

Division(s): Sutton Courtenay and Marcham

CABINET MEMBER FOR ENVIRONMENT – 16 JULY 2020

SUTTON COURTENAY – MILTON ROAD: PROPOSED SHARED USE FOOTPATH / CYCLETRACK

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed widening of a footway to provide a shared use footpath/cycle track on Milton Road at the access point to an off-road cycled track between the Milton road and Milton Park.

Executive summary

2. Provision for cyclists and pedestrians is reviewed when there are changes to the road layout as a result of development, in the context of adjacent transport improvement schemes, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the provision of pedestrian crossings and the Oxfordshire County Council Walking Design Standards and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation on a proposal – as shown at Annexes 1 & 2 - to designate a 20-metre length of existing footway as a shared use footpath/cycle track to facilitate access to and from an approved new off-road cycle route between the Milton road and Milton Park.

Consultation

4. Formal consultation on the proposal was carried out between 11 June and 3 July 2020. An email was sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Sutton Courtenay Parish Council and local County Councillor. Letters were sent directly to approximately 40 properties in the immediate vicinity adjacent to the proposals.
5. Eleven responses were received. 8 in support, 1 objection, 1 raising concerns and 1 not objecting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

6. Thames Valley Police did not object.
7. Sutton Courtenay Parish Council and the South and Vale District Council planning department support the proposal.
8. Cycling UK and Oxford Cycling network supported the proposal but suggested an amendment to the detail to facilitate access to and from the off-road traffic for cycles with trailers etc. to from Milton Road west of the junction with the off-road route. The scope to accommodate this suggested change will be investigated.
9. One objection was received from a member of the public on the grounds that a signalled crossing is required with appropriate detection of approaching cyclists given the limited visibility available for cyclists travelling north on the off-road cycle route as they approach the junction with the Milton Road. While noting this concern, the proposed uncontrolled crossing point is judged to be appropriate taking account of the visibility, traffic flows and speeds on the Milton Road and noting that uncontrolled crossings of this type are provided at many similar access points to off-road cycle routes – including those with similar visibility - and these have been found to operate with acceptable safety.
10. An expression of concern was received from a member of the public stating that they would like to see a separate cycle and pedestrian path and not a combined one. It should be emphasized that the proposed short length of shared use footpath/cycle track is required to assist cyclists joining and leaving the off-road cycle route and that some potential interaction between pedestrians and cyclists is unavoidable in this situation, However, experience of other shared use cycle tracks has been that both pedestrians and cyclists follow the advice set out in the Highway Code on the use of such facilities and it is not anticipated that there will be difficulties here.
11. Expressions of support were received from four members of the public.

How the Project supports LTP4 Objectives

12. The proposals would help facilitate the safe movement of pedestrians.

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures has been provided by the Science Vale Cycle Network project.

Equalities Implications

14. No equalities implications have been identified in respect of the proposals

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed shared use footway / cycle track
Consultation responses

Contact Officers: Hugh Potter 07766 998704

July 2020

Key:

- Location of Proposals
- Overhead electric cables
- Highway Boundary

Notes:

1. Grid Reference (449385E, 192799N)
2. Grid Reference (449411E, 192080N)
3. Nearest postcode to Route 3D: OX14 4DH

Rev	Date	Description	Drn	Chkd
3	11-06-20	Footway note added and key/notes amended	ZE	LMD
2	16-03-20	Amend highway boundary, EA notes	ZE	LMD
1	06-03-20	Add Highway boundary and amend notes	UNM	LMD

