

## **CABINET MEMBER FOR ENVIRONMENT – 13 SEPTEMBER 2018**

### **CARTETON – MONAHAN WAY – PROPOSED TOUCAN CROSSINGS**

#### **Report by Director for Infrastructure Delivery, Communities**

#### **Introduction**

1. This report presents responses received to a statutory consultation to provide two toucan crossings at Monahan Way Carterton.

#### **Background**

2. The above proposals as shown at Annex 1 have been put forward due to development of adjacent land.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 20 June and 20 July 2018. A public notice was placed in the Witney Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Brize Norton Parish Council, Carterton Town Council and the local County Councillor.
4. Four responses were received. Support from the local member, noting in particular the increase in traffic on Monahan Way, West Oxfordshire District Council expressing no objection, the Oxfordshire County Council property team noting that a fire station is planned in the vicinity and finally an objection from Brize Norton Parish Council on the grounds that the current proposals for closely spaced two crossings – together with two proposed bus stops - would significantly increase delays on the road and in turn increase the use of the alternative route via Brize Norton village. The parish council requested that the proposed provision of crossings and bus stops be reviewed, in particular with a view to identifying a single relocated crossing which they feel would adequately serve the anticipated crossing demand crossing facilities.
5. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors on request.

#### **Response to objections and other comments**

6. The response of the local member and West Oxfordshire District Council are noted. In respect of the comment on the planned provision of a fire station from the Oxfordshire County Council property team, it is not considered that

the current proposals would materially impact on the response times of emergency vehicles applying the normal practice of proceeding with care if safe to do so when a red signal is displayed at traffic signals.

7. Brize Norton Parish Council's objection primarily relates to the potential for the scheme to lead to traffic using their village roads in preference to Monahan Way, rather than any specific concerns about its layout. It should, however, be stressed that the proposals reflect the outcome of very careful consideration of the provision for pedestrians, cyclists and bus users in the context of the approved development and it is not considered viable at this stage to amend these. Additionally it seems highly likely that any reduced provision would adversely impact on the safety and amenity of pedestrians, cyclists, and bus users, especially taking account the current and forecast traffic flows on Monahan Way. While accepting that any traffic that might divert via Brize Norton village as a result of the scheme would be unwelcome, the degree to which this might happen in practice is impossible to judge, noting also that the aim of the proposals is to encourage the use of sustainable transport modes that will help reduce the use of cars that would otherwise add to traffic pressures.

### **How the Project supports LTP4 Objectives**

8. The proposals would help facilitate the safe movement of pedestrians & pedal cyclists in the vicinity of the new development.

### **Financial and Staff Implications (including Revenue)**

9. Funding for the proposed measures has been provided by the developer of land adjacent to the proposed crossings.

### **RECOMMENDATION**

10. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to provide two toucan crossings at Monahan Way Carterton as advertised.**

