

Division(s): Faringdon

CABINET MEMBER FOR ENVIRONMENT – 12 APRIL 2018

A420 AT BUCKLAND – PROPOSED BUS STOP CLEARWAYS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station.

Background

2. The above proposal has been put forward as part of a proposed development on the south side of the A420 at the Buckland Services site. A plan showing the proposal is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 01 February and 02 March 2018. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of White Horse District Council, Buckland Parish Council, Pusey Parish Meeting, local County Councillors, as well as the main public transport operators
4. Five responses were received. Pusey Parish Meeting objected and concerns were raised by Thames Valley Police, the Local County Councillor and Buckland Parish Council. The Vale of White Horse District did not object. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objection and other comments

5. Thames Valley Police did not object to the proposal but raise some concerns and queries, which included the suggestion that providing a bus stop layby at the proposed stop on the north side of the road would be preferable (as is proposed for the new stop on the south side) and also that the proposed clearway within the layby (which is proposed to apply between 7am and 7pm) adequately catered for the anticipated use of the bus stop and would be of sufficient length to ensure that buses could pull back onto the A420 safely should a vehicle be parked in the layby in front of the bus stop.
6. The above concerns are noted although it is not considered viable to provide a bus stop layby on the north side of the road taking account of the costs and that land acquisition may well be required. It is, however, agreed that it would

be advisable to extend the hours of operation of the bus stop clearway to apply between 6am and midnight, and also to extend the clearway marking to the west to address the concern that buses may be impeded when exiting the layby by other vehicles parked to the west of the bus stop within the layby.

7. County Councillor Heathcoat, the local member, while not expressing an objection to the proposal, noted that the A420 had a poor accident record and with increasing traffic volumes, the introduction of further bus stops could lead to potentially more hazards. Her main concern, however, was that the proposals did not include the provision of a continuous footway between the development and Buckland village, noting that the development would likely provide an employment opportunity for local residents (in particular young people) and also that residents may wish to use the retail store within the development. A further concern was that the proposed new pedestrian refuge required a good standard of lighting to ensure road safety, but equally that that should be designed to minimise light pollution.
8. It is accepted that the new bus stops and refuge will introduce new potential conflicts but also it should be noted that the existing bus stops on the A420 thankfully have a very good safety record and there is no reason to expect that the safety performance of the proposed new stops will be any different. It is confirmed that lighting will be provided for the refuge and that equipment will be designed to provide adequate illumination while also minimising light pollution.
9. It is agreed that in principle the provision of a footway linking the development to the Buckland turn would be desirable for the reasons mentioned by Councillor Heathcoat but, unfortunately, it is not considered possible to require the developer to fund that provision given that planning consent was given on the basis of the current proposals. Opportunities for funding this provision will be explored but it is currently unclear as to whether there is a realistic prospect of this being progressed at least in the short to medium term.
10. The response of Buckland Parish Council noted that the proposed bus stop provision would, in particular, benefit staff employed at the development site, though also echoed Councillor Heathcoat's view of the strong desirability of a footway to link the site to the Buckland turn for the reasons mentioned above.
11. Pusey Parish Meeting objected to the proposals on the grounds of road safety and traffic delays, the likely limited use of the stops and the preference for a footway linking the site to Buckland and the existing bus stops at the Buckland turn.
12. While the above concerns are noted, provision of bus stops close to the development site is considered to be required to facilitate journeys by staff in particular to and from the development, given that the existing bus stops by the Buckland turn are around 500 metres to the east. As discussed above, the existing bus stops on the A420 operate with good levels of safety and without causing any appreciable delays to traffic and, while it is agreed that a footway

link would be desirable in principle, it is not considered viable to progress this in the context of the current development.

13. The Vale of the White Horse District Council did not object.

How the Project supports LTP4 Objectives

14. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

15. Funding for the proposed bus stops, layby and refuge has been provided from the developers of land adjacent to the A420.

RECOMMENDATION

16. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to provide bus stops, including a bus stop clearway on the south side of the road within a layby, and a pedestrian refuge on the A420 at Buckland, approximately 150 metres north-east of the Buckland Service Station as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed bus stop clearways
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

