

CABINET MEMBER FOR ENVIRONMENT – 24 NOVEMBER 2016

PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TOUCAN CROSSING AND SHARED USE FOOTWAY / CYCLETRACK – A4260 BANBURY ROAD, DEDDINGTON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents an objection and other comments received in the course of the statutory consultation on the proposals to extend the 30mph speed limit, and to provide a toucan crossing and convert an existing footway to shared use footway / cycletrack on the A4260 Banbury Road at Deddington.

Background

2. The speed limit extension, toucan crossing (a signal controlled crossing for use by pedestrians and cyclists) and the conversion of an existing footway on the east side of the A4260 Banbury Road between Earls Lane and the toucan crossing) are proposed to improve safety as a consequence of the creation of a new junction on the A4260 Banbury Road to give access to residential development on the west side of the A4260, and to provide a safe and convenient means of access for pedestrians and cyclists travelling to and from the development to village amenities. New bus stops are also proposed. The location and detail of these proposals is shown in **Annex 1** and **Annex 2**.

Consultation

3. The formal consultation on the proposals was carried out between 22 August and 23 September 2016. A public notice was placed in the Oxford Times and the Banbury Guardian, and notices placed on site in the immediate vicinity. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the local County Councillor, and letters sent to nearby properties.
4. Five responses were received, comprising one objection, three responses including queries and suggestions on the proposals, and one response supporting the proposed toucan crossing; these are summarised in **Annex 3**. Copies of all the responses received are available for inspection in the Members Resource Centre.

Objections and concerns

5. The objection was received from a resident of the village (but not an address in the immediate vicinity of the development) on the grounds that the

CMDE8

consultation was premature given that not all planning matters relating to the development had been finalised.

6. Thames Valley Police raised no objections but did ask that the village 'gateway' treatment – including the village name signs –sited at the current terminal point of the 30mph limit be relocated to the proposed new terminal point of the 30mph limit to support compliance with the limit.
7. Cycling UK supported the provision for pedestrians and cyclists, but raised a number of queries on the detailed design of the proposed shared use footway / cycletrack on the east side of the A4260 Banbury Road, including its width, the amendment to existing wood bollards and trimming back of vegetation near the Earls Lane junction, and the provision for cyclists leaving and joining the shared use track at the Earls Lane junction.
8. A resident (of The Leyes) raised a concern that the toucan crossing could lead to northbound traffic on the A4260 blocking back to the signalled crossroads (approximately 140 metres to the south of the proposed crossing) when the crossing was being used, thereby leading to increased delays at this junction which already sees queuing on the peak times, and also that the crossing would impede vehicles turning to / from The Leyes. It was suggested that instead of providing a crossing, a footway is provided on the west side of the A4260 Banbury Road linking the new development to the existing signalled crossing point incorporated in the signalled junction, or – if the crossing is retained in its current position – that KEEP CLEAR markings are provided on the A4260 at its junction with The Leyes to help mitigate the impact of the crossing here.
9. A response was received from two members of the public (with no address however supplied) expressing strong support for the proposed crossing.

Response to objections and concerns

10. The objection relating to the consultation on the proposed speed limit amendment, crossing and shared use footway/ cycletrack being premature is noted. However, although as with any large development certain planning matters may still be awaiting discharge, planning consent has been given and it is therefore considered appropriate to consult on the above proposed highway works.
11. The concerns from the member of the public on northbound A4260 traffic blocking back to the signalled crossroads when the toucan crossing is on red to traffic are noted. It is accepted that this may on occasions happen, but this is not considered likely to create significant delays given the anticipated use of the crossing and that the distance between the crossing and the signals does give an appreciable amount of storage for northbound vehicles. Additionally, some delays for northbound traffic are currently caused by right turning traffic to Earls Lane waiting to turn across southbound traffic on the A4260, and the operation of the toucan crossing should lead to gaps being create to permit the right turn to be made, offsetting therefore the potential risk of blocking back.

