

DEPUTY LEADER OF THE COUNCIL – 21 MARCH 2013

ARDLEY – PROPOSED PEDESTRIAN CROSSING AND ASSOCIATED ENHANCEMENTS

**Report by Deputy Director of Environment & Economy
(Commercial)**

Introduction

1. This report details the results of a public consultation on a proposal to install a puffin crossing on the B430 Station Road, Ardley, approximately 26 metres north of its junction with Somerton Road. The report recommends that approval be granted to proceed to detailed design and implementation. A reduced scale plan of the proposed location and layout of the crossing is shown at Annex 1.

Background

2. There have been on-going requests received from Ardley with Fewcott Parish Council and local residents for improvements to crossing facilities along the B430 Station Road.
3. The proposed facility will improve crossing arrangements for pedestrians across the B430 Station Road.
4. There have also been requests for a reduction of the speed limit on the B430 through the village from the existing 40mph to 30mph. Such a reduction was considered under a speed limit review undertaken in 2009 when the site did not meet the required criteria. However, the speed limit does remain under constant monitoring and review. Two traffic speed surveys have been undertaken in February 2013 which indicate that at the southern end of the B430, average mean speeds northbound are 38mph and southbound are 41mph. To the north of the Ardley Road they are northbound 38mph and southbound 38mph.

Consultation

5. Public consultation on the proposed puffin crossing and associated works was undertaken between 7 February 2013 and 1 March 2013.
6. Consultation was carried out with emergency services, local County Councillors, Cherwell District Council, Ardley with Fewcott Parish Council and road user groups. Residents within the length of the crossing area were also consulted. Copies of the public notice were posted on street furniture in the vicinity of the proposed crossing as well as in the local press.

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7. Nineteen (19) letters of support have been received during the consultation process, although some responses requested that the street lighting impact on the wider environment should be minimised. All representations from village residents also requested consideration be given to reducing the existing 40mph speed limit on the B430 Station Road to 30mph.
8. Ardley with Fewcott Parish Council are in unanimous support of the proposed puffin crossing and also expressed support for a reduction of the existing 40mph speed limit to 30mph. Parish councillors have also responded individually to the consultation, also in favour.
9. Two (2) objections have been received to the proposed crossing. Objections are based on:
 - i) light pollution and the potential negative environmental impact from the new street lighting system that accompanies it;
 - ii) a query as to the proposed location of the crossing suggesting it may be better placed 100 metres to the north; and
 - iii) noise impact on adjacent properties from the 'audible warning' signal to the crossing.
10. Thames Valley Police do not object to the crossing. However, informal consultation with them on a reduction to the speed limit revealed that they would object to the lower limit during any formal consultation. The reasons for objecting to the speed limit reduction were given as follows:
 - i) it is unlikely that the stretch of road would meet the frontage requirements suggested within the appropriate guidance on setting speed limits;
 - ii) there is no injury collision in the last three years so there is no safety argument that the current limit is inappropriate; and
 - iii) compliance with the current 40mph speed limit is exceptional (95% speeds of 41.7mph over 24 hour period surveyed) making the limit appropriate.

Officers Comment on Consultation Responses

11. As described above in paragraph 4, speed surveys were undertaken at two sites on the B430 during February 2013. Although the mean average speeds were at or below the current speed limit, the surveys also recorded that vehicle speeds in excess of the limit were evident and it is therefore proposed to employ high speed loop detection equipment, to each approach to the crossing, to maximise road safety.
12. Controlled pedestrian crossings require illumination to a set level as specified within BS 5489 to ensure the crossing can be readily seen during the hours of darkness. The lanterns used will be of the 'cut off' variety that will direct the light source downwards resulting in no direct up-light. The 'audible warning' aids visually impaired users. However, it is possible for this to be switched off

or even set on a timer, so that it is not heard between certain hours. This can be considered further during the detailed design process.

13. The proposed crossing location has been assessed as best meeting the potential desire lines of pedestrians. In addition, the existing road layout i.e. the staggered junction of the B430 with Fritwell and Bucknell Roads plus the public house frontage, reduces the number of feasible sites. Visibility requirements, as laid out in Local Transport Note 2/95, are achieved in that forward visibility to any signal head is in excess of 150 metres (LTN 2/95 recommends for an 85%ile approach speed of 45mph, desirable minimum visibility requirement = 125 metres or absolute minimum = 95 metres).
14. A summary of responses received along with officer comments is included at Annex 2. Copies of the consultation responses are available for inspection in the Members' Resource Centre.

