions

1.10.1 The tree canopy obscures the traffic sign informing of destinations at the double mini-roundabout at the far side of the crossing.

1.10.2 The recommendations are that:

- The local highway authority should cut-back the overhanging tree canopy, as is its right in maintaining the highway.

DESIGNERS RESPONSE

This item was included in the stage 1 safety audit and the designer agreed that the vegetation clearing should be included in the council's maintenance regime.

1.11 **Comment 11: Road gully maintenance**

Location: Proposed signalised pedestrian crossing.

Summary: Blocked road gullies could lead to surfacewater ponding/flooding.

1.11.1 Related to abovementioned 'Problem 8', the Audit Team noted that road gullies in the vicinity of the crossing contained substantial amounts of debris/detritus. The Audit Team has no information on the local highway authority's inspection/maintenance regime, but merely draws this matter to the attention of the parties to whom this report is addressed.

DESIGNERS RESPONSE

The designer agrees that any existing gully clearing and road sweeping should be included in the council's annual maintenance regime.

Division: Shrivenham

CABINET MEMBER FOR ENVIRONMENT– 9 OCTOBER 2014

PROPOSED PUFFIN CROSSING – A417 EAST CHALLOW

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report presents the objections and other comments received in response to a statutory consultation on a proposed new puffin crossing on the A417, Main Street, East Challow, as shown in the plan at Annex 1.

Background

2. The proposal arises from the development on land adjacent to the A417, Main Street, East Challow, associated with the demolition of industrial buildings (The Nalder Estate), proposed residential development comprising of 71 new dwellings, new landscaped open space and access and the refurbishment of the existing listed office building, all as determined by the Vale of White Horse District Council.
3. The planning permission contained various traffic calming measures along the A417, Main Street including a puffin crossing and parking lay-by away from the development.

Consultation

4. In order to agree a precise location for the proposed puffin crossing, officers met with representatives of the Parish Council at East Challow in February and April 2014. Residents were invited to the latter meeting, held at the Village Hall, where plans were viewed and their thoughts and concerns listened to. As a result of these meetings officers and representatives of the Parish Council inspected a number of locations along Main Street. Ultimately a decision was made to site the puffin crossing at its advertised location, outside of 'The Mission', as shown in the plan.
5. Formal consultation under the Road Traffic Regulations Act 1984 on this puffin crossing was carried out between 6 August and 5 September 2014. The proposals were advertised formally in the local press. Notices were erected on site and posted to affected frontagers, and plans deposited in Wantage Library. Copies of the notice and plans were emailed to all statutory consultees.

6. Responses to this formal consultation have been received from two local residents (at the same address) together with the County Councillor (who supports the proposal), the Parish Council, and Thames Valley Police. And are summarised together with an officer response at Annex 2. Copies are available for inspection in the Members' Resource Centre.

Objections and concerns

7. Concerns have been raised over the lengthy zig-zag lines (controlled area) detailed on either side of the crossing. In response, this length is considered the minimum required in order to achieve an acceptable level of inter-visibility between pedestrians and motorists at this site.
8. Concern has been raised over the loss of roadside parking due to implementation of the puffin crossing. A lay-by is to be constructed south of the crossing which will be able to accommodate a minimum of 12 cars. It has been demonstrated that the lay-by is likely to accommodate all of the displaced vehicles.
9. The location of the puffin crossing has also been questioned, with two alternate locations being suggested. It is always difficult to retro-fit facilities such as this into the highway. The other locations were considered by officers and representatives of the Parish Council but were ruled out due to existing site constraints.

Financial and Staff Implications (including Revenue)

10. The cost of design and implementation of the puffin crossing is borne by the developer Bewley Homes.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the implementation of the proposed puffin crossing as advertised and as set out in this report.**