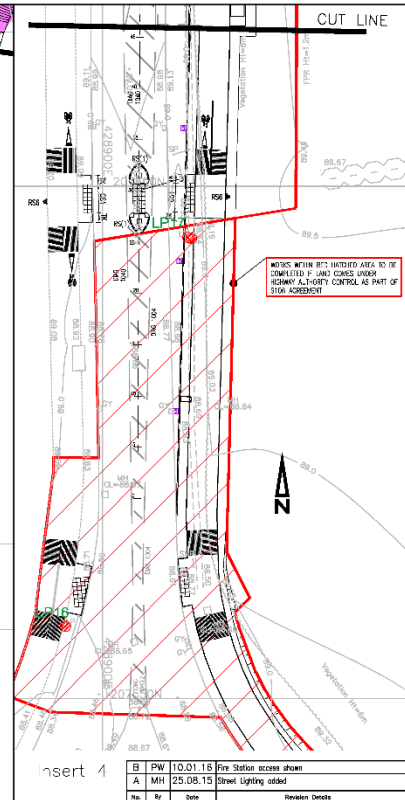
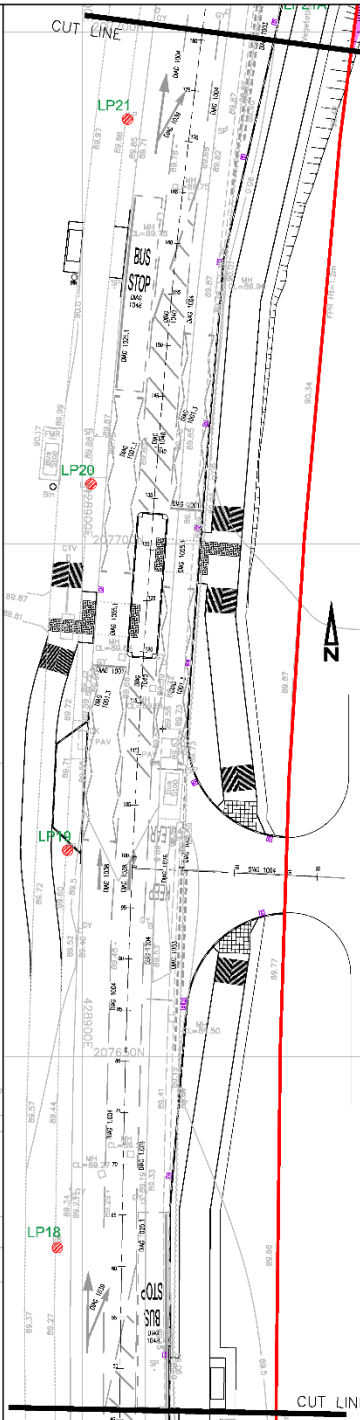
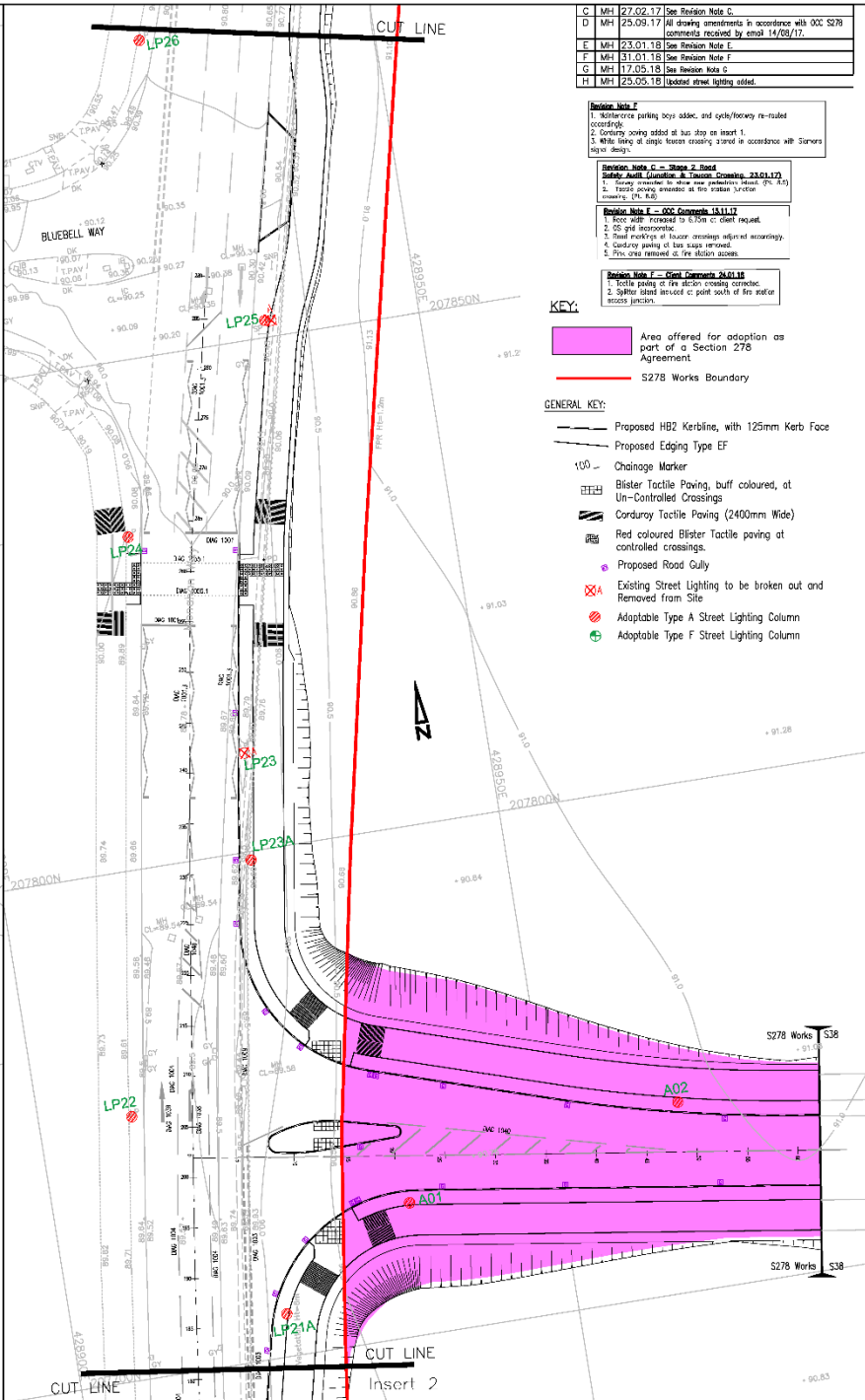
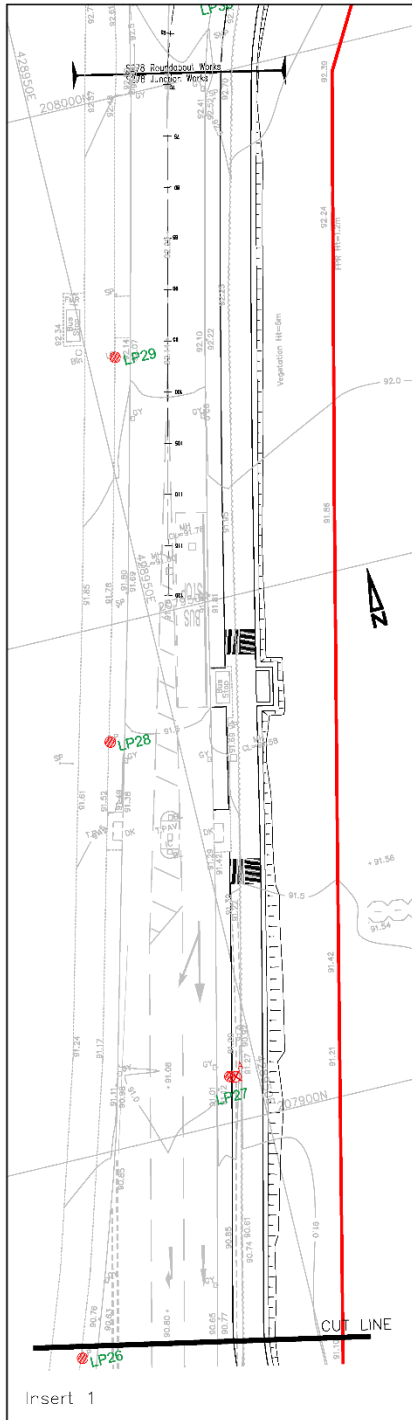
OWEN JENKINS  
 Director for Infrastructure Delivery

