

CABINET MEMBER FOR ENVIRONMENT – 17 MARCH 2016

PROPOSED CONTROLLED PEDESTRIAN CROSSING – A4260 OXFORD ROAD, BODICOTE

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents comments and an objection received in the course of a statutory consultation on a revised proposal to introduce a signal controlled pedestrian crossing on the A4260 Oxford Road near the junction with Broad Gap, Bodicote.

Background

2. The original proposal – for a crossing south of the Broad Gap junction - was developed during the planning of the Bankside/Longford Park residential development. Officers considered that a puffin crossing would be useful in providing a safe crossing facility for pedestrians travelling between the development and village amenities and the bus stops on Oxford Road. The proposal, which was included as conditions in the planning consent for the development is shown in a schematic plan in Annex 1.
3. Consultation on this proposal was carried out between 12 March and 10 April 2015. Bodicote Parish Council and County Councillor Fatemian, the local member, responded to express the view that existing and future pedestrian crossing demand would be better served by siting the crossing at the location of the existing central refuge just north of the Broad Gap junction. In view of this a decision was taken at the Cabinet Member for Environment Decisions meeting on 21 May 2015 to consult on an alternative location shown at Annex 2.

Consultation on revised proposal

4. The consultation on the revised proposal took place between 12 November and 11 December 2015 and comprised a notice placed in the local newspaper, notices on site near the proposed crossing and emails to the police, other emergency services, the local County Councillor and Bodicote Parish Council. Letters were also sent to approximately 80 properties and a representative of a developing residents association for Longford Park.
5. Six responses were received, including one objection. All are summarised at Annex 3 (the responses to the consultation on the original proposal are shown at Annex 4).

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6. The objection was from a resident of Longford Park who was concerned that the revised proposal was too far from the pedestrian access from the development, which would deter residents walking to the school and other village amenities. The new location might also lead to pedestrians attempting to cross the very busy road, leading to a serious risk of accidents and a crossing closer to the pedestrian access was considered a much safer option.
7. Bodicote Parish Council expressed a strong preference for the revised proposal but raised a query as to whether a signalled crossing was needed at all, given that the refuge provided a safe place to cross.
8. One resident also strongly supported the revised proposal, and another – while not objecting- suggested that signalling the Broad Gap junction and including a pedestrian stage – would be preferable.
9. Thames Valley Police and the Fire and Rescue Service have not objected to the revised proposal.

Surveys of current crossing movements

10. In the light of concerns about the most suitable location for a crossing, surveys were carried out in November and December 2015 during the morning and afternoon school travel times and also the middle of the day in order to assess current pedestrian movements. However, the relatively short duration of the surveys, the time of year they were carried out and the fact that this phase of the Longford Park is not fully occupied need to be taken into account when interpreting the information.
11. The surveys showed a fairly light use of the existing pedestrian refuge, with no pedestrians crossing elsewhere in the vicinity (the latter reflected the high traffic flows - even pedestrians using the refuge were observed on occasions having to wait some time to cross one lane). Of the approximately 30 pedestrians observed crossing in a total of 3 hours.

Pedestrians to / from east side of A4260 north of Longford Park

- 10 movements between the east side of the A4260 north of the revised crossing and Broad Gap.
- 1 movement between the east side of the A4260 north of the revised crossing and the bus stop just south of Broad Gap.

Pedestrians to / from Longford Park

- 13 movements between Longford Park and Broad Gap.
- 1 movement between Longford Park and the bus stop just south of Broad Gap.
- 7 movements between Longford Park and the Oxford Road (north) – almost all of these were secondary school students.

Response to objection and other representations

12. The objection that the revised proposal would not serve the crossing movements of residents of Longford Park and the majority of other pedestrians crossing at the existing refuge as well as the original proposal does seem to be borne out by the above surveys. This conclusion takes into account the absence of a continuous footway on the north side of Broad Gap, which requires pedestrians to cross Broad Gap (a reasonably busy road) to access the existing refuge, the need for which would be avoided for most users if the crossing is sited to the south of the junction.
14. The support of Bodicote Parish Council reflects their view that their concerns expressed over the initial proposal were largely addressed by proposing the crossing to the north of the junction, although the Council also queried whether any signalled crossing was justified. In responding to the original proposal the Parish Council's concerns related to the impact on traffic movements, rather than the safety and amenity of pedestrians. It is not considered that either of the proposed crossing locations would materially impact on the existing traffic movements in either a positive or detrimental way, following a careful assessment of the operation of the junction and existing bus stop, in addition to the observation of pedestrian crossing movements.
15. The query for the need for a signalled crossing is noted but site observations showed that existing traffic flows are high throughout the working day and are likely to increase in the future. The existing refuge is quite narrow and does not provide a comfortable area for several pedestrians to cross or for those with child buggies, as was observed in the site survey.
16. The concern expressed by a resident on the potential for increased queuing, and the request for the provision of a signalled junction with pedestrian phase is noted but there is no funding available for such a project. Similarly the request from a resident for a box junction is noted; the need for markings could be included as a low cost addition to either option if progressed.

