

CABINET MEMBER FOR TRANSPORT – 6 JANUARY 2011

A44 LONDON ROAD, CHIPPING NORTON – PELICAN CROSSING

Report by Deputy Director for Environment & Economy – Highways & Transport

Introduction

1. This report considers responses to a public consultation on the proposed installation of a pelican crossing on the A44 London Road, Chipping Norton.

Background

2. This part of London Road on the outskirts of Chipping Norton has recently seen two developments. A new housing development (which also includes an approval for a B1 use) to the south and a new residential care home to the north. The planning approval for the care home included a planning condition imposed by the Local Planning Authority (West Oxfordshire District Council) for a pelican crossing (and other works) to be installed outside the site. As part of the planning approval for the care home monies were secured (and received) via a Section 106 agreement for the implementation of a pelican crossing, as shown at Annex 1.
3. The Section 106 agreement also requires relocation of existing bus stops further east of Trinity Road to avoid blocking a new access road to the care home, and not to impair visibility of the new pelican crossing, which can also be seen at Annex 1.

Consultation

4. Consultation for the pelican crossing consisted of a letter drop to frontagers in the local vicinity of the proposed crossing and street notices. Stakeholders, including Police, Emergency Services and County, District, and Parish Councils and bus companies were also consulted.
5. Response to the consultation has been minimal, with only two concerns raised. Councillor Hilary Hibbert-Biles raised the issue of costs of moving the bus stops and asked that traffic signals be installed at the Trinity Road junction instead of a pelican crossing. The second was from a resident of Rockhill Farm Court who suggested moving the bus stops and the pelican crossing further west. Both responses with officer comment can be seen at Annex 2.

Officer Comment

6. The proposed pelican crossing and relocation of bus stops forms part of the planning agreement with the care home and Oxfordshire County Council is

therefore legally obliged to implement both. Currently there is no scope to proceed with the option of traffic signals without putting Oxfordshire County Council in a legally compromising position. In addition, initial investigation into the introduction of traffic signals would result in the removal of 5 established trees, which would be likely to raise objections.

How the project supports LTP2 objectives

7. This project meets the Local Transport Plan 2 objectives, especially:

- (a) Delivering accessibility .
- (b) Safer roads.
- (c) Improving the street environment.

It also meets LTP3 objectives, especially:

- (d) Improving accessibility to work, education and services.
- (e) Securing infrastructure and services to support development.
- (f) Developing and increasing cycling and walking for local journeys, recreation and health.

Financial Implications (including Revenue)

8. There is £130,671 of secured developer contributions from both the care home and housing development for these works. The costs of the works are estimated at approximately £83,000, which includes installation of a pelican crossing and relocation of bus stops, with estimated fees of approximately £12,000. Consequently there is no capital financial implication for Oxfordshire County Council. However, there will be a cost involved in operating a pelican crossing, including energy costs, at around £2500 annually which will need to be met from the Traffic Signals Revenue budget.

RECOMMENDATION

9. **The Cabinet Member for Transport is RECOMMENDED to approve the installation a pelican crossing and relocation of the bus stops on A44 London Road, Chipping Norton as detailed in the Section 106 agreement and as shown in Annex 1 to this report.**