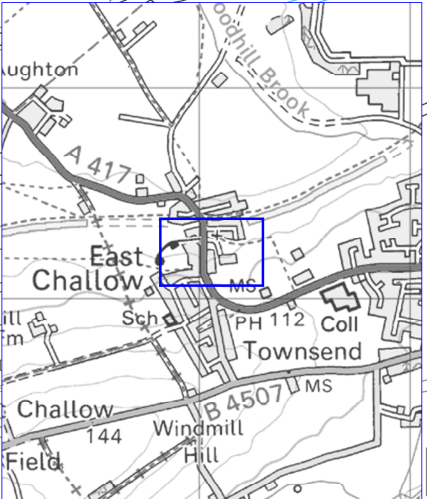
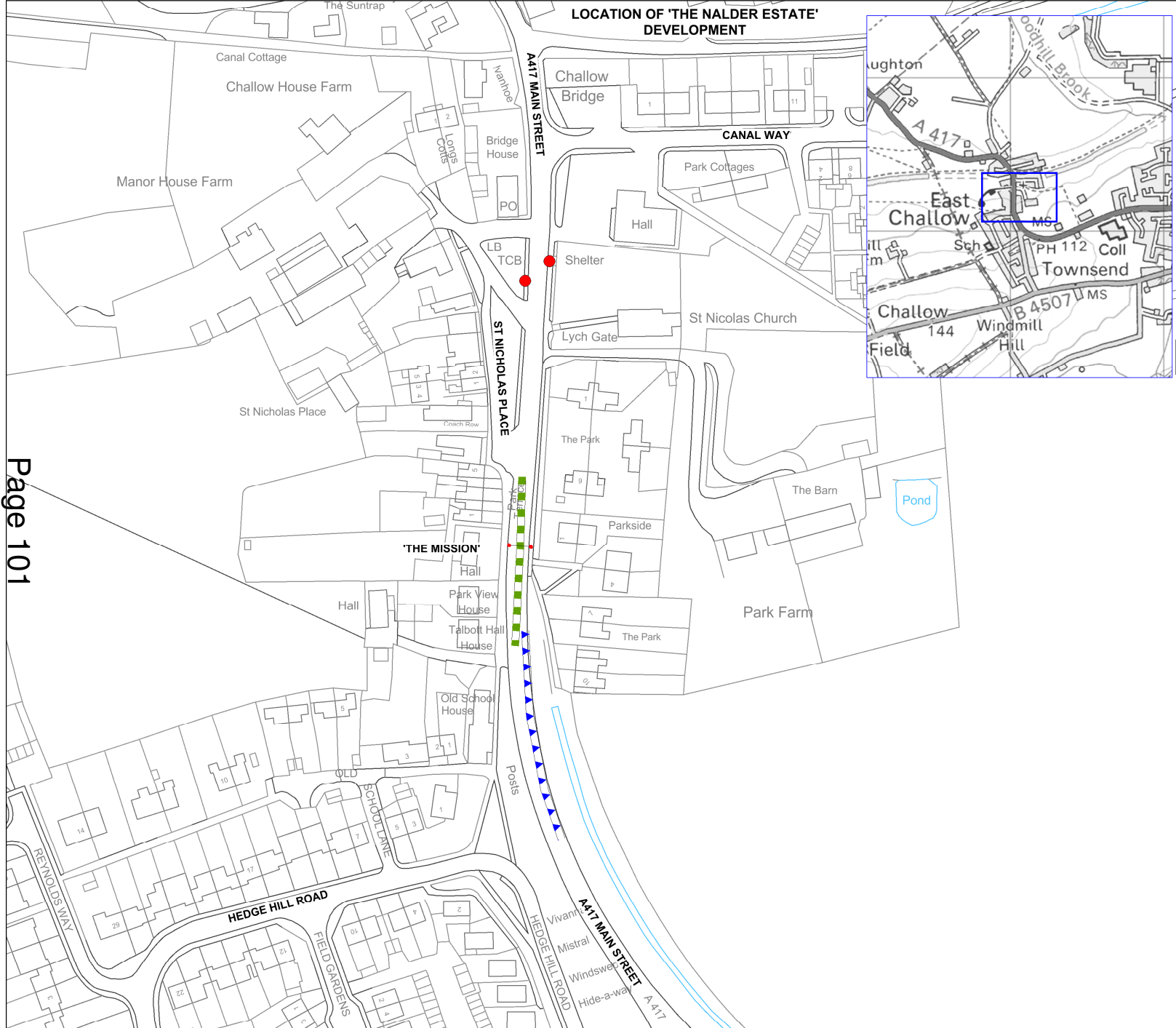
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

September 2014



Proposed extents of 'Puffin' type signalled pedestrian crossing controlled area (approx. 60m in length)

Proposed location of 'Puffin' type signalled pedestrian crossing

Proposed location of off carriageway parking area (approx. 75m in length)

Existing bus stop locations

note:
The centre of the crossing will be located: 144 metres south of its junction with Canal Way (outside 'The Mission')

Site Location

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 **OXFORDSHIRE COUNTY COUNCIL**
 Mark Kemp
 Deputy Director - Commercial Environment and Economy
 Oxfordshire County Council
 Speedwell House
 Speedwell Street
 Oxford
 OX1 1NE
 Tel: (01865) 615700
 Fax: (01865) 241577

CABINET MEMBER FOR ENVIRONMENT
 09 OCTOBER 2014

**A17 MAIN STREET, EAST CHALLOW
 PROPOSED HIGHWAY IMPROVEMENTS**

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
26/09/2014		

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Two Park Terrace Residents (at the same address)	The zig-zag road markings indicated on the plan seem excessively long and we have seen no plans to accommodate the displaced vehicles.	<p>Parking on the A417, Main Street currently occurs along the east side of the road, including partly on the grass verge.</p> <p>The standard pattern of zig-zag lines (controlled area) comprising eight marks has been detailed on the NE side of the crossing. This is the southbound approach to the crossing, and the number of marks should not be reduced below this standard for safety reasons.</p> <p>The length of the zig-zag lines (controlled area) on the SE side of the crossing has been increased from the standard to sixteen marks, extending from the crossing to the start of the new parking lay-by. It is necessary to prevent parking along this section in order to maintain inter-visibility around the bend between pedestrians standing on the east side of the crossing and northbound motorists approaching the crossing.</p> <p>The proposed lay-by is approximately 74 metres long, which will accommodate a minimum of 12 cars. During an evening visit to East Challow on 23 September 2014 nine vehicles were observed</p>