Conclusion

17. The consultations on the original and revised proposals have not provided a clear preference for either of the locations. However given the results of the pedestrian survey and the absence of a continuous footway on the northern side of Broad Gap (the route used by most pedestrians crossing A4260), it is recommended that the crossing be constructed at the location south of the Broad Gap junction (ie as per Annex 2).

How the Project supports LTP4 Objectives

18. The proposals would help reduce the risk of accidents, improve road safety and facilitate the easier flow of motor traffic in the area.

Financial and Staff Implications (including Revenue)

19. Full funding for the proposal has been secured from the local developer funder undertaking the adjacent works.

RECOMMENDATION

20. **The Cabinet Member for the Environment is RECOMMENDED to approve the construction of a crossing south of the Broad Gap junction.**

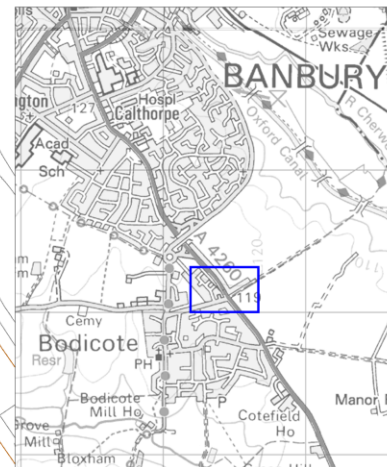
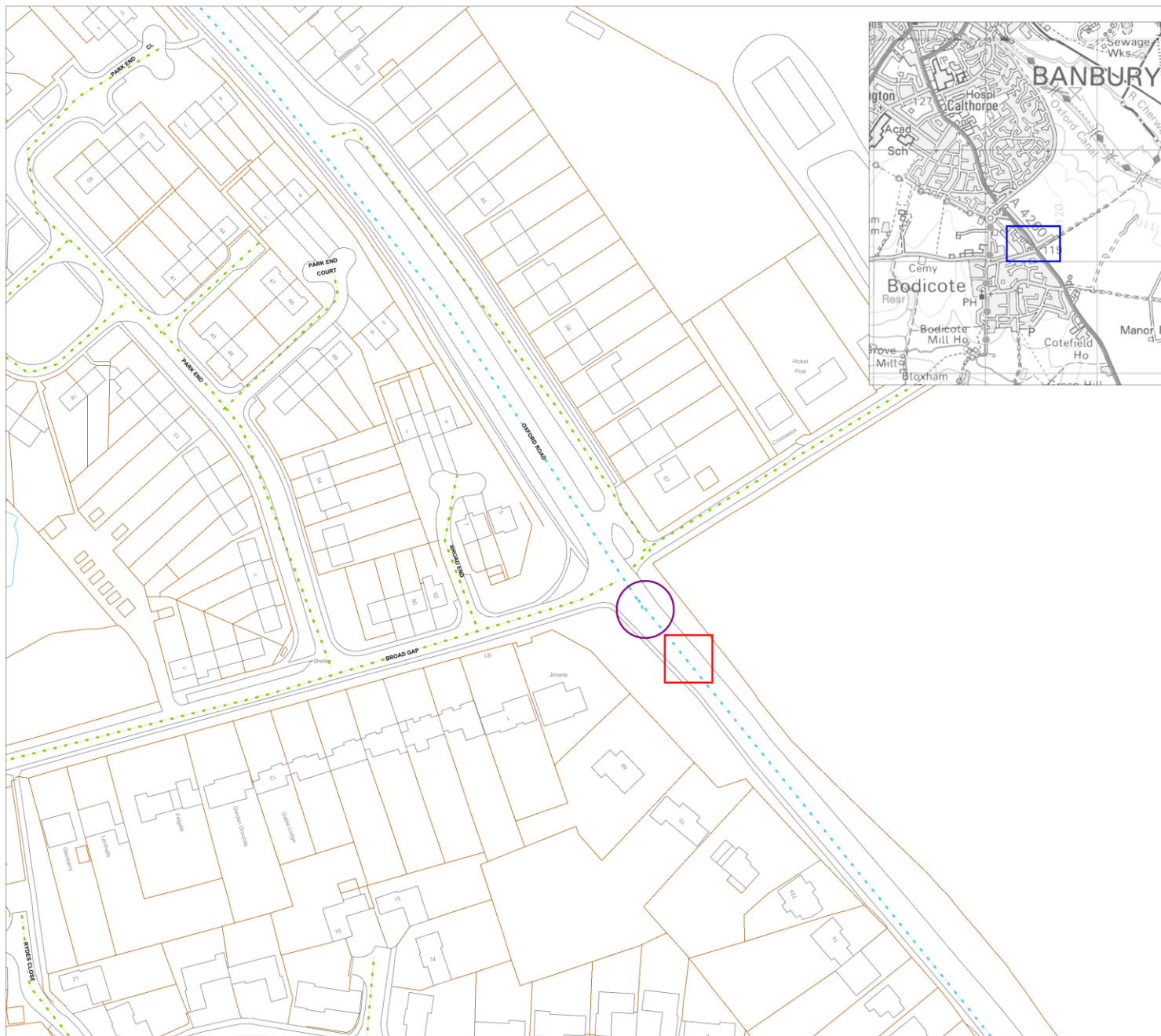
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