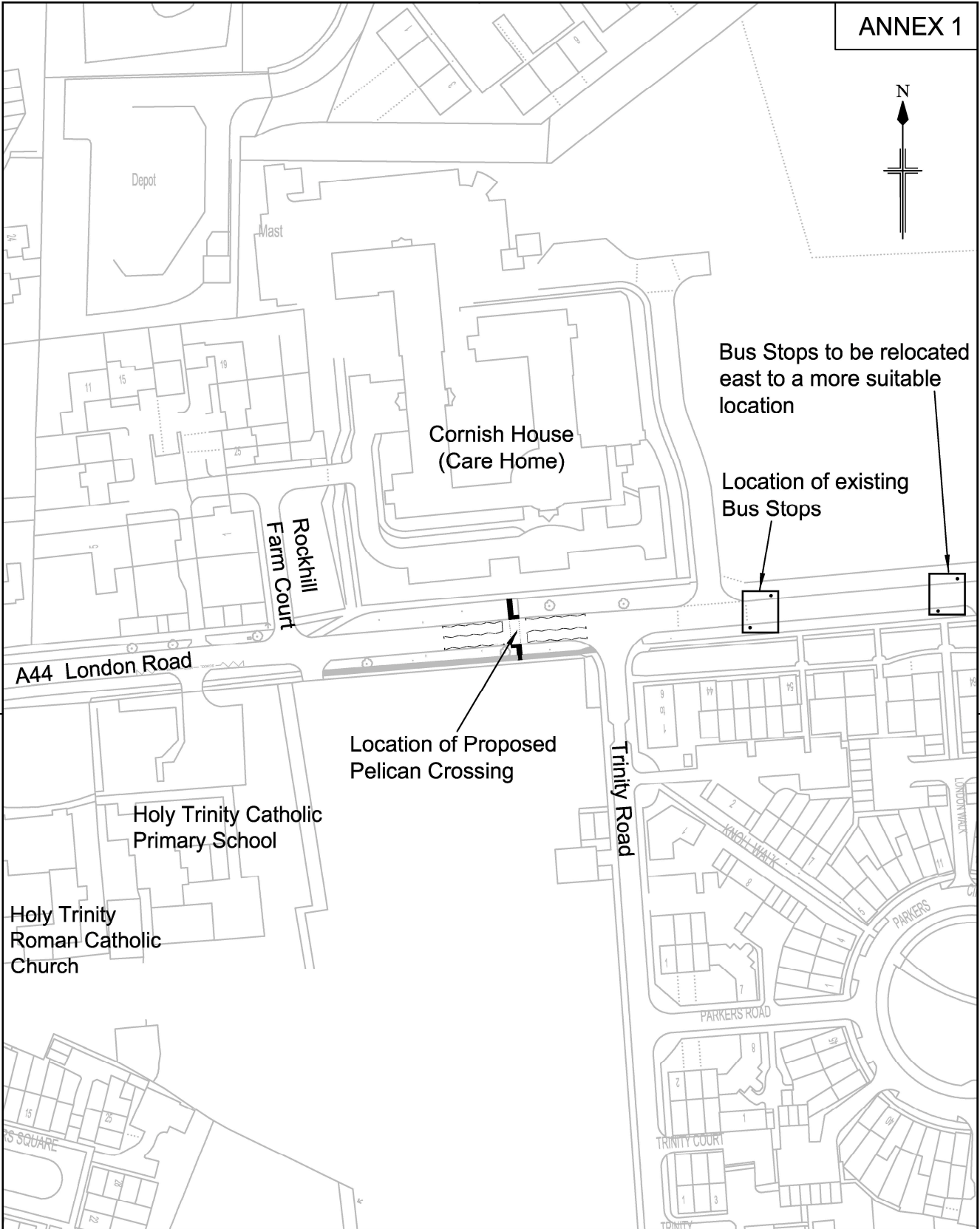
STEVE HOWELL

Deputy Director for Environment & Economy – Highways & Transport

Background papers: Consultation documentation

Contact Officer: Mike Wasley, Tel 01865 810464

January 2011



Reproduced from the Ordnance Survey mapping with the 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 Licence No LA076805

OXFORDSHIRE COUNTY COUNCIL
www.oxfordshire.gov.uk

Steve Howell
Deputy Director
Environment & Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE
Tel: (01865) 815700

Project title	PROPOSED PELICAN CROSSING AND BUS STOP RELOCATION CHIPPING NORTON A44 LONDON ROAD	
Drawing title	GENERAL LAYOUT	

Scale @ A4	Drawn by	Checked by
N.T.S.	JaC	MW
	Date drawn	Date checked
	26/11/10	26/11/10
Project No. & File Ref.		
CN2359004 12.6.166		
Drawing No.		
H&T/A4/0940		
ANNEX 1		

ANNEX 2

Objections	Officer Comment (also referred to in the main body of the report)
<p><i>Councillor Hilary Hibbert- Biles (Chipping Norton Division).</i></p> <p>Moving the bus stops is a waste of money. They should have been put in the correct place originally. No wonder we are short of money. There should be traffic lights at this junction with Trinity road - which is what every engineer has stated each time they came out to look at the site. This will result in more money being spent in the future. Why not do the job properly now.</p>	<p>The proposed pelican crossing and relocation of the bus stops form part of the planning agreement with the care home. Therefore Oxfordshire County Council is legally obliged to comply with the terms of that agreement. Currently there is no scope to proceed with the option of traffic signals without putting Oxfordshire County Council in a legally compromising position.</p>
<p><i>Resident, Rockhill Farm Court</i></p> <p>Moving the bus stops further east is to move it away from where the majority of users wish to get on and off the S3 service. With the opening of the new care home and imminent opening of the hospital and surgery, a more sensible placement would be just east of the entrance to Rockhill Farm Court where it is convenient for people visiting the care home and hospital.</p> <p>The pelican crossing should be placed close to the entrance to Holy Trinity School for the benefit of children and visitors to the hospital, i.e. further to the west on London Road.'</p>	<p>The location of the bus stop as suggested, east of the Rockhill Farm Court, will impact on the safety of the Pelican Crossing. Moving the bus stop west would move it to close to the next bus stop. The location shown on Annex 1 is the next available safe location.</p> <p>The location of the Pelican Crossing has been determined by the S106 agreement, there is no scope to move it from the position shown at Annex 1</p>