	<p>Two alternative locations for the puffin crossing were explored:</p> <p>Firstly, the possibilities of moving the bus stop to Canal Way (where the bus turns anyway) and having the crossing much closer to the Church, Village Hall and the housing estate. Although this would cut into around a foot of common land on the Green in East Challow, it would seem sensible to pursue the possibility of a crossing in this location further, given that it is more convenient for the majority of residents in favour of the crossing, and for those using the village's amenities.</p> <p>Secondly, an alternative location was suggested on the area currently by The Old School House as there is green land on either side of the road and the crossing would not be outside</p>	<p>to be parked half on / half off the carriageway within the length of the proposed crossings' controlled area, and on the grass verge to the south of the proposed crossing. Accommodation of these vehicles within the new lay-by without a loss of roadside parking is therefore demonstrated.</p> <p>As a result of the consultation meetings referred to in the report the Parish Council selected the advertised location for the puffin crossing.</p> <p>Moving the bus stop to Canal Way is not practical. The Faringdon to Wantage bus service runs through East Challow along the A417, Main Street and does not turn in Canal Way. Further, the width of the existing footway on the west side of Main Street at this location is 1 metre, too narrow to safely accommodate puffin crossing equipment, and below the minimum 1.5 metre footway width required under mobility guidelines. Unfortunately the area to the rear of the footway is Common Land, not public highway. Widening the footway into this common land involves an application to the Secretary of State. Time, expense and uncertainty of result preclude such an application in this case.</p> <p>This location places the crossing on the bend in the road and was dismissed for safety reasons. This location is also considered to be too remote</p>
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	<p>anyone's home. The route would then take the crossing user up to School Lane and onto the School.</p> <p>The proposed location outside The Mission is by no village amenities and will displace the majority of roadside parking with no detailed adequate alternative provided, and we believe that the alternative locations should be considered. Whilst we acknowledge that some residents are in favour of a crossing, we feel that due consideration should be given to the residents who will be directly affected by its construction in this location.</p>	<p>from the main body of the village that fronts the A417, Main Street.</p> <p>The proposed location provides a safer pedestrian crossing point across the A417 for residents from varying areas of the village wishing to access amenities such as the primary school, recreation ground, village hall, church and bus stops .</p> <p>The proposed crossing is not located directly outside the front of any residential property.</p>
<p>Councillor Yvonne Constance, County Councillor for East Challow in the Shrevenham Division</p>	<p>I support the siting of the puffin crossing outside the Mission on the road through East Challow as the best possible site agreed with the residents in the village.</p>	<p>Noted.</p>
<p>Thames Valley Police</p>	<p>Have no objection (in principle) to this proposal.</p>	<p>Noted.</p>
<p>East Challow Parish Council</p>	<p>The Parish Council agrees that the proposal has sited the crossing in the most appropriate place.</p> <p>The Council questions the length of the zig-zags on either side of the crossing. The Council had asked that these be made as short as possible without compromising safety, in order to reduce the impact on roadside parking provision in the area.</p>	<p>Noted.</p> <p>The standard pattern of zig-zag lines (controlled area) comprising eight marks has been detailed on the NE side of the crossing. This is the southbound approach to the crossing, and the number of marks should not be reduced below this standard for safety reasons.</p>

	<p>The Parish Council was promised a new lay-by on the eastbound carriageway, east of the proposed crossing. This was to offset the loss of roadside parking due to the installation of the crossing. There appears to be no provision for such a lay-by at present.</p>	<p>The length of the zig-zag lines (controlled area) on the SE side of the crossing has been increased from the standard to sixteen marks, extending from the crossing to the start of the new parking lay-by. It is necessary to prevent parking along this section in order to maintain inter-visibility around the bend between pedestrians standing on the east side of the crossing and northbound motorists approaching the crossing.</p> <p>The provision of the layby is an integral part of the legal agreement between the developer and County Council and will be provided as shown on the plans.</p>
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Divisions: Witney North & East

CABINET MEMBER FOR ENVIRONMENT– 9 OCTOBER 2014

PROPOSED ZEBRA CROSSING – BRIDGE STREET, WITNEY

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers responses to a consultation for a proposed zebra crossing on Bridge Street, Witney.

Background

2. Bridge Street provides a link between Witney Town Centre and the residential areas in the north and east of the town. It also provides links from these residential areas to health, education and leisure facilities, as well as job opportunities. Bridge Street has footways on both sides which generally vary in width between 2m and 3m, although there are pinch points on both sides which narrow the footway width to less than 1m in places. There are no formal crossing points in terms of signal controlled or zebra crossings on Bridge Street.
3. In 2004 a public consultation on the design for a pelican crossing on Bridge Street was held. The responses to the consultation were presented, at that time, to the Witney Integrated Transport Strategy steering group, the members of which agreed not to proceed with the installation of the crossing. Since 2004 further housing development has been built in the vicinity of Bridge Street and new residents have persistently lobbied for a pedestrian crossing. The current Witney Area Transport Strategy within the Local Transport Plan includes policy WIT6 of “Improving conditions for pedestrians and cyclists in Bridge Street and the town centre”.
4. The Transport Infrastructure Strategy for Witney was agreed by County Council Cabinet in March 2013. This recognises that the Shores Green A40 west facing slip roads scheme will need to progress before any whole scale traffic management improvements at Bridge Street or in the town centre can be delivered. However, it is now felt that, as an interim measure, the introduction of a formal crossing point in Bridge Street can be progressed to improve conditions for pedestrians, and that such a crossing will have a negligible impact on the existing level of road congestion, whilst significantly improving the level of pedestrian infrastructure in Bridge Street. A zebra (rather than a signalised ‘puffin’) crossing is proposed as this type of crossing is less disruptive to traffic flows when the number of pedestrians wishing to cross is not high.