12. The suggestion that a footway is constructed on the west side of the road to link the development to the existing signalled crossing point at the crossroads – instead of providing the toucan crossing - would require pedestrians from the development walking to / from Earls Lane to make a significant diversion, and this is not considered appropriate particularly given the location of the primary school on the corner of the A4260 Banbury Road and Earls Lane, which would lead to a risk of pedestrians crossing the A4260 near the school, rather than using the signalled crossing..
13. On the concern over the risk of conflicts between pedestrians and cyclists on the shared use cycle track, such tracks are in place in many parts of the county, including at locations where there are much higher flows of both pedestrians and cyclists than are likely to apply here, and these operate with very good levels of safety.
14. The provision of a KEEP CLEAR marking at the junction of The Leyes will however will be reviewed by officers and provided if considered beneficial if the toucan crossing is approved.
15. The request from Thames Valley Police that the village 'gateway' is relocated to coincide with the new terminal point of the 30mph speed limit is noted; this is shown provisionally on the detailed drawings submitted by the developer and will be discussed further as part of the detailed approvals for the scheme carried out by officers.
16. On the matters raised on the detailed design of the shared use cycle track by Cycling UK, the width of the track on the east side of the road will be a minimum of 2 metres (clear of all obstructions such as lamp columns) which is considered adequate taking account of the anticipated usage of the track. The shared use track will end north of the junction with Earls Lane (where signs will be placed to indicate the end of the track) and it is accepted that there is then no specific provision for cyclists. The queries raised over the bollards, and trimming back of vegetation relate to the section of the footway beyond the scope of the scheme.
17. While it is agreed that in principle a raised side road entry treatment across Earls Lane immediately east of the junction would be helpful, it is not considered viable to seek the developer to fund this, but this will be considered should further funding become available (such treatments also require consultation).
18. The support expressed by the members of the public for the proposed crossing is noted.

How the Project supports LTP4 Objectives

19. The proposals would help facilitate the safe movement of traffic and pedestrians and cyclists in the context of the adjacent residential development.

Financial and Staff Implications (including Revenue)