April 2018

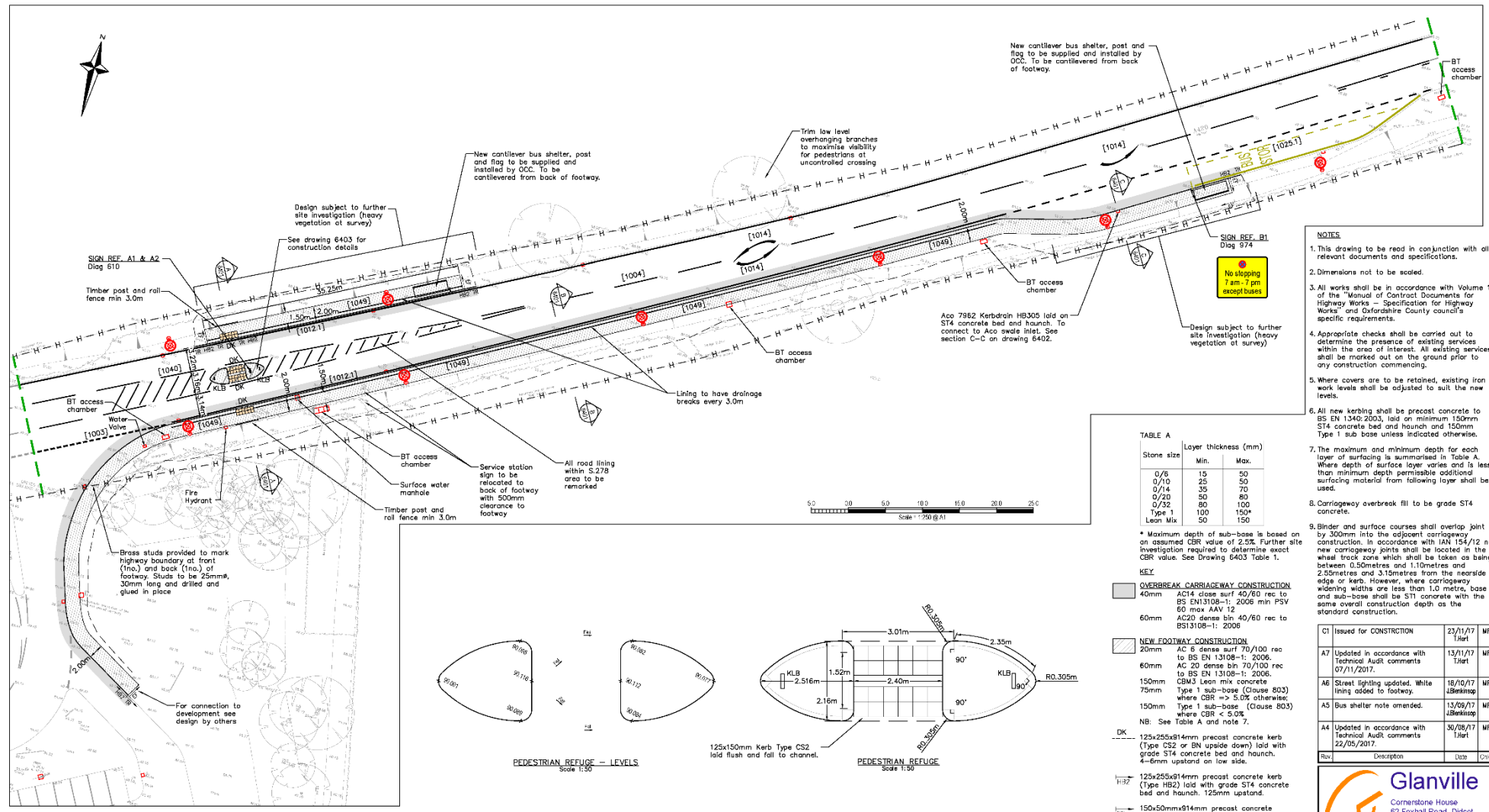


TABLE A

Stone size	Layer thickness (mm)	
	Min.	Max.
0/6	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/32	80	100
Type 1	100	150*
Lean Mix	50	150

* Maximum depth of sub-base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value. See Drawing 6403 Table 1.

KEY

- OVERBREAK CARRIAGEWAY CONSTRUCTION**
- 40mm AC14 close surf 40/60 rec to BS EN13106-1; 2006 min PSV 60 max AA12
- 60mm AC20 dense bin 40/60 rec to BS13108-1; 2006
- NEW FOOTWAY CONSTRUCTION**
- 20mm AC 6 dense surf 70/100 rec to BS EN 13108-1; 2006
- 60mm AC 20 dense bin 70/100 rec to BS EN 13108-1; 2006
- 150mm CBM3 lean mix concrete
- 75mm Type 1 sub-base (Clause 803) where CBR > 5.0% otherwise;
- 150mm Type 1 sub-base (Clause 803) where CBR < 5.0%
- NB: See Table A and note 7.
- 125x255x914mm precast concrete kerb (Type CS2 or BN upside down) laid with grade S14 concrete bed and haunch. 4-6mm upstand on low side.
- 125x255x914mm precast concrete kerb (Type HB2) laid with grade S14 concrete bed and haunch. 125mm upstand.
- 150x50mmx914mm precast concrete edging (Type E3) laid with grade S14 concrete bed and haunch.
- 125x255x914mm precast concrete kerb (Type Transition) transition from splayed, BN to HB2 kerb with grade S14 concrete bed and haunch.