5. As developer funding has been identified to implement a pedestrian crossing in Bridge Street it is a timely opportunity to revisit the type of crossing, design and location and subsequently hold this 2014 public consultation.
6. The location of the proposed crossing is on a desire line from the new residential area on the south of Bridge Street to shops and services on the north side. The scheme also includes a short span of pavement widening, making the environment slightly better for pedestrians. The crossing and associated zig-zag markings do not remove any daytime parking spaces; however they will remove the opportunity to park in the evening and on Sunday over a length of approximately 40m on either side of the road.
7. Plans showing the proposed crossing location are at Annex 1 and 2.

Consultation

8. In July 2014 a statutory consultation took place on the proposal. As part of the consultation the Council wrote to local residents and businesses affected by the proposal and public notices were displayed on site. Forty seven responses were received of which thirty two supported the crossing, one response included a four hundred signature petition. Of the fifteen objectors most were residents or businesses located on Bridge Street. The issues raised are summarised below (copies of all the responses are available in the Members' Resource Room).
9. County Councillor Richard Langridge objects to the proposal on the grounds of increased pollution and strong local opposition. The Police do not object to the crossing and the Town Council's Planning and Development Committee fully supports the proposal.
10. Whilst fully supportive of the provision of new and improved pedestrian and cycle linkages, West Oxfordshire District Council has strong reservations about this particular proposal. They state that Bridge Street suffers from significant traffic congestion at peak times and as a result is a designated Air Quality Management Area. Although there are a number of planned measures to help reduce the flow of traffic in this area including Shores Green and the West End Link these are long-term and will take some time to bring forward. In their absence, Bridge Street will continue to take a large number of daily traffic movements. As such, the provision of a pedestrian crossing in the suggested location is likely to cause a significant backlog of traffic at peak times, thereby exacerbating the current air quality concerns and also raising potential safety concerns as vehicles suddenly come to a halt to allow pedestrians to cross. Until the wider strategic measures to reduce traffic flows in Bridge Street are introduced, the District Council is likely to raise concerns in relation to the provision of new pedestrian crossing facilities in this location.
11. Other concerns raised by objectors are that the crossing will prohibit deliveries to local businesses and prevent customer parking; will increase

noise pollution; evening and Sunday parking would be lost and a reduction in property values.

12. In response, it is acknowledged that some kerbspace for loading and evening/Sunday parking will be lost as a result of the zebra crossing, but not all businesses in Bridge Street will be directly affected. However, the loss of parking will only be over a distance of 40 metres so there will only be a small additional walk required.
13. With regard to air and noise pollution, during peak times it is unlikely that any increase in pollution will be noticed, as traffic movement at these times is already stop-start. 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.

Financial and Staff Implications (including Revenue)

14. The cost of the proposed work will be approximately £50k including fees funded by S106 developer monies.

RECOMMENDATION

15. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing on Bridge Street as advertised and set out in this report.**