Rev	Date	Description	Drn	Chkd
Revisions				

Drawing Originator



Drawing Status	SAP Code
Preliminary	

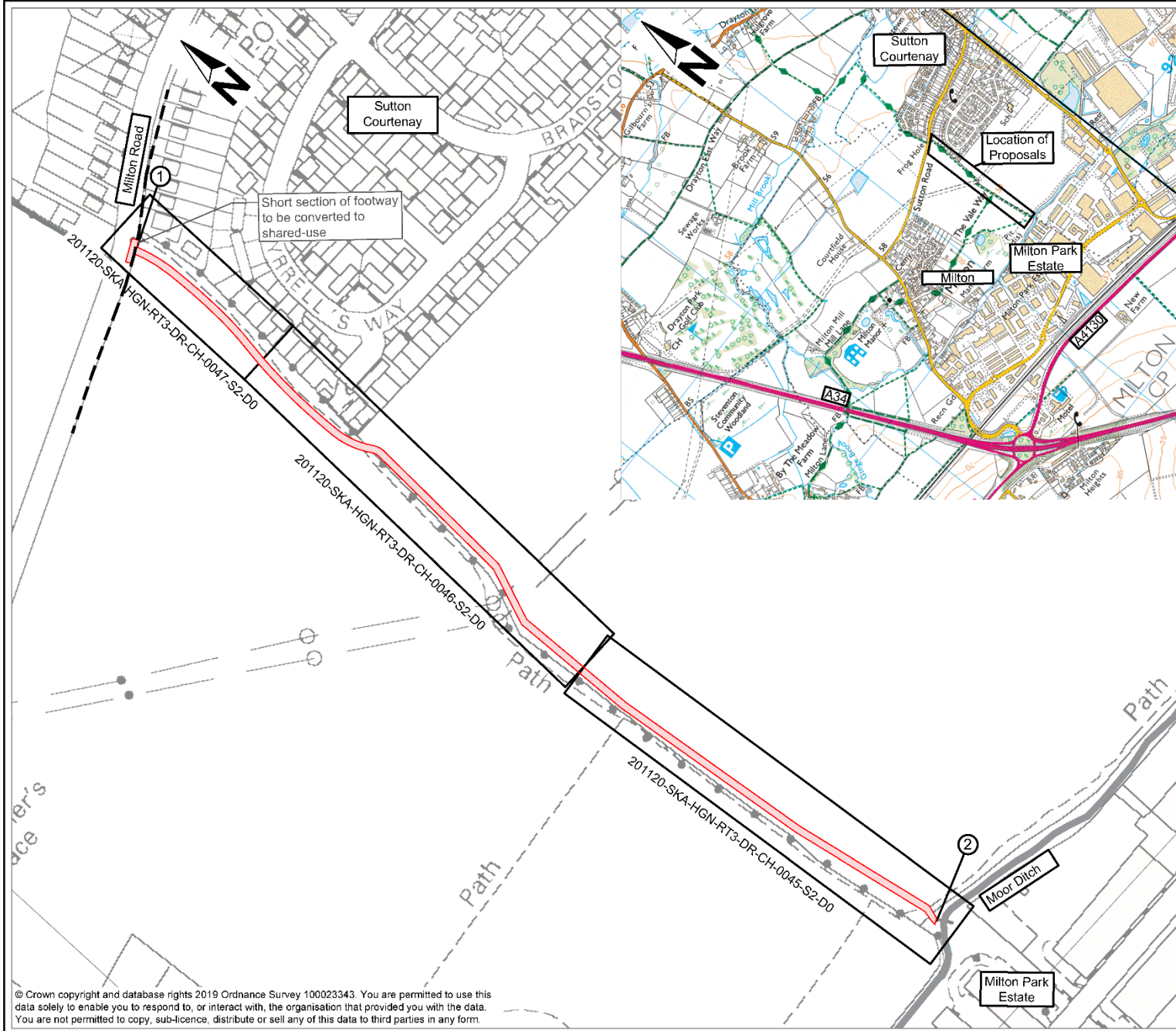
Project Name
S-201120 Science Vale Cycle Network