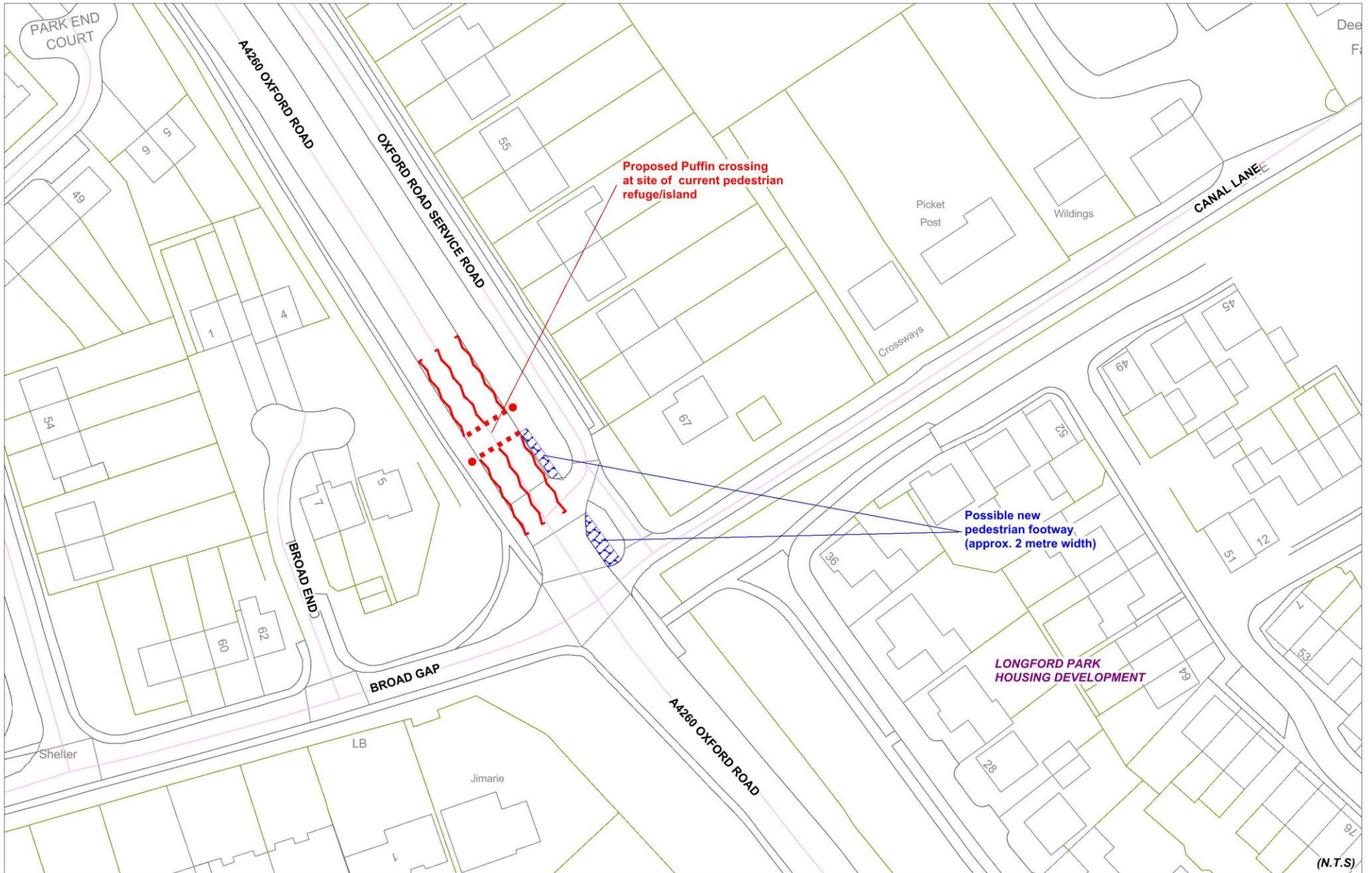
Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Owen Jenkins 01865 323304