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

RECOMMENDATION

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

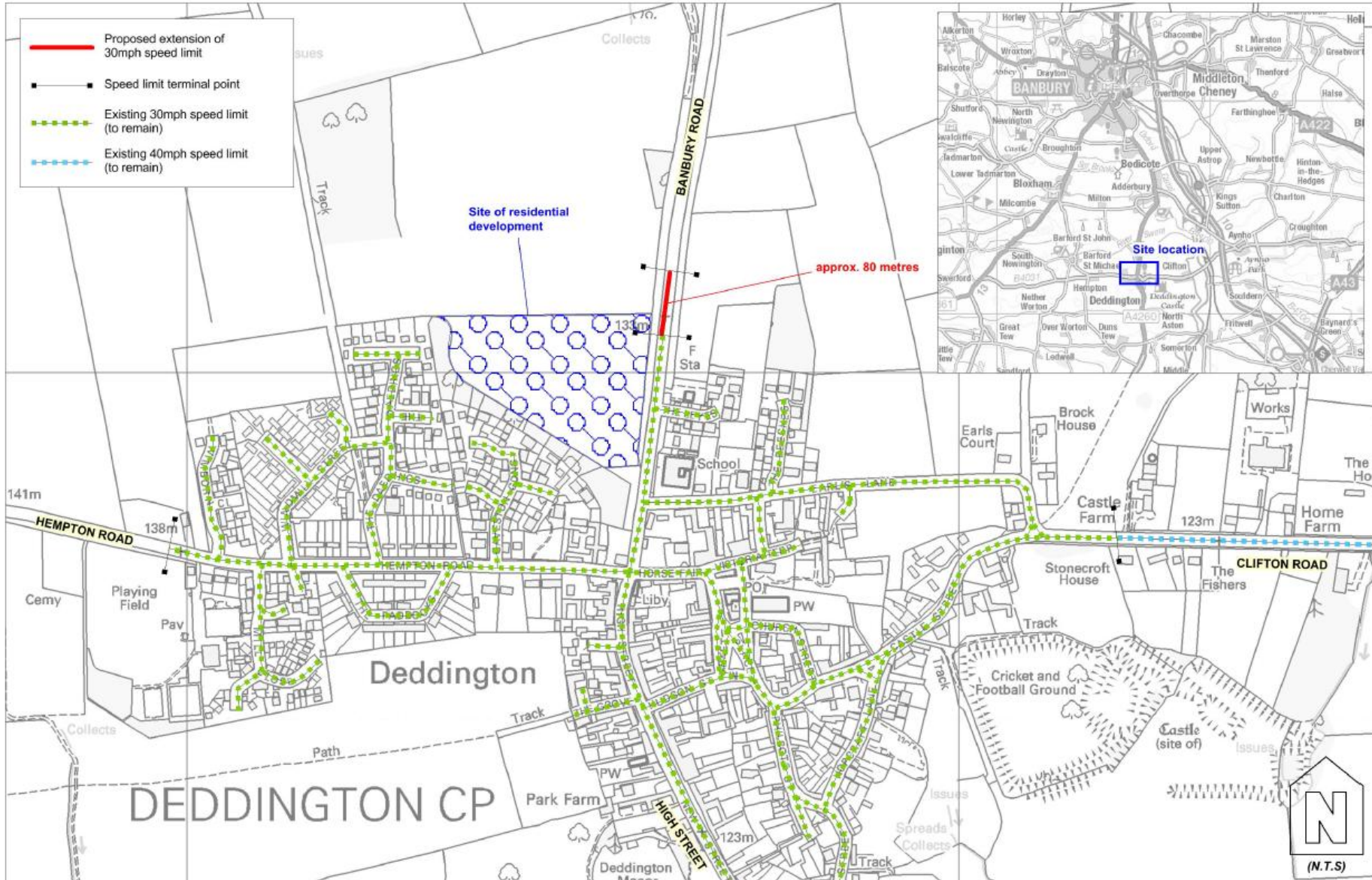
CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