MARK KEMP

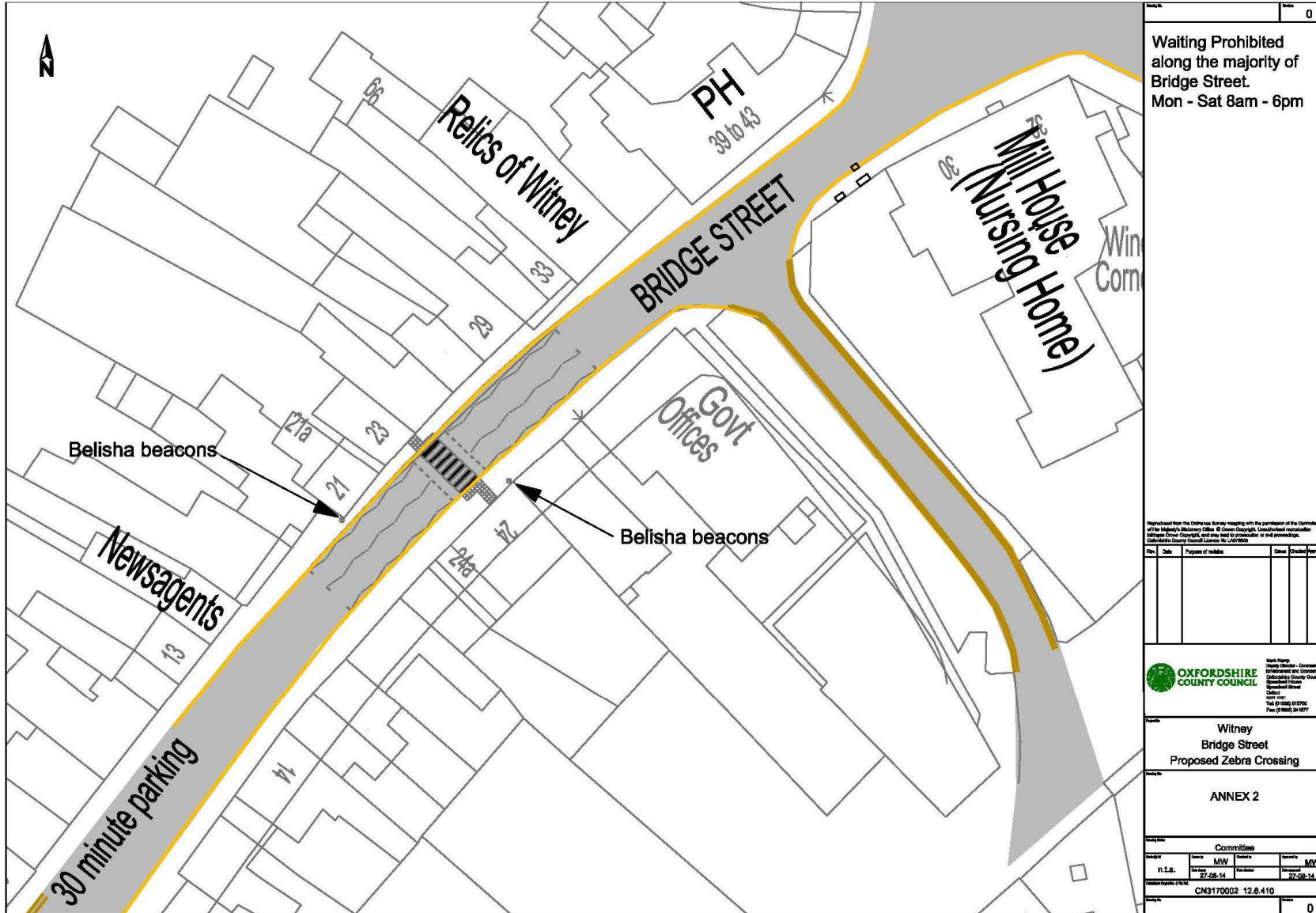
Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation
 Bridge Street, Witney - Scheme Appraisal Report
 Consultation Responses
 Complementary Traffic Measures Study

Contact Officers: Jim Daughton 01865 815803

September 2014





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Division: Charlbury & Wychwood

CABINET MEMBER FOR ENVIRONMENT– 9 OCTOBER 2014

PROPOSED REMOVAL OF DISABLED PERSONS PARKING PLACE, IN THE PLAYING CLOSE, CHARLBURY, WEST OXFORDSHIRE DISTRICT

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers responses received as a result of a formal consultation on a proposal to remove a Disabled Persons' Parking Place (DPPP) in The Playing Close, Charlbury, West Oxfordshire District.

Background

2. The proposal in this report follows previous reports dealing with requests for a new DPPP in Brown's Lane to assist shoppers visiting the adjacent supermarket, which was finally approved by the Cabinet Member on 24 July 2014. At that time, officers were asked to carry out a consultation to remove the DPPP in The Playing Close (also referred to as Poole's Lane) adjacent to the retirement development.

Formal Consultation

3. Oxfordshire County Council sent a copy of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice appearing in the local press, containing the proposed parking place changes to formal consultees on 14 August 2014. These documents, together with supporting documentation as required, were deposited for public inspection at County Hall and West Oxfordshire District Council Offices. They were also deposited at Charlbury library and are also available for inspection in the Members' Resource Centre. At the same time, the Council wrote to local residents affected by the proposed change, asking for their comments. Finally, public notices were displayed at each site and in the Oxford Times.
4. Eighteen responses have been received in respect of the proposal, of which nine are objections (including the Town Council and the Estate Manager of the retirement development). The other respondents were either in favour of the proposals or had no objection. County Councillor Rose has previously indicated his support for the removal of the DPPP. These are shown at Annex 1 together with an officer response.

Conclusion

5. The request for the removal of the bay in The Playing Close came from residents of Brown's Lane without off-street parking who were concerned that the new DPPP being implemented outside the supermarket would reduce the amount of space for them to park. Whilst it is recognised that residents of a retirement development might have greater need for easily accessible parking, these properties all have garages and it is understood that there is other space for these residents to park off the highway.

Financial and Staff Implications (including Revenue)

6. The cost of the proposed work under consultation, including that described in this report, will be met from the fund set up for this purpose.