Title Original drawing sheet is A3

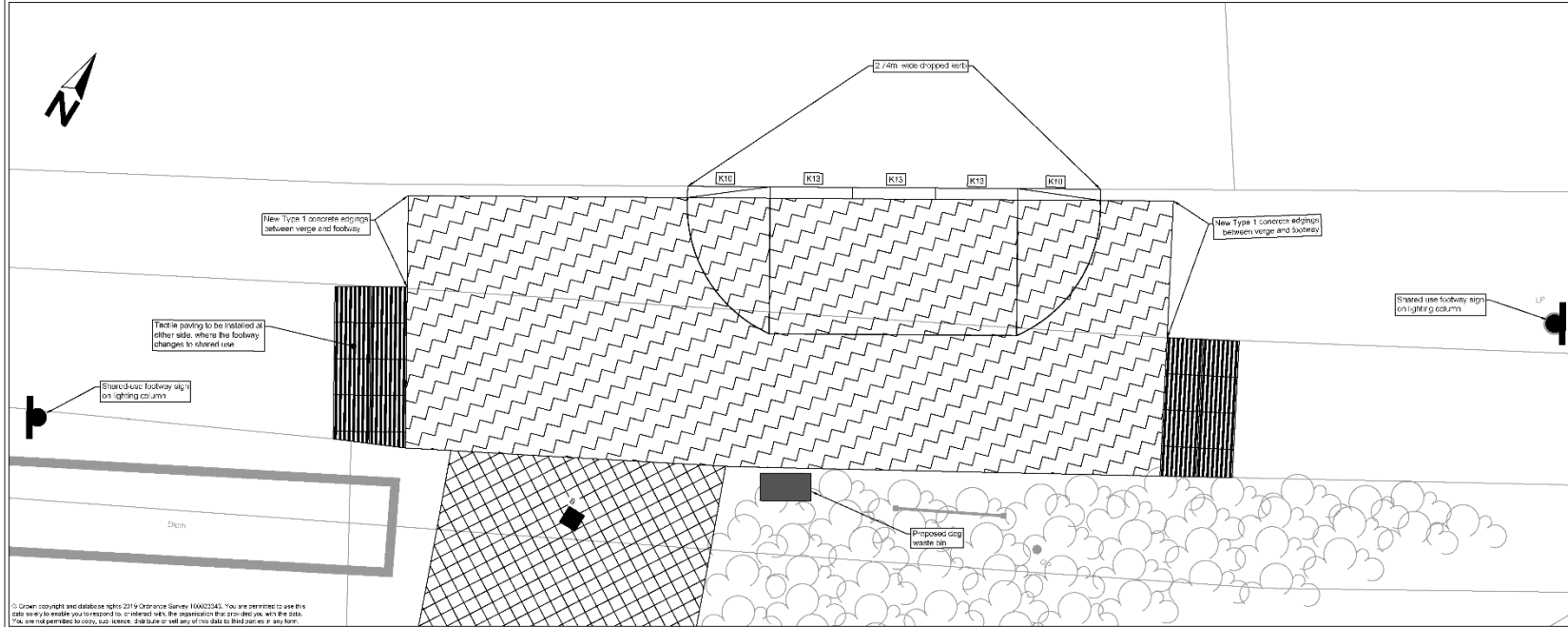
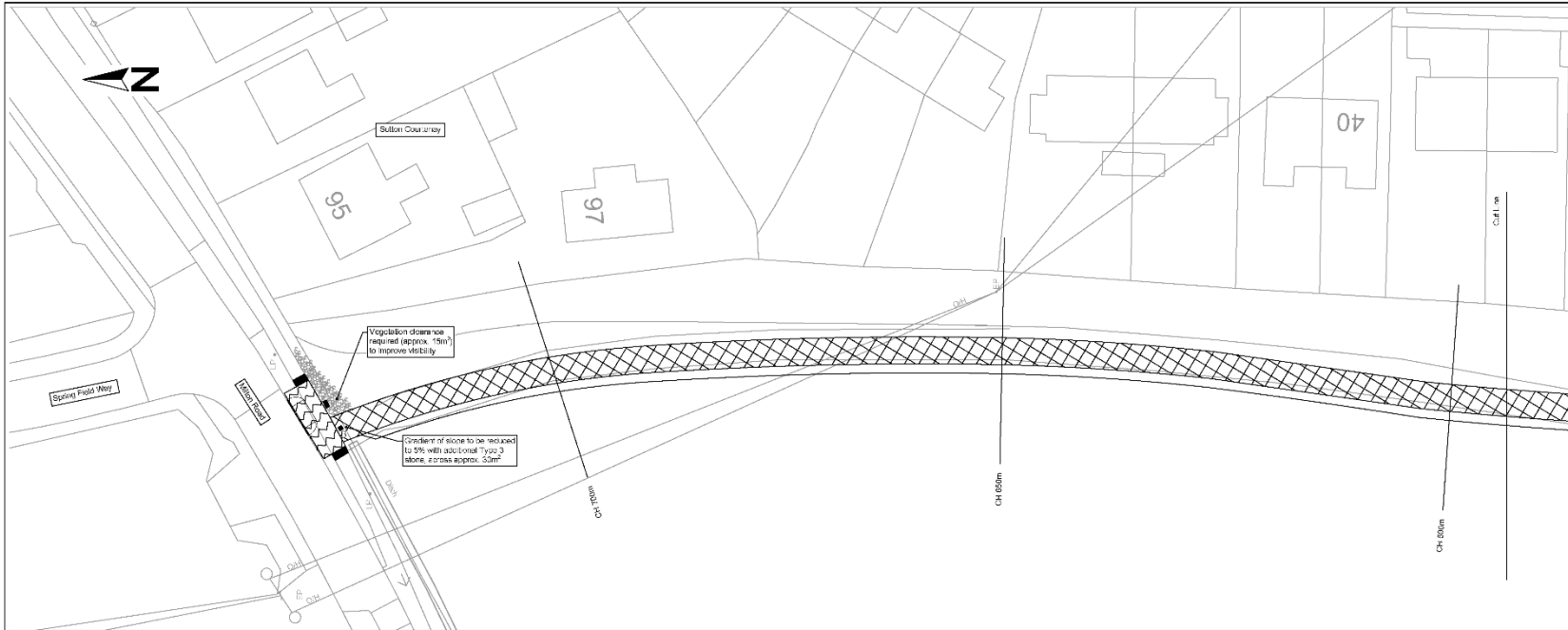
SVCN Section 3D
Preliminary Design
Location Plan