November 2016

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



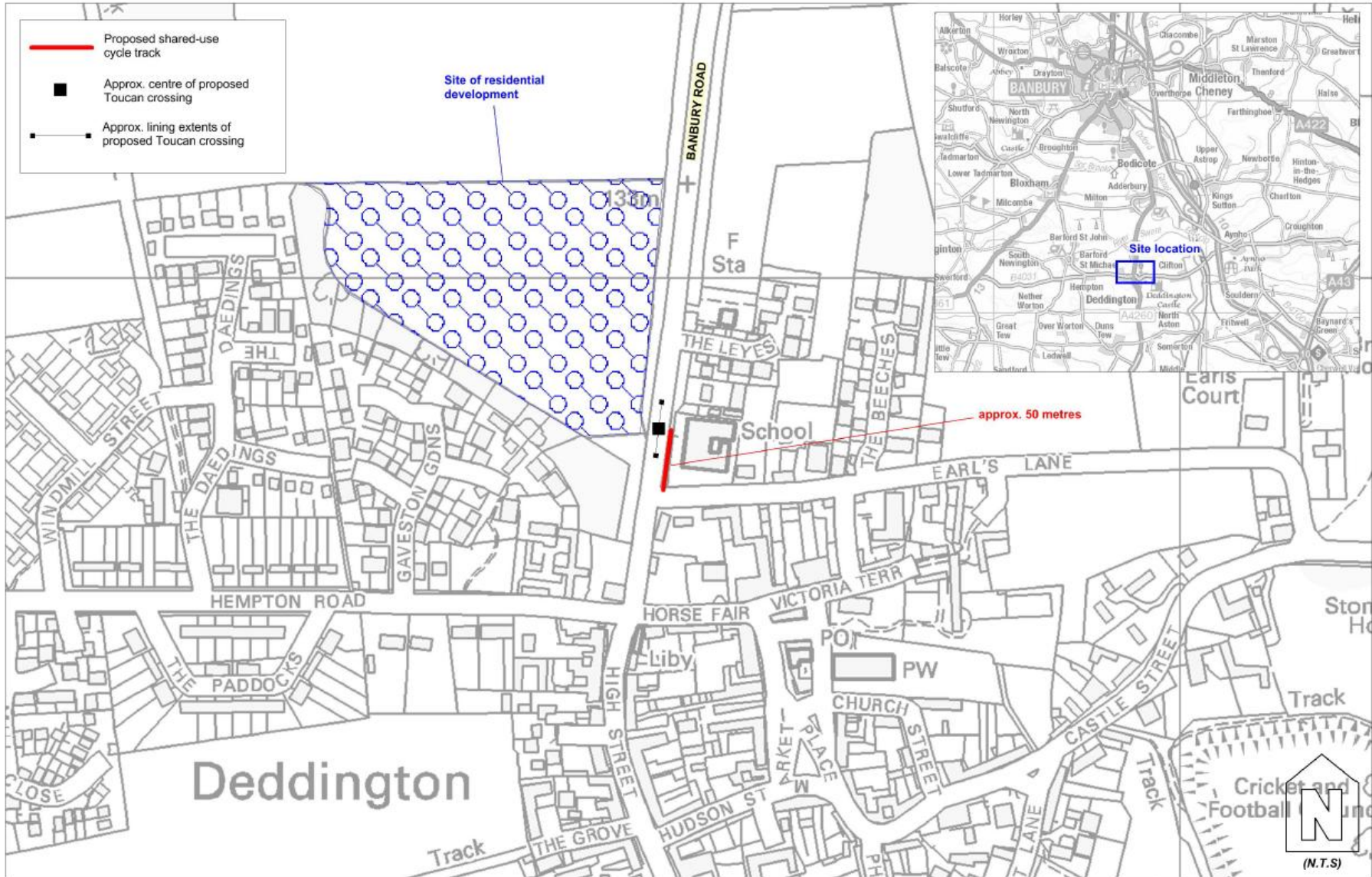
Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.
 Oxfordshire County Council. © Crown Copyright and database rights 2016. 100023343



Date drawn: 16/08/2016
 Drawn by: C.JM

Map centre:
 easting. 446650, northing. 231910

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2016. 100023343

ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection but requested that the village gateway features (including the village name sign) are moved to the new terminal point of the limit to maximise driver understanding of the village entry and encourage compliance with the limit.
(2) Resident (not adjacent to proposals)	Objects – on the grounds that the planning application which gives rise to the proposals has not been finalised, and therefore that the application to change the road is premature
(3) Resident, (The Leyes)	<p>Concerned that the proposed new crossing would lead to traffic blocking back to the south to the crossroads junction with the B4031 which already suffers significant delays at peak time and suggested that wither the crossing is sited further north, or that a footway is constructed on the west side of the road southwards so that pedestrians from the development could use the existing pedestrian crossing at the traffic signals at the crossroads.</p> <p>Also queried the value of the proposed shared use cycle track on the grounds that it does not link to any other cycle provision, and may lead to conflicts with pedestrians.</p>
(4) Resident (address not supplied)	Supports the proposed crossing as a safe crossing point for pedestrians, and with the added benefit of helping reduce traffic speeds
(5) Cycling UK	Supports the proposed provision for pedestrians and cyclists, but raised a number of queries on the detailed design of the crossing including the width of the shared use footway / cycletrack of the road (taking account also of the existing street lights in the verge), the replacement of existing wooden bollards on the footway near the junction with Earls Lane, and the provision for cyclists at this Earls Lane junction (where the cycle provision terminates), including the signing proposed and the trimming back of vegetation, and whether a raised side road entry treatment could be considered across Earls Lane immediately east of the junction.

CMDE8