RECOMMENDATION

12. **The Cabinet Member for Environment is RECOMMENDED to approve the removal of the existing disabled persons parking place in Playing Close (also referred to as Poole's Lane) as set out in this report.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Jim Daughton 01865 815803

September 2014

RESPONSES TO CONSULTATION

RESPONDENT	COMMENT	RESPONSE
Charlbury Town Council	Oppose the proposal – most disabled bays are used in a transitory fashion and therefore could be considered rarely used. Not the case with this bay which is regular used by nearby residents and less disabled visitors to the Town Centre.	Officers and others report that the bay is very rarely used unlike the new bay outside the supermarket. Beechcroft Estate (owners of The Playing Close) could install a replacement bay in their own private service road.
The Estate Manager (Beechcroft Estate)	Objects to the proposal. There are not enough spaces in their private car park for residents, staff, and visitors, and the bay is a necessary facility for the Estate. The bay is used by disabled residents and visitors who would otherwise have difficulty due to shoppers and railway commuters. There are 14 resident's cars in the estate but only 10 parking spaces and some owners use their garages for storage when they downsize to live here. Could the bay be made limited stopping or moved further down the lane? Could parking measures be introduced in the area to force rail commuters to use the station car park?	The Estate itself could ensure that residents use their garages to park which would free up parking space. A bay in the service road need not conform to the minimum size requirements on the public adopted highway. The lane is too narrow further up for the bay to be moved here. Due to the diverse use of the centre of Charlbury for parking, only a Controlled Parking Zone would provide a viable solution. Such a scheme would be very expensive to implement even assuming residents would be in favour and no funding would be available for the foreseeable future.
Two Residents The Playing Close	Opposes the proposal. Parking in the Beechcroft Estate is extremely limited and the bay is very useful for disabled visitors to the elderly residents here.	Officers and others report that the bay is very rarely used unlike the new bay outside the supermarket. Beechcroft Estate (owners of The Playing Close) could install a replacement bay in their own private service road.
Resident The Playing Close	Although the bay has been spasmodically used over the last few months, it was used regularly by a resident who has recently died. Lives in a retirement development and many will face	While carers and relatives can use a residents disabled badge to park in the bay to take them out or bring them back, it cannot be used simply to

CMDE7

	mobility problems and the bay will be a godsend for relatives or carers to take them to hospital appointments etc.	visit a disabled person. A bay on the service road would be a more flexible solution since these rules do not apply.
Resident, The Playing Close	Is a disabled badge holder. Strongly against the proposed removal. The locality is in constant use by residents (including badge holders, their families, carers, visitors and trades people. The bay outside the Co-op is too far away to be of use.	Officers and others report that the bay is very rarely used unlike the new bay outside the supermarket. The bay outside the Co-op was installed primarily to aid disabled shoppers.
Resident, The Playing Close	The residents here are all old. Doesn't have a blue badge but friends sometimes offer lifts and they need to stop outside.	Friends couldn't use the bay without displaying a valid blue badge.
Resident, The Playing Close	The Estate is for elderly people and several are currently disabled. At least one has a blue badge. Removal of the bay would allow non-residents to park here making it more difficult for residents and their visitors to park at the front of their houses. The bay was originally installed to help the residents of The Playing Close and would like it to remain.	Officers and others report that the bay is very rarely used. Beechcroft Estate (owners of The Playing Close) could install a replacement bay in their own private service road.
Resident, The Playing Close	The bay is much used and essential for disabled people both in Charlbury and surrounding villages. Parking in Charlbury is difficult and disabled brother uses the bay to visit.	Officers and others report that the bay is very rarely used. Beechcroft Estate (owners of The Playing Close) could install a replacement bay in their own private service road.
Resident, The Playing Close	Home does not face onto the lane but believes the removal of the bay could affect many residents. They are all elderly and several are disabled and cannot drive or walk any distance. Rely on friends and carers to take them out. 16 homes here and the estate itself does not have room for a disabled bay.	Officers and others report that the bay is very rarely used. Beechcroft Estate (owners of The Playing Close) could install a replacement bay in their own private service road.
OXTRAG (Chair Deborah Whelan)	Believes the bay is in the best place for the area being on level ground, especially when the Farmers Market is held on the adjacent Green. Doesn't object to its removal if the residents here don't and no regular use of it is made by disabled visitors to the Market.	Noted
Resident, The Green, Charlbury	Is a Blue Badge holder and has never seen the bay used. Has used it twice – once to visit the house, and once to attend the	Noted

CMDE7

	Farmers Market. This doesn't justify its retention.	
Resident, The Green	Believed the proposal was to remove the new bay outside The Co-op. Opposes this.	Following further discussion now accepts that the subject is the bay in The Playing Close and has withdrawn objection.
Resident, The Playing Close	Agrees with the proposal. The bay is a hindrance to visitors as road parking nearby is extremely limited. The new bay outside the Co-op is far more practical for those wishing to shop there.	Noted.
Resident, The Playing Close	While the user of the bay has recently died, a number of residents have serious mobility problems and it is likely there will still be a need for the bay in future. Would be unfortunate to remove the bay and for the Estate Manager to have to go through the procedure to have it re-instated.	As above. The resident now accepts that the new bays outside the Co-op and Chemist makes the general use of this bay unnecessary. Accepts that a bay within the estate would be more helpful to residents and has withdrawn the objection.
Resident, Browns Lane	Supports the proposal. The bay is rarely used and the new bay outside the Co-op has removed 2 parking spaces for residents. The Estate has its own parking and parking in the centre of Charlbury for residents is at an absolute premium. Most residents have nowhere else to park but the road. Rail commuters and shoppers compete for spaces. Removing the bay in The Playing Close would provide some comfort for residents in the area as a whole.	Noted
Resident, Browns Lane	Supports the proposal. Works at home and the bay has been rarely used since it was installed. The Co-op is open 15 hours of the day and rail commuters avoiding the station car park charges, and shoppers, all compete for use of the area making it very difficult for residents to park. This has been made worse by the new bay outside the Co-op. The Estate in The Playing Close has 16 garages and 10 car parking spaces for 16 dwellings and doesn't need a bay in the lane as well. The bay is well over 100 metres from some residents on the Estate.	Noted
Resident, Browns Lane	Supports proposal. The Estate has ample parking on site and while noting the Town Councils' wishes for the bay to remain,	Noted.

