

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018

OXFORD- A4165 BANBURY ROAD - PROPOSED PUFFIN CROSSING AND PROHIBITED RIGHT TURN AT HERNES ROAD

Report by Director for Infrastructure Delivery, Communities

Introduction

1. This report presents responses received in the course of a statutory consultation to provide a puffin crossing (a signalled crossing for pedestrians) on the Banbury Road Oxford just north of its junction with Hernes Road and to prohibit the right turn from Hernes Road onto the Banbury Road.

Background

2. The above proposals as shown at Annex 1 have been put forward at the request of d'Overbroek's College to provide a safe and convenient crossing for students crossing between student accommodation on the east side of the Banbury Road and their Sixth Form Centre directly opposite on the west side of the road. The proposed right turn prohibition from Hernes Road reflects national guidance on the siting of signalled crossings which advises against crossings being within 20 metres of a side road, as below this distance turning traffic from the side road might not have sufficient view of the signals and therefore fail to stop for a red signal. Due to site constraints, it is not judged to be feasible to site the crossing further away from the junction, and as at two other signalled crossings on the Banbury and Woodstock Roads in Oxford where similar constraints apply, the prohibition of the turn right would mitigate this risk. The crossing would, of course, also serve other members of the public wishing to cross the Banbury Road here.
3. It should be noted that Council officers have previously requested that the signalised crossing should be located further north (approx. 60 meters) in proximity to the Squitchey Lane junction with Banbury Road on the basis that this location would serve a more strategic purpose. However, at the request of d'Overbroek's College it was considered that siting the crossing away from the Hernes Road junction with Banbury Road would be less desirable for students wishing to cross between the two d'Overbroek's College sites. Due to site constraints in the immediate vicinity of Hernes Road, it is not judged to be feasible to site the crossing further away from the Hernes Road junction.

Consultation

4. Formal consultation on the proposal was carried out between 30 November and 5 January 2018. A public notice was placed in the Oxford Times and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance Service, Oxford City Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location and letters sent to approximately 40 properties in the immediate vicinity.
5. Seven responses were received. An objection from Thames Valley Police in respect of the proposed no right turn restriction and six expressions of support for the signalled crossing, including from two Oxford City Councillors representing this area and three members of the public. A response was received from a member of the public not objecting to the proposed puffin crossing but expressing a preference that a pedestrian refuge be provided as an alternative and strong concerns over the proposed prohibition of the right turn from Hernes Road in respect of the longer journey times for traffic that currently make the right turn here. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

6. The objection of Thames Valley Police to the proposed no right turn restriction was made on the grounds that compliance with such restrictions is often poor and gives rise to complaints and requests for police enforcement which is, in practice, a low priority due to many other more pressing calls on police resources. It is accepted that at the signalled crossings on the Woodstock and Banbury Road, where such turning restrictions are in place, compliance has been raised as a concern. However, the accident history at these crossings shows no reported accidents where a vehicle making a prohibited turn has been involved in an accident involving a pedestrian using the adjacent signalled crossing.
7. The response from the member of the public expressing a preference for a pedestrian refuge and strong concerns over the impact of the proposed right turn restriction on journey times are noted. While it is accepted that a pedestrian refuge would provide a good standard of pedestrian safety and convenience a signalled crossing is preferred by many pedestrians given the positive control of traffic and, in this specific case, funding is only being offered by d'Overbroek's College for a signalled crossing. It is also accepted that the proposed right turn restriction might add slightly to journey times, noting that making the right turn from Hernes Crescent may prove slightly more difficult than from Hernes Road due to the proximity of the Squitchey Lane junction to the former. However, this is not anticipated to result in a major increase in delay to turning traffic.
8. The expressions of support from the Oxford City Councillors and members of the public are noted.