- NOTES**
- This drawing to be read in conjunction with all relevant documents and specifications.
 - Dimensions not to be scaled.
 - All works shall be in accordance with Volume 1 of the "Manual of Contract Documents Highway Works - Specification for Highway Works" and Oxfordshire County Council's specific requirements.
 - Appropriate checks shall be carried out to determine the presence of existing services within the area of interest. All existing services shall be marked out on the ground prior to any construction commencing.
 - Where covers are to be retained, existing iron work levels shall be adjusted to suit the new levels.
 - All new kerbing shall be precast concrete to BS EN 1340:2003, laid on minimum 150mm S14 concrete bed and haunch and 150mm Type 1 sub base unless indicated otherwise.
 - The maximum and minimum depth for each layer of surfacing is summarised in Table A. Where depth of surface layer varies and is less than minimum depth permissible additional surfacing material from following layer shall be used.
 - Carriageway overbreak fill to be grade S14 concrete.
 - Blinder and surface courses shall overlap joint by 300mm into the adjacent carriageway construction. In accordance with IAN 154/12 no new carriageway joints shall be located in the wheel track zone which shall be taken as being between 0.50metres and 1.10metres and 2.50metres and 3.10metres from the roadside edge or kerb. However, where carriageway widening widths are less than 1.0 metre, base and sub-base shall be S14 concrete with the same overall construction depth as the standard construction.

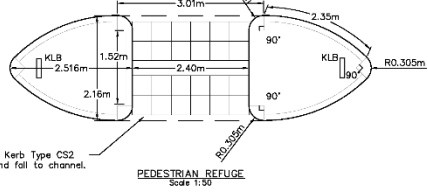
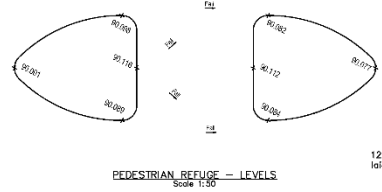


DIAGRAM NUMBER	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1003	Continuous	150	150
1004	4000	2000	100
1012.1	Continuous	150	150
1014	Deflection arrow		
1025.1	BUS STOP edge marking		
1040	4000	2000	100
1049	Continuous with breaks	150	150

ROAD MARKING SCHEDULE

Sign Reference	Diag. No. Ref. (TSRD 2002)	Description	Sign Face Details			Clearance			Post Details			Lighting Details			Foundation Details			Comments
			Width (mm)	Depth (mm)	Reflect. Illum.	Horizontal (mm)	Vertical (mm)	Number & Length	Size & Section	Post Spec.	EAC	Lighting No. & Type	Wattage	Switch No. & Type	Height (mm)	Length (mm)	Width (mm)	
A 1 to 2	Diag 610	Keep left	600x	RA2	500	2300	164000	89 TSP	NE	NE	TBC	600x350x600						
B 1	Diag 574	Bus stop clearway		RA2	500	2300	164000	76 TSP	NE	NE	TBC	600x350x600						

NOTES

- Schedule to be read in conjunction with all relevant drawings, documents and specifications.
- For extensively illuminated signs all posts shall be wide base type.
- All wide base posts to be Slabston or similar approved.
- Foundation bases shall be concrete mix design S14 and comply with the Standard Concrete Mixes.
- All sign installations shall be in accordance with Oxfordshire County Council's specifications.
- Contractor to submit designs produced by signpost sub-contractor to Engineer for approval prior to ordering.
- Vertical clearance refers to lower edge of sign.
- Horizontal clearance to be minimum of 500mm from the edge of sign to kerbside where applicable.

KEY TO ABBREVIATIONS

- RA2 = General Case RA2
- E = Externally Illuminated
- LI = Internally Illuminated
- TSP = Tubular Steel Post
- BBP = Bolted Steel Type Post
- TBC = To Be Confirmed
- Ref = Back of Footway
- HE = High energy absorption (Passive Safety Post)
- LE = Low energy absorption (Passive Safety Post)
- NE = Non-energy absorption
- EAC = Energy Absorption Category

SIGN SCHEDULE

CI	Issued for CONSTRUCTION	23/11/17	MF
A7	Updated in accordance with Technical Audit comments 07/11/2017.	13/11/17	MF
A8	Street lighting updated. White lining added to footway.	16/10/17	MF
A3	Bus shelter note amended.	13/09/17	MF
A4	Updated in accordance with Technical Audit comments 22/05/2017.	30/08/17	MF
Rev	Description	Date	Drawn