March 2016



Drawing No.	Revision 1	
<ul style="list-style-type: none"> — Location of general footway improvement works (incl. widening) — Approximate location of crossing point (centre point approx. 20m from junction with Broad Gap) - - - Existing 30mph speed limit (to remain) - - - Existing 40mph speed limit (to remain) 		
	Site Location	
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<div style="display: inline-block; vertical-align: middle; font-size: x-small; margin-left: 10px;"> Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577 </div>		
CABINET MEMBER FOR ENVIRONMENT 21 MAY 2015		
A4260 OXFORD ROAD/BROAD GAP BODICOTE PROPOSED PEDESTRIAN CROSSING		
Drawing Status		
Drawn by: CJM	Checked by:	Approved by:
Date drawn: 08/05/2015	Date checked:	Date approved:
Drawing No.		Revision 1



RESPONSES TO CONSULTATION ON PROPOSAL FOR A CROSSING SITED NORTH OF BROAD GAP JUNCTION

RESPONDENT	SUMMARISED COMMENTS
Fire & Rescue Service	No objection
Thames Valley Police	No objection
Bodicote Parish Council	Support the proposal. The Parish Council far prefers the new location to the original, which had a lot of drawbacks and involved altering the road layout. Queries whether the existing central refuge be used just without any additional work?
Resident, (Linnet Road)	Objects given the distance from the Longford Park walkway. Children and adults traveling to the village are unlikely to walk to the new crossing. Oxford Road is very busy and vehicles travel fast making doing this very dangerous. A crossing closer to the exit would be a much safer option.
Resident, (Longford Park Road)	No objection but would like to see lights at the Broad Gap junction similar to Longford Park/Weeping Cross. In addition, the proposal doesn't take into account traffic build up across Broad Gap, which will prevent cars from getting out. Those turning right towards Oxford would have to wait for the Banbury bound queue to clear from the crossing, only then have to counter the Oxford bound queue build up caused by the crossing.

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Email Response, (unknown)	Support. The new location is much better than the previous option. However, the footway would have to be improved as currently it is only grass verge. Would also like to see a box junction to prevent queuing traffic blocking the exit from Broad Gap onto the Oxford Road.
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RESPONSES TO CONSULTATION ON PROPOSAL FOR A CROSSING SITED SOUTH OF BROAD GAP JUNCTION

ID	RESPONDENT	SUMMARISED COMMENTS
1	Parish Council (Bodicote)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Crossing should be sited just north of Broad Gap, enabling traffic turning left to see stationary traffic at crossing and would allow vehicles to turn right without restriction, ▪ It would also save a considerable amount of money and disruption, ▪ The left turn lane allows traffic to flow freely to Banbury, ▪ If the bus lane is removed, buses will hold up traffic when stopping, ▪ This puffin crossing was agreed 10 years ago, we do not believe we have had the correct consultation, and the traffic situation is very different now from 10 years ago. <p>In summary we feel a proper review of the traffic situation should be undertaken and that this proposal from 10 years ago should not simply be given the go-ahead. Whilst it may conform to certain guidance from a traffic engineering point of view, we believe it does not chime with the actual situation on the ground.</p>
2	Thames Valley Police (Traffic Officer)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Distance to the junction at Broad Gap may offer some hazard potential for those on the crossing and traffic emerging from Broad Gap turning right. ▪ Site lines are good with no obvious infrastructure that could compromise safety.

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3	Member of public (via email)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none">▪ The junction is very busy and is more and more used as a cut through, It can take 5mins to turn right out of Broad Gap to travel south on Oxford Road,▪ The crossing is too close to the junction and will be a distraction when trying to exit safely,▪ There is already a non-control crossing just to the North of the Broad Gap/Oxford Road junction, as this would allow cars turning right out of Broad Gap to do so safely,▪ The crossing will go across a layby/commonly used slip Road and the bus stop. <p>In summary I still object to the proposals on the grounds of safety and being unsafe to pull out the current junction.</p>
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