9. Taking account of the above, it is considered that although police concerns over non-compliance are based on observations of other similar restrictions in the reasonably near proximity of the proposal, there are no undue concerns over this presenting a significant safety risk or, in respect of the objection from the member of the public undue delay to traffic currently making the right turn from Hernes Road and, as noted, in the responses from the City Councillors and members of the public the proposed crossing will provide a safe crossing facility for the general public in addition to the school students for whom the funding for the project has been provided.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

11. Funding for the proposed measures has been provided by d'Overbroek's College.

RECOMMENDATION

12. **The Cabinet Member for the Environment is RECOMMENDED to approve provision of a puffin crossing (a signalled crossing for pedestrians) on the Banbury Road Oxford just north of its junction with Hernes Road and to prohibit the right turn from Hernes Road onto the Banbury Road as advertised.**

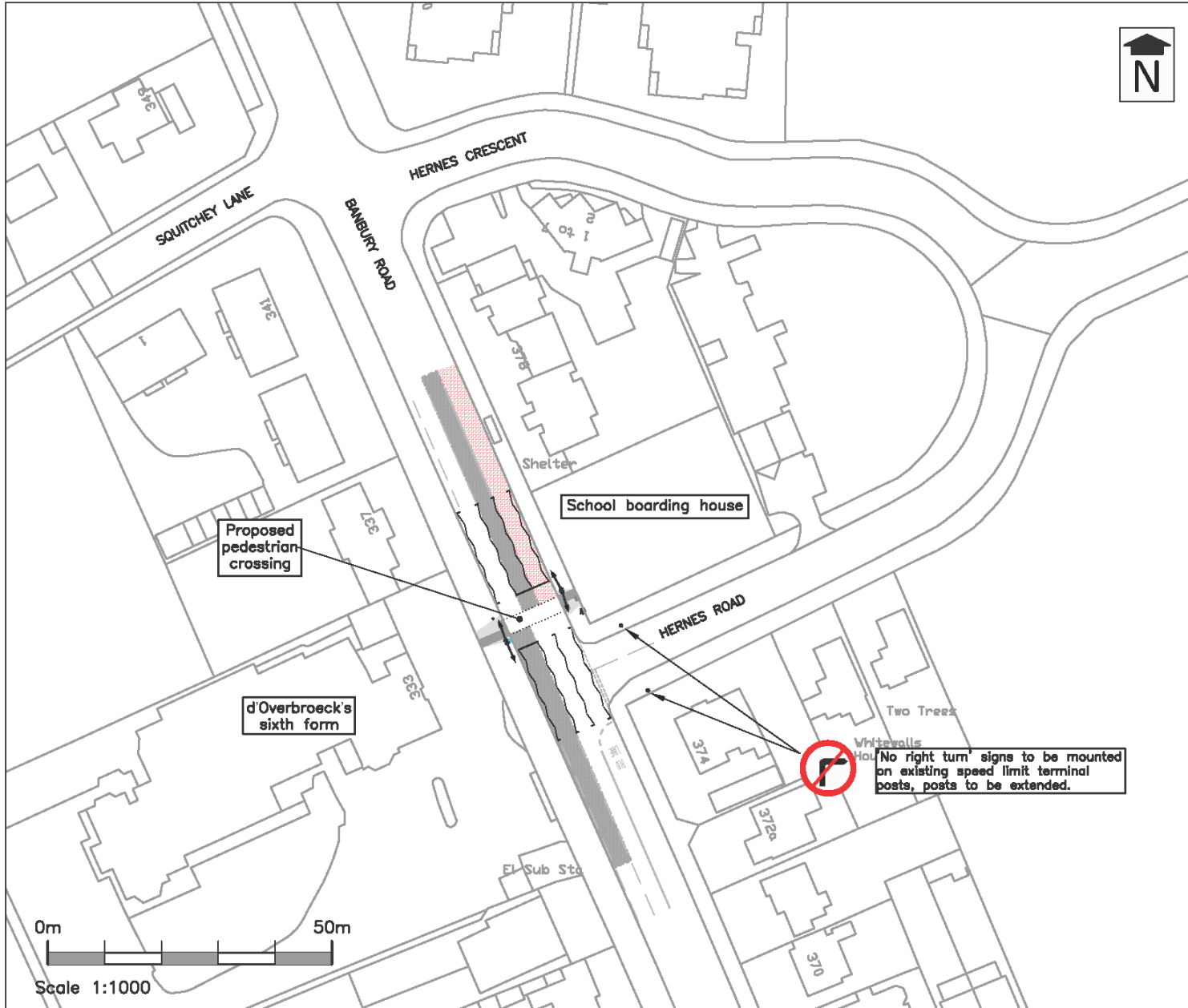
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed puffin crossing and prohibition of right turn.
 Consultation responses

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NOTES

1. Drawing based on Topographical surveys, GS270552/100A prepared by Glanville (June 2007) and 16721/1 prepared by Midland Survey Ltd (July 2012).