CMDE7

	<p>doesn't agree. Residents in Browns Lane have difficulty parking and removal of the bay would free up space for them. Further parking pressure is likely because of the proposed redevelopment of the Old Fire Station and the sale of Merton Cottage in Browns Lane which are likely to introduce more cars.</p>	
<p>Resident, Browns Lane</p>	<p>Supports the proposal. The bay is rarely used and the new bay outside the Co-op has made it even less necessary.</p>	<p>Noted</p>

Division(s): Benson & Cholsey,
Chalgrove & Watlington, Goring,
Henley-on-Thames, Sonning Common,
Thame & Chinnor

CABINET MEMBER FOR ENVIRONMENT – 9 OCTOBER 2014

CHILTERN AONB MANAGEMENT PLAN - ENDORSEMENT

**Report by Deputy Director for Director Environment & Economy
(Strategy & Infrastructure Planning)**

Introduction

1. The Chilterns Conservation Board has finalised the statutory Chilterns Area of Outstanding Natural Beauty Management Plan 2014-2019. Oxfordshire County Council is requested to endorse the plan which is available to view on the County Council's website and public inspection at County Hall, Oxford. The plan helps Oxfordshire County Council to demonstrate compliance with our statutory duties. It also helps meet Corporate Plan Priorities, particularly 'Enhance the Environment'. The plan sets out objectives and policies that direct the activities of the Chilterns Conservation Board and guide the activities of other bodies. The plan covers various topics including landscape, land management, historic and water environments, biodiversity, development, social and economic well-being, understanding and enjoyment

Oxfordshire's AONBs – governance, finance and legislation

2. Oxfordshire has three Areas of Outstanding Natural Beauty: the Cotswolds, the Chilterns and the North Wessex Downs (NWD), together covering around one third of the county. The AONB designation protects some of Britain's finest landscapes of distinctive character and natural beauty.
3. Members represent Oxfordshire County Council's interests (appointed via the list of Outside Bodies). AONBs are governed by one of two mechanisms:
 - (a) Conservation Boards – a managing body for large administratively complex AONBs, including the Chilterns and Cotswolds.
 - (b) Partnerships of local authorities, local people and other bodies, governed by a Council of Partners. The Chilterns AONB is a partnership.
4. Funding is 80% from DEFRA and 20% local authorities. Oxfordshire County Council contributed £14,809 to the Chilterns AONB for 2014/15. There is no legal requirement for financial contributions, but it enables the draw-down of substantive match-funding and in-kind support towards implementation of the management plan.
5. Legislation is contained in the Countryside and Rights of Way Act 2000. All public bodies including Oxfordshire County Council have a statutory duty of

regard for the purposes of AONBs when undertaking their work. Local authorities (or Conservation Boards) must produce a management plan in partnership, review it every 5 years, and send it to the secretary of state for approval. The plan helps to inform local authorities of the means by which they can comply with the statutory 'duty of regard'.

Purpose and planning status

6. The Chilterns AONB Management Plan has three main purposes:
 - (a) Sets out the Chilterns Conservation Board's policies and actions for the management of the Chilterns AONB.
 - (b) Informs bodies such as Oxfordshire County Council how they can comply with the statutory duties of regard.
 - (c) Guides the engagement of partners in the management of the AONB.
7. The National Planning Policy Framework (NPPF) gives '*great weight*' to conserving landscape and scenic beauty in AONBs and states that '*planning permission should be refused for major developments in [AONBs] except in exceptional circumstances...*'. This means that the management plan can have significant weight in planning and other decision-making that affects the AONB whether it is endorsed by the local authority or not.
8. The management plan was formally adopted by the Chilterns Conservation Board in March 2014.

Why is endorsement required?

9. Local authorities are asked to formally 'endorse' the plan as a document with weight commensurate with the NPPF and to ensure it is considered within plans, policies and decision-making.
10. The Cotswolds AONB Management Plan has already been endorsed. The North Wessex Downs AONB Management Plan is awaiting endorsement by the County Council.

Consultation Process

11. The Chilterns Board undertook extensive consultations on the draft Management Plan during 2013, enabling the authority to make comments. Relevant members (our Board representative and Cabinet Member) are aware and are content with the approach.

Financial and Staff Implications

12. Endorsement of the management plan does not commit Oxfordshire County Council to financial expenditure. There are no implications for staff time 'over and above' our current activities (Member attendance on the Board, and informal officer contact).