How the Project Supports LTP3 Objectives

15. The project meets Local Transport Plan 3 objectives, especially:
 - (a) Improving accessibility to work, education and services.
 - (b) Securing infrastructure and services to support development.
 - (c) Developing and increasing cycling and walking for local journeys, recreation and health.

Equality and Inclusion

16. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation, age or disability.
17. However, during the detailed design process liaison with local inclusive mobility and access groups will continue, to inform the final design in order to offer the most advantageous design for all users.

Financial and Staff Implications (including Revenue)

18. Staff resources from the Environment & Economy Directorate will be required to deliver the project.
19. Contributions for the delivery of the puffin crossing have been secured through negotiations with nearby developments.

RECOMMENDATION

20. The Deputy Leader of the Council is RECOMMENDED to:

- (a) approve the installation of puffin crossing on the B430 Station road, Ardley north of its junction with Somerton Road for delivery in 2013 / 14; and**
- (b) delegate authority to the Deputy Director for Environment & Economy (Commercial) in consultation with the Deputy Leader of the Council to deal with any specific matters relating to detailed design.**

MARK KEMP

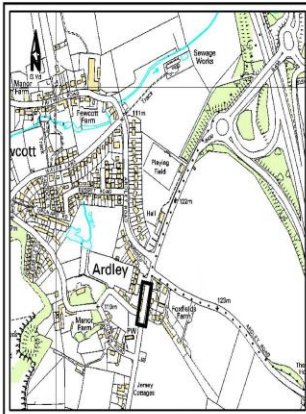
Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation Documentation

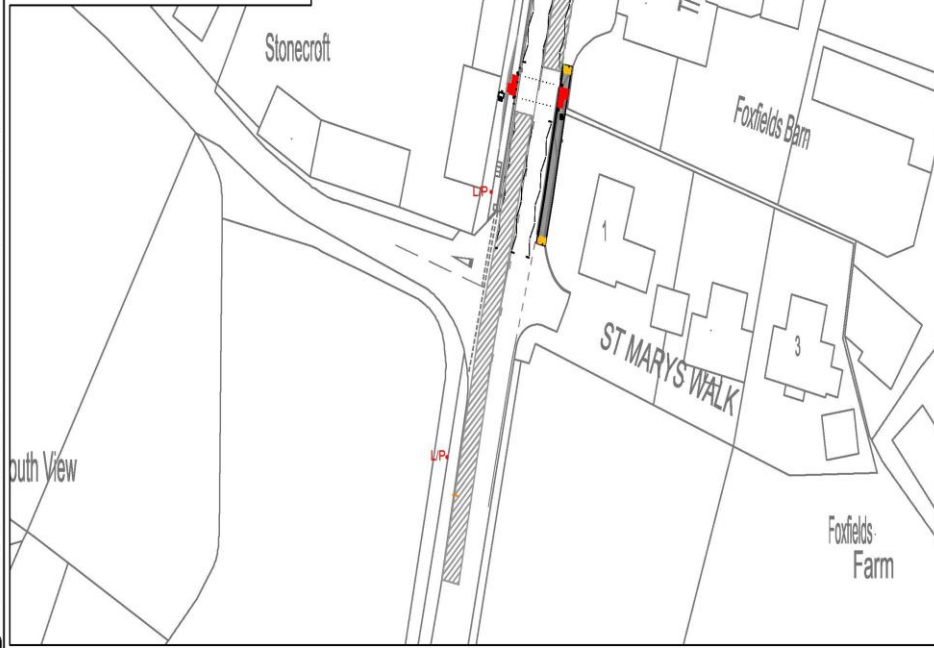
Contact Officer: Jim Daughton

March 2013

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Location Plan NTS



Drawing No. S-000875-CON-000-002 Revision 0

- Key**
-  New Type 1 Footway 165mm thick as per HSD/11005
 -  New Road Markings
 -  Area of re-surfacing
 -  New street lighting column