Scale: as A3	Drawn by: ZE	Checked by: LMD	Approved by: LMD
NTS	Drawn Date: 20-02-20	Checked Date: 17-03-2020	Approved Date: 17-03-2020

Drawing Number	Rev
201120-SKA-HGN-RT3-DR-CH-0043-P	P3



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Key

	Proposed Shared Use Cycle Track
	Footway to be converted to shared use
	Conduity Hazard Warning Tactile Paving (0.6m x approx. 1.0m on each side)

- Notes:**
1. Do not scale from this drawing.
 2. Site verify all dimensions prior to construction.
 3. Report all discrepancies to the Drawing Originator immediately.

Risk/Level Risk Assessment
 Wherever possible, risk is designed-out of the process during the design process. Where this is not possible, the risk will be minimised and any residual signficant risk will be noted and indicated by the symbols.

SKANSKA CONSULTING LIMITED
 N/A

Issue	Drawn	Checked	Drawn	Drawn

Drawing Originator:

SKANSKA
 Working On Behalf Of

OXFORDSHIRE COUNTY COUNCIL

Drawing Status: Detailed

Project Name: S-201120 Science Vale Cycle Network

Drawing Title: SVCN Section 3D Shared Use-Footway Consultation

Drawn by: KTS	Drawn on: 11-06-2020	Checked by: DVJ	Checked on: 11-06-2020	Approved by: LMB	Approved on: 11-06-2020
Drawing Code: 201120-SKA-HGN-RT3-DR-CH-0053-S2 1X0					

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Sutton Courtenay Parish Council,	Support - The Parish Council support this proposal.
(3) South & Vale District Councils, (Planning)	Support – The District Council is supportive of the proposal.
(4) Resident, (Abingdon)	<p>Object – I write to object to the proposal to terminate section 3D of the upgraded cycle path north/south from Milton Park to Milton Rd Sutton Courtney on the grounds that with nil visibility of road traffic to the east until arrival at the junction, there is no safe way to approach the junction from the cycle path if it terminates and dumps bicycles onto the road.</p> <p>I urge instead that on safety grounds, a new pelican crossing with traffic lights be installed near to OS 494 927 at the end of bike path section 3D and the site of the proposed works, which presumably your office are the right people to specify.</p> <p>I further propose that bike motion sensors wired parallel to the usual pushbutton on pelican crossings be set so that bikes at a design speed of 25 km/h and not less than half that get a little green man at the crossing and go straight on North to proposed fast cycleway section 3C toward Abingdon.</p> <p>Whilst the 1970's wiring diagram of the pelican crossing from the TRRL might be lost or unavailable, I could start work on that immediately if requested to do so.</p> <p>One way in which this would differ from a usual pelican crossing is that for a North/South design speed of 25 km/h, absolutely flat crossing and road surfacing for the bikes should be specified. Pedestrians should have visibility