RECOMMENDATION

13. **The Cabinet Member for Environment is RECOMMENDED to endorse the Chilterns AONB Management Plan 2014-2019.**

BEV HINDLE

Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)

Background papers: AONB Management Plan
Contact Officer: Victoria Fletcher Tel: 07500 121855

September 2014

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Division(s): Didcot East & Hagbourne, Grove & Wantage, Hendreds & Harwell, Shrivenham.
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CABINET MEMBER FOR ENVIRONMENT – 9 OCTOBER 2014

NORTH WESSEX DOWNS AONB MANAGEMENT PLAN - ENDORSEMENT

**Report by Deputy Director for Director, Environment & Economy
(Strategy & Infrastructure Planning)**

Introduction

1. The North Wessex Downs AONB Council of Partners has finalised the statutory management plan for the AONB for the period 2014-2019. Oxfordshire County Council is requested to endorse the plan which is available to view on the County Council's website and public inspection at County Hall, Oxford.. The plan helps Oxfordshire County Council to demonstrate compliance with our statutory duties. It also helps meet Corporate Plan Priorities, particularly 'Enhance the Environment'. The plan sets out objectives and policies that direct the activities of the North Wessex Downs AONB and guide the activities of other bodies. The plan covers various topics including landscape, land management, biodiversity, historic environment, natural resources, development, communities and leisure and tourism.

Oxfordshire's AONBs – governance, finance and legislation

2. Oxfordshire has three Areas of Outstanding Natural Beauty: the Cotswolds, the Chilterns, and the North Wessex Downs (NWD), together covering around one third of the county. The AONB designation protects some of Britain's finest landscapes of distinctive character and natural beauty.
3. Members represent Oxfordshire County Council's interests (appointed via the list of Outside Bodies). AONBs are governed by one of two mechanisms:
 - (a) Conservation Boards – a managing body for large administratively complex AONBs, including the Cotswolds and Chilterns.
 - (b) Partnerships of local authorities, local people and other bodies, governed by a Council of Partners. The NWD AONB is a partnership.
4. Funding is 80% from DEFRA and 20% local authorities. Oxfordshire County Council contributed £7,054 to the North Wessex Downs in 2014-15. There is no legal requirement for financial contributions, but it enables the draw-down of substantive match-funding and in-kind support towards implementation of the management plan.
5. Legislation is contained in the Countryside and Rights of Way Act 2000. All public bodies including Oxfordshire County Council have a statutory duty of

regard for the purposes of AONBs when undertaking their work. Local authorities (or Conservation Boards) must produce a management plan in partnership, review it every 5 years, and send it to the secretary of state for approval. The plan helps to inform local authorities of the means by which they can comply with the statutory duty of 'regard'.

Purpose and planning status

6. The NWD AONB Management Plan has three main purposes:
 - (a) Sets out the NWD AONB Council of Partners' policies and actions for the management of the NWD AONB.
 - (b) Informs bodies such as Oxfordshire County Council how they can comply with the statutory duties of regard.
 - (c) Guides the engagement of partners in the management of the AONB.

7. The National Planning Policy Framework (NPPF) gives '*great weight*' to conserving landscape and scenic beauty in AONBs and states that '*planning permission should be refused for major developments in [AONBs] except in exceptional circumstances...*'. This means that the management plan can have significant weight in planning and other decision-making that affects the AONB whether it is endorsed by the local authority or not.

8. The north-eastern part of the AONB area overlaps with the southern end of the "knowledge spine" that has been identified as a focus for economic and associated development in the Oxfordshire Local Enterprise Partnership's Strategic Economic Plan. The high quality landscape on the edge of the knowledge spine will be a factor which may encourage businesses and accompanying staff to want to move into that area. The same landscape quality issues are likely to be a constraint that influences the location, scale and nature of development that might not be experienced in areas outside the AONB.

9. The North Wessex Downs Council of Partners and relevant local authorities have approved the management plan for publication.

Why is endorsement required?

10. Local authorities are asked to formally 'endorse' the plan as a document with weight commensurate with the NPPF, and to ensure it is considered within plans, policies and decision-making.

Consultation Process

11. Following informal consultation in May 2013, an initial draft of the management plan was published for comment between August and October 2013. The North Wessex Downs Planning Officer met with officers from Oxfordshire County Council on 8 October 2013 to discuss aspects of the management plan relating to planning. The NWD AONB held public events in each local authority area. Specialists reviewed the comments that were received and brought their recommendations to a special meeting of the North Wessex Downs Management Working Group. Relevant members (our Board representative and Cabinet Member) are aware and are content with the approach.

Financial and Staff Implications

12. Endorsement of the management plan does not commit Oxfordshire County Council to financial expenditure. There are no implications for staff time 'over and above' our current activities (Member attendance on the Board and informal officer contact).

RECOMMENDATION

13. **The Cabinet Member for Environment is RECOMMENDED to endorse the North Wessex Downs AONB Management Plan 2014-2019**

BEV HINDLE

Deputy Director for Environment & Economy (Strategy & Infrastructure Planning)

Background papers: AONB Management Plan

Contact Officer: Victoria Fletcher Tel: 07500 121855

September 2014

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