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| Rev. | Date | Purpose of revision | Drawn | Checked | Approved |
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Mark Kemp
Deputy Director of
Environment & Economy
OXFORDSHIRE COUNTY COUNCIL
Spenshall House
Spenshall Street
Oxford
OX1 1NE
Tel: (01865) 815700
Fax: (01865) 241577

Project title
ARDLEY CROSSING
FACILITY
ANNEX 1

Drawing title
B430 STATION ROAD
PUFFIN CROSSING

Drawing Status CONSULTATION

| Scale @ A3 | Drawn by | Checked by | Approved by |
|------------|----------------------|------------------------|-------------------------|
| 1:500 | SRF | APW | APW |
| | Date drawn: 25.02.13 | Date checked: 25.02.13 | Date approved: 25.02.13 |

Ordnance Project No. & File Ref
S-000875
Drawing No. S-000875-CON-000-002 **Revision** 0

P:\4. Improvement Schemes\Schemes\S-000875 Ardley B430 Station Road Crossing\Drawings\Working\Annex 1.dwg

ANNEX 2

Summary of comments received during Consultation

| Respondent | Support proposal | Comments | Officer Comments |
|------------------------------------|------------------|---|--|
| Guide Dogs | Y | <p>No objection to the crossing provision but raised a concern that it was located close to the junction of Somerton Road.</p> | <p>Design guidance suggests that a minimum distance of 20 metres from an approach to a side road should be achieved. This has been applied in this instance and the location chosen best suits the overall road layout and potential desire lines.</p> |
| Resident of Ardley and Fewcott(14) | Y | <p>Very much in favour of the proposed crossing.</p> <ul style="list-style-type: none"> • Would also like to see the existing speed limit reduced from 40mph to 30mph to further enhance the safety for all villagers. • Consider undertaking a review of all speed limits within the village. • Would welcome all and any calming measures. • Consider relocating the Vehicle Activated Sign to a more suitable location. • Consider provision of additional footway / street furniture to the south side of the B430. • Ensure street lighting is | <p>This consultation covers the crossing proposal only at this time. However, recent speed surveys on the B430 suggest that the mean average speed northbound was 38mph with southbound 41mph.</p> <p>As above.</p> <p>As above.</p> <p>This can be considered further during the detailed design phase.</p> <p>This can be considered further during the detailed design phase.</p> <p>'Cut off' lanterns are to be</p> |

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| Respondent | Support proposal | Comments | Officer Comments |
|--|------------------|---|--|
| | | <p>sympathetic to the area. i.e. light source downwards only, can they be on timers?</p> | <p>used to ensure light source is directed downwards only.</p> |
| <p>Resident of Ardley and Fewcott(2)</p> | <p>N</p> | <p>Not convinced that a puffin crossing and additional lighting is the best solution and would rather see a reduction in the speed limit to 30mph. Objection is on the grounds of light pollution and negative environmental impact from the new street lighting system that accompanies the crossing.</p> <p>Suggests that the proposal is on a blind spot when approaching from the north and a better location would be 100 metres north. Further comments on the street lighting were made, as above.</p> <p>Noise impact on adjacent properties from the 'audible warning' to the crossing. (If this is deactivated at the time of installation of the crossing this objection will be withdrawn).</p> | <p>'Cut off' lanterns are to be used to ensure that light source is directed downwards only.</p> <p>The crossing location chosen has been assessed as best meeting the potential desire lines of pedestrians. Visibility requirements, as laid out in Local Transport Note 2/95, are achieved in that forward visibility to any signal head is in excess of 150 metres (for example, an 85%ile approach speed of 45mph, desirable minimum visibility requirement = 125 metres or absolute minimum = 95 metres).</p> <p>This 'audible warning' aids visually impaired users. However it is possible for this to be switched off or even set on a timer so that it is not heard between certain hours.</p> |
| <p>Parish Councillor (1)</p> | <p>Y</p> | <p>Fully supports the puffin crossing proposal and would also support a reduction in the speed limit.</p> | <p>Comments as above.</p> |

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| Respondent | Support proposal | Comments | Officer Comments |
|------------------------------------|------------------|--|--------------------|
| Ardley with Fewcott Parish Council | Y | Unanimously supports the proposed crossing and also support reduction of the B430 speed limit from 40mph to 30mph. | Comments as above. |
| Thames Valley Police | Y | Do not object to the proposed crossing but would object to the lowering of the speed limit during any formal consultation. | No comment to add. |