Rev #	Date	Description	Drawn	Check
	31/10/17	First Issue	CS	CJM
A	15/11/17	No right turn' signs mounted on existing sign posts and advance left turn signs removed.	CS	CJM

Client
d'Overbroeck's

Project
**Proposed Puffin Crossing
Banbury Road
Oxford**

Drawing Title
**Prohibition of
Right Turn from
Hernes Road (South)**

Drawing No. **D192/9** Rev A

Date: October 2017 Scale: 1:1000 @ A4
E-Mail: csumbler@pfapl.com

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>Puffin Crossing</u> – No objection – providing it fully complies with necessary regulation and that speed monitoring has taken place to confirm current traffic speeds support this crossing point</p> <p><u>NRT Restriction</u> - Object – I realise why this is being proposed due to the close proximity of the new crossing to this junction, but fear compliance of this restriction will be poor due to the current junction layout . There is a similar example of this on Woodstock Road which has in the past be subject to many complaints of poor driver compliance.</p>
(2) Local City Cllr	<p><u>Puffin Crossing</u> - Support – This is necessary for the safety and convenience of all residents, particularly since the opening of the new sixth form centre and associated accommodation block on opposite sides of Banbury Rd. The crossing formed part of the planning permission granted for that development, and it should have been consulted and installed before the new buildings opened. It must now be completed as a matter of urgency</p> <p><u>NRT Restriction</u> - Support – <i>No comment.</i></p>
(3) Local City Cllr	<p><u>Puffin Crossing</u> – Support.</p> <p><u>NRT Restriction</u> - Support – If people drive west along Hernes Road, they will have to turn left – if they happen to want to go north they will have to take a very long and awkward route to do so. So I think it is essential that there is signage to direct anyone wanting to go north to use Hernes Crescent, not Hernes Road, at the junction of the two.</p>
(4) Member of public, (London)	<p><u>Puffin Crossing</u> - Support – I am a prospective parent at D'overbroeck's 6th form school and am very concerned about the dangers of crossing from the main boarding house to the school. This crossing is essential to keep the students safe.</p> <p><u>NRT Restriction</u> - Support – Again helps to keep the students safe.</p>

(5) Member of public, (London)	<p><u>Puffin Crossing</u> - Support – A pupil was fatally run over in my secondary school a few years ago. This was a tragedy for the family, the school community and the local area. In this case, there was a safe place to cross and she had ignored school rules.</p> <p>In the case of D'Overbroeck's - there is currently no safe place for pupils to cross and it is clearly a very dangerous road to attempt to cross without a puffin crossing or similar provision. It would be so damaging for the community if there were to be an accident that could so easily be avoided by the council putting in a crossing asap before a tragedy occurs.</p> <p><u>NRT Restriction</u> - Support – This will improve safety further.</p>
(6) Local Resident, (Hernes Road, Oxford)	<p><u>Puffin Crossing</u> - No objection - I would prefer to have a pedestrian refuge island rather than a puffin crossing installed.</p> <ol style="list-style-type: none"> 1. The cost would be considerably cheaper. 2. The students leave Islip house in the early morning and are only permitted to return in the late afternoon during term time. 3. A traffic signal would add further delay to the ever increasing traffic in this area of the Banbury road when there are already four crossings down to the Marstonferry road. <p><u>NRT Restriction</u> – Objection With regard to the " no right turn" from Hernes road this could affect up to forty vehicles between the Nursing home and Banbury road which would then divert to Hernes crescent. This does not take in to account those vehicles beyond Hernes road and Islip road which intend going to Kidlington. This would cause untold delay to residents in this area.</p>
(7) Local Resident, (Hernes Road, Oxford)	<p><u>Puffin Crossing</u> - Support – As an elderly person with a disability, I would be grateful for any crossing, since getting across the Banbury Road at certain times is a nightmare, and I sometimes have to wait a very long time to do so.</p>

	<p><u>NRT Restriction</u> – No objection – should not prove too difficult. When I need to take a taxi to Oxford Parkway, the taxi can easily turn on to the Banbury Road from Hernes Crescent.</p>
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