

Divisions affected: *Didcot Ladygrove*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 3 JUNE 2021

DIDCOT – A4130 NORTHERN PERIMETER ROAD EAST OF AVON WAY ROUNDABOUT – PROPOSED TOUCAN CROSSING

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is RECOMMENDED to approve the installation of a toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) on the A4130 Didcot Northern Perimeter Road east of its roundabout junction with Avon Way.

Executive summary

2. This report presents responses received to a statutory consultation on a proposed toucan crossing (a signalled crossing for the use of pedestrians and pedal cyclists) on the A4130 Didcot Northern Perimeter Road east of its roundabout junction with Avon Way required to provide a safe crossing point for pedestrians and cyclists in conjunction with approved residential development on the north side of the A4130.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of pedestrians and pedal cyclists.

Consultation

6. Formal consultation was carried out between 04 March and 02 April 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council, and local County Councillor. Additionally, letters were also sent

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directly to approximately 40 properties in the immediate vicinity and public notices were placed on site.

7. Eight responses were received during the formal consultation. 2 objections, 4 expressions of concern, 1 in support and 1 non-objection. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police did not object to the proposal.
9. South Oxfordshire District Council expressed support noting that the proposal will provide a safe place for pedestrians and cyclists to cross when travelling between the new residential development to the north of the A4130.
10. Two objections and four concerns were received from members of the public, all local residents. These cited concerns over noise, siting and type of crossing, queuing and the speed of traffic on the A4130 together with the use of Prestwick Burn by pedestrians and cyclists accessing the crossing. Comments on these are provided below:

Noise

11. A noise survey has been undertaken which concluded that the anticipated noise levels will not be excessive taking account relevant national regulations.

Queues generated from Toucan crossing

12. The toucan crossing is located sufficiently away from the roundabout to prevent any backing up onto the roundabout.

Location & safety of the Toucan crossing and type of crossing

13. The location of the toucan crossing is best situated when considering pedestrian/cyclist desire lines and highway safety. The crossing is intended to provide a vital pedestrian/cyclist link between Didcot and the new housing development. The roundabout improvements and toucan crossing have been subject to an independent safety review. There are no safety concerns which were raised by that review that have not been resolved in the current design. The approved planning documents and s106 agreement does not refer to a footbridge over the A4130, instead toucan crossings are approved to safely allow pedestrians and cyclists to crossing the A4130.

Visibility across roundabout (due to height)

14. As part of the approved works for the Avon Way roundabout the height of the roundabout is being reduced and like the works that have been recently completed on the Mersey Way roundabout this will improve the visibility across the roundabout.

Pedestrians and cyclists using Prestwick Burn

15. The pedestrian link from the A4130 into Prestwick Burn joins at the end of a turning head for 5 properties and where Prestwick Burn continues south west a footway is provided for use by pedestrians; given the very low vehicles movements the existing shared surface is suitable for pedestrians to use.

Traffic speeds

16. All the highway works associated with the development including the Toucan Crossing have been designed in accordance to the required standards for the current speed limit and speeds on the road. In respect of the request for speed cameras, while accepting that achieving better compliance is in principle very desirable, the provision of speed cameras is outside the scope of this scheme.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

Contact Officers:

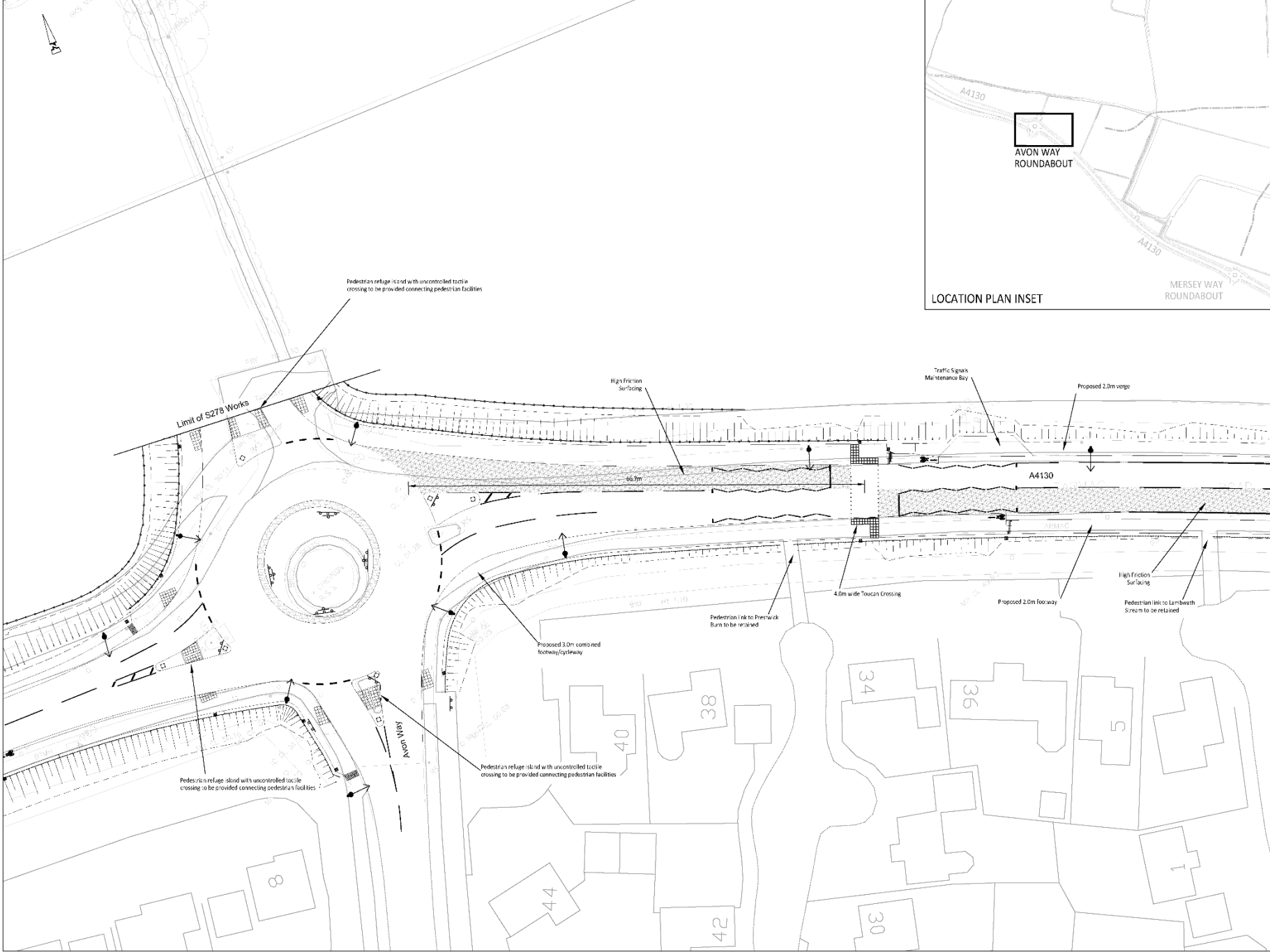
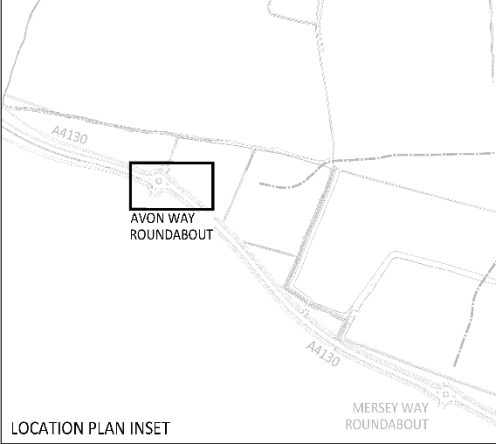
Tim Shickle 07920 591545

Ryan Moore 07557 082568

May 2021

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- All dimensions are in metres unless otherwise stated.
- All works shall be completed to the satisfaction of the Oxfordshire County Council (OCC) Engineer.
- The Contractor shall maintain access to all properties affected by the works.
- Traffic management and safety measures shall comply in all respects to Chapter 8 of the Traffic Signs Manual published by HMRS. The Contractor shall submit his proposals for the approval of the Engineer and the Local Highway Authority prior to commencing any work.
- The Contractor shall contact all utilities companies prior to commencing and excavation. It is the Contractor's responsibility to locate the exact position of all underground and overhead services, cables, pipes etc prior to the excavations and to take all necessary protective measures.
- The Contractor shall make good any damage caused to walls, fences, kerbs, surfacing, road signs etc if his own expense is incurred by the Engineer and Highway Authority.
- The Contractor shall indemnify the Client, Engineer and Highway Authority against damage to any Highway Authority property or structure undertaken on site and any costs associated with the duration of services and the repair/replacement of the damaged part. No work on site shall commence until written evidence of the above indemnity has been submitted to and accepted by the Engineer.
- This drawing is to be read in conjunction with all other project drawings and notes. The Contractor is to satisfy themselves that there are no discrepancies within the design pack before commencing any work on site.
- All works to be undertaken in compliance with project specification & to OCC approval.
- Any discrepancies between project specification & OCC requirements to be reported immediately to the Engineer.
- Design based upon RPS drawing RNY4673-33 Rev A approved via Planning.