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Client: Soho House Group

Project: Former Little Chef and Adjoining Land A420, Buckland

Title: S278 Footway Links and Bus Stops Construction Plan

Prepared/Engineer: M. Ford
Checked/Author: A. Brown @ A

Project Director: T. Fowell
Date: December 2015

Status: CONSTRUCTION

Drawing No: 8140991/6401 Rev: C1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - It is impossible to agree this proposal in the absence of what is proposed for the north side of this road . Dependant on where the Bus Stop is proposed I fear conflict with the new crossing point. Might I suggest an off road lay - by is considered the safest option for the north side as well. The layby restriction is timed, does this coincide with future bus time table? Should large goods vehicles park forward of the new Bus Stop Clearway ,will a Bus still be able to exit safely.</p>
(2) Buckland Parish Council	<p>Neither - made its views known on the proposed bus stop provision as part of our consultation on the planning applications for this site.</p> <p>November 2015 Consultation extract - BPC is supportive of a sustainable use for this prominent site but is mindful of the impact of this site in the area and setting. We consider these amendments an improvement given the commitment to secure safe access to bus stops for staff and possibly customers. BPC considers that a footpath to the existing Buckland Turn bus stops would be a better solution than the introduction of 2 new stops so close to 2 sets of existing bus stops. December 2016 consultation extract - Footpath to existing Buckland Turn Bus Stops - the proposed additional rooms and correspondingly increased profitability of the development will make it viable for the developer to pay for a footpath along the south of the A420 to the existing Buckland Turn Bus Stops. This will negate the need for expenditure on 2 new bus stops, which BPC feels will see little use, and provide a secure pedestrian link from Buckland Village to the development as well as from the development and BP garage/M&S to the bus stops for staff and customers.</p>
(3) Local County Councillor, (Faringdon Division)	<p>Concerns - I wish to ensure that if these bus stops are to be installed that, as much consideration as possible is given to pedestrian safety and traffic safety – the A420 is notorious for its accident history especially in this area in my Division.</p> <ul style="list-style-type: none"> • Traffic is ever increasing travelling both east and west with the housing development taking place both in my Division and in the Swindon area. • Traffic weight is increasing too – commercial traffic/transporters all types of HGV's and farm vehicles. For a bus to make an entry into this traffic flow is getting increasingly more difficult – I see and experience these difficulties travelling the A420 daily. Having an additional bus “pull-in” with cause further traffic difficulties. • There are of course already 4 bus stops servicing this area both on the eastward and the westward bound journey of the A420 – 2 situated at or near the Buckland/Gainfield junction and then further along at Pusey Furze. • I would like the footpath that is being proposed just by the 2 new bus stops to be extended up to the existing

	<p>bus stops at the Buckland junction on both sides of the road – this will ensure that those alighting from the bus are safe traversing to work from each of the bus stops to the travel lodge and equally, and most importantly the local community can walk to their employment from the village of Buckland in complete safety too. There will be local employment (young people from the village will be drawn to working at this development) and there will be pedestrian traffic to the M&S shop for groceries and the daily paper. Currently there is no safe way for people to undertake this route.</p> <ul style="list-style-type: none"> • The proposed new pedestrian safe haven MUST be well lighted to ensure safety to those crossing the road as traffic is travelling at a minimum speed of 50mph and many break the statutory speed on the A420. However, care must be taken to ensure there is no light pollution to the inhabitants of the village who have no street lighting. • If there is no way that the footpath can be extended as I would like then the preference for me is that with this development there must be benefit to the local community of Buckland and I would confirm that an extended footpath from the already existing bus stops at the Buckland/Gainfield junction are installed.
<p>(4) Vale of White Horse District Council</p>	<p>No objection.</p>
<p>(5) Pusey Parish Meeting</p>	<p>Object – In summary:</p> <ul style="list-style-type: none"> • Pusey will not benefit, and may even be disadvantaged (see below), by the new bus stops. • There is no Little Chef, so why is this being pursued. • There is no footpath to the stops, except from the site of the new motel. How will people get to and from the stops? And if they do go there for the buses, will they be able to park at the motel without using it? • Any bus stopping on the East going side will create a blockage on the A420, which can be congested anyway, and the pedestrian refuge is a further obstruction near a junction – is that sensible? • There are bus stops about 500m West, at the Buckland junction. These must remain, as the best site to serve Buckland. So will buses stop at the new ones as well? • A stop on the North side would encourage pedestrians to cross the road where there is no pavement or path to anywhere else, which is dangerous anyway. • There are footpaths that come to the A420 from Buckland and Pusey, 200 m West of the motel site. It would be far more sensible to make a safer crossing point there, and a pavement along the road between the Buckland crossroads and the motel/filling station, if there is money to be spent. <p>All in all, this appears to be a project that dates from a time when the Little Chef was there, and is now out of date. Why has it not taken account of the changed circumstances? Is it that there is money to be spent in the programme, and it has a momentum that cannot be stopped?</p> <p>Are the proposed bus stops to enable staff to get to and from the site? If so, this seems exceptional, and possibly unjustified. It would reinforce the view that a pavement from the existing Buckland stops along the South side of the</p>

	A420 would be a better solution.
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