Background papers:            Plan of proposed toucan crossings  
    Consultation responses

Contact Officers:                Hugh Potter 07766 998704

September 2018





C	MH 27.02.17	See Revision Note C.
D	MH 25.09.17	All drawing amendments in accordance with OCC S278 comments received by email 14/09/17.
E	MH 23.01.18	See Revision Note E.
F	MH 31.01.18	See Revision Note F.
G	MH 17.05.18	See Revision Note G.
H	MH 125.05.18	Locked street lighting added.

- Revision Note 2**
1. Reinforce parking bays and cycle/borrower re-routed according.
  2. Contrary paving added at bus stop on insert 1.
  3. White lining of single busstop created in accordance with S278 sign sheet.
- Revision Note C - Stage 2 Road Safety Audit (Location at Toucan Crossing, 23.01.17)**
1. Safety audit to take place relative to stage 2, 1, 1, 1.
  2. Traffic signs removed at the station junction (see: Ch. 4.6)
- Revision Note E - OCC Comments 14.11.17**
1. Road width increased to 6.75m C.C. client request.
  2. 25' and repositioning.
  3. Small markings at bus stop adjusted accordingly.
  4. Contrary paving of bus stop removed.
  5. Pin cones removed at fire station access.
- Revision Note F - Final Comments 24.01.18**
1. Tactile paving at fire station crossing corrected.
  2. Safety island moved to post south of fire station access junction.

- KEY:**
- Area offered for adoption as part of a Section 278 Agreement
  - S278 Works Boundary
- GENERAL KEY:**
- Proposed HB2 Kerblines, with 125mm Kerb Face
  - Proposed Edging Type EF
  - 100 Chainage Marker
  - Bistler Tactile Paving, buff coloured, at Un-Controlled Crossings
  - Corduroy Tactile Paving (2400mm Wide)
  - Red coloured Bistler Tactile paving at controlled crossings.
  - Proposed Road Gully
  - Existing Street Lighting to be broken out and Removed from Site
  - Adoptable Type A Street Lighting Column
  - Adoptable Type F Street Lighting Column

B	PW 10.01.18	Fire Station access shown	
A	MH 25.08.15	Street Lighting added	
No.	By	Date	Revision Details

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**YORK HOUSE**  
 BRISBANE PARK  
 DOBCAN WAY  
 SWINDON  
 WILTSHIRE  
 SN3 3JG  
 Tel: 01793 819956