TR	2022	Proposed plan	05	04
TR	S278	Plan not in line with current legislation	08	04
TR	S278	Proposed plan	03	08
TR	TR	Proposed plan	03	08

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Client: **NORTH EAST DIDCOT PARTNERSHIP**

Project: **NORTH DIDCOT**

Job: **SECTION 278 WORKS AVON WAY ROUNDABOUT CONSULTATION PLAN**

Scale:	Drawn:	Checked:	Issue:	Drawn:
1:250 @ A1	SR/20	KIW	1A	TA
Project:	A085-AW-150			Sheet:
				T3

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No Objection – In principle I have no objection providing that speed monitoring has taken place which supports a Toucan crossing at this location. And that this crossing meets current design standards.</p> <p>I assume this crossing will eventually lead to future developments as at the moment it will only lead towards open farmland.</p>
(2) South Oxfordshire District Council	<p>Support – The new crossing will link new residential development with Lagygrove providing a safe place to cross on the fast-flowing northern perimeter road.</p>
(3) Local Resident, (Didcot)	<p>Object – "Toucan crossings are noisy and will be right outside our house. Noise from huge amount of traffic is bad enough as it is, we would rather not see increased noise pollution.</p> <p>The traffic there is constant and having a stop will mean further queues and accumulation of vehicles many of which are large lorries.</p> <p>When traffic will stop at the traffic lights, we will be breathing fumes right outside our house from all the stationary lorries and cars.</p>
(4) Local Resident, (Didcot)	<p>Object – I object to the proposal as this toucan crossing will be directly outside of the front of my house. The houses on this part of Prestwick Burn are some of the closest builds to the roadway. There are houses further up towards Mersey Way roundabout that are built further back and have that buffer. I welcome some kind of traffic calming as the road is extremely fast, busy, and difficult to cross, but I don't wish to have a Toucan crossing with the noise of the alert right outside my windows.</p>

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<p>(5) Local Resident, (Didcot)</p>	<p>Concerns – The original proposal was for a footbridge with steps & ramps. This would be a much safer & less disruptive option than a toucan crossing. Traffic control would result in traffic delays, additional engine noise as well as the annoying beeping. With the additional footfall as well as traffic due to the new estate, vehicles & pedestrians need to be better separated.</p>
<p>(6) Local Resident, (Didcot)</p>	<p>Concerns – A crossing is, in principle, a good idea but I have several safety concerns:</p> <ol style="list-style-type: none"> 1. At present, this road gets used like a racetrack by motorcyclists who all seem to try to hit 70mph+ between the roundabouts meaning they accelerate hard coming off the roundabout heading West (the noise pollution in summer is dreadful), this behaviour means the siting of the crossing poses a danger. 2. The construction of the roundabout is very high meaning that visibility across it is dreadful (for example you cannot see cars' indicators from the far side of the roundabout this has been a concern for a number of years even without the introduction of the proposed crossing) - this poor visibility means that siting a crossing this close to the roundabout possess a danger to users. 3. This is a very busy road, siting a crossing here means that traffic will regularly back up on to the roundabout causing additional congestion and risk, especially to cyclists trying to co-exist with motorists on what is already a risky stretch of road for cyclists. 4. The siting of the crossing will encourage a large amount of foot traffic to cut through into Prestwick Burn which doesn't have any foot paths at the northern end posing additional risk to pedestrians. 5. Additional cyclist traffic also cutting through Prestwick Burn would also pose extra risk due to several sharp bends in Prestwick Burn with very poor visibility. <p>A safer site to consider would be a few hundred yards to the west (location: 51.617919,-1.233244) which doesn't have the issue of being close to a roundabout and has the additional advantage of linking to an existing public footpath through the Ladygrove estate.</p> <p>If a crossing is placed on this stretch of road (in either location), at minimum I would expect to see work to lower the height of the roundabout and traffic speed safety cameras installed in the middle of the stretch of road between the roundabouts to the west of the Avon way junction.</p>

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	<p>With the increased urbanisation of the A4130 through N. Didcot I would also recommend a reduction in the speed limit throughout the whole of the section of this road where it is currently set at 50 mph.</p>
<p>(7) Local Resident, (Didcot)</p>	<p>Concerns – Considerations should be given to making the section of the A4130 that runs behind the Ladygrove Estate (between the Ladygrove estate and the new development at Willowbrook) a 30mph speed limit area (noting that the current speed limit is 50mph). At the very least the area 150-200meters on either side of the proposed toucan crossing. Some traffic does travel along this stretch of road at significant speed. Given that this section of road will be before long cutting through the middle of two significantly large housing estates a reduction of the speed limit now may save re-looking at this when the Willowbrook estate has been completed.] when such a speed limit (50mph) will likely cause significant issues to people and traffic transiting from one estate to the other.</p>
<p>(8) Local Resident, (Didcot)</p>	<p>Concerns – Although I do not initially have any concerns with the installation of this crossing, I wonder if you could clarify the following:</p> <ol style="list-style-type: none"> 1. Will the speed restrictions along A4130 be reduced? If so, will this be the entire length of the road or just by the crossing? What is the intended speed limit? and will there be speed cameras installed? This road is considerably busy and sadly the majority of traffic tends to travel at a higher speed than allowed. I think it is currently 50mph but would welcome a lower limit. 2. Regarding the plans to widen the current footpath to 2m. Can you confirm that the current trees and bushes along the edges will not be affected? Currently the hedgerows block out a considerable amount of traffic noise level to our property and removing them would cause more of a problem.