**COLE EASDON CONSULTANTS**

Web Site: [www.ColeEasdon.com](http://www.ColeEasdon.com)  
 E-mail: [cec@ColeEasdon.com](mailto:cec@ColeEasdon.com)

Client: **Bloor Homes Western**

Job Title: **Land to the East of Carterton Proposed Site Access Junction & Toucan Crossing Facilities**

Section 278 Works

Drawing Title: **Section 278 Legal Plan**

Issued to:			
FOR COMMENT	FOR PLANNING	FOR TENDERS	FOR APPROVAL
FOR CONSTRUCTION AT CLIENT / CONTRACTOR RISK	FOR CONSTRUCTION	FOR CONSTRUCTION	AS BUILT
Drawn by: MH		Checked by: PW	
Date: May 2015		Scale: 1:250 @A1	
File No: 3694/153	Sheet: H		

RESPONDENT	SUMMARISED COMMENTS
(1) Local County Councillor,	<b>Support</b> – fully support this, long overdue, increase in traffic is now making this crossing needed ASAP.
(2) Brize Norton Parish Council	<p><b>Object</b> – the views of the Parish Council are as follows:</p> <ol style="list-style-type: none"> <li>1) Monahan Way is the only 'free flowing' route carrying traffic between Carterton and the A40/Witney and as such, should be kept free of traffic restrictions. The calculated maximum two-way capacity of this road is 2,450vph. (Document 1 refers)</li> <li>2) According to Cole Easdon (Traffic Consultants for Bloor Homes), the proposed Bloor Homes site (700 homes, School, Employment Land, Pub/Hotel) will create an additional peak hour, two-way traffic volume of just 565vph. Of these, 241 will use the southern end of Monahan Way either travelling north from Norton Way or south from the two site exits. (Document 2 refers)</li> <li>3) With the above in mind, the area of Monahan Way in which the two Toucan Crossings are proposed, will carry the current traffic volumes (which are increasing year on year) plus the additional site traffic.</li> <li>4) None of Cole Easdon's calculations take into account the remaining 1,980 homes and 4.5 hectares of employment land in the Carterton sub-area which will be built during the WODC Local Plan period.</li> <li>5) Due to complaints from residents about traffic volumes and speeding in Burford Road, and as OCC do not have any data on this road, Brize Norton Parish Council funded their own survey to be carried out. Document 3 shows the overview of the outcome and as thought, there is an issue with speeding. However, what is alarming, is that the peak two-way traffic volume today (2018) has already met the Cole Easdon prediction for 2028 – some 10 years ahead of time!</li> <li>6) The proposed Toucan crossings are just 130M apart. In between them is a bus stop (west side) and to the south of the southern crossing, yet another bus stop (east side) neither of which have lay-byes. During the peak AM and PM traffic flows, these combined closely grouped traffic restrictions will cause a major congestion.</li> <li>7) A traffic calming measure (build-out) is to be installed on Carterton Road at the entrance to Brize Norton village to encourage vehicles to use Monahan Way.</li> <li>8) Taking into account the envisaged traffic congestion caused by two Toucan Crossings and two bus stops, drivers will consider that the route through the village is less time consuming than Monahan Way, i.e. the system is self-</li> </ol>

	<p>defeating.</p> <p>9) Just to add to the complexity of this proposal, the exit from the proposed Fire Station is adjacent to the southernmost Toucan Crossing.</p> <p>With all the above in mind, Brize Norton Parish Council recommend:-</p> <p>1) OCC visit the proposed site and actually see just how close these crossings will be and assess the impact they will cause during the peak traffic flow periods.</p> <p>2) Using the data recently collected by OCC, they carry out a complete re-appraisal of the traffic volume situation in this area and consider how traffic is going to be managed to ensure drivers to not use Brize Norton village as a 'rat run'.</p> <p>3) Brize Norton Parish Council recommend the installation of just one Toucan crossing in a location to suit the needs of pedestrians and cyclists who wish to cross Monahan Way (northern one) to cause the minimum disruption to traffic flow.</p> <p>4) If only one Toucan Crossing is installed, this would mitigate the need to resite the bus stops which seems to be a wasteful and costly exercise.</p> <p>5) Information taken from our Neighbourhood Plan Community Survey and a survey carried out by our primary school children shows that the Community, the parents and the children have great concerns for safety when crossing Station Road to gain access to the school. The savings made from item 4) above would fund a Pelican Crossing at this location.</p>
<p>(3) West Oxfordshire District Council</p>	<p><b>No objection</b> - There are no (planning) comments to be made on the above toucan crossings.</p>
<p>(4) Oxfordshire County Council, (Property)</p>	<p><b>Concerns</b> - wanted to draw your attention to the proposal to locate a new fire station with fire engine access onto this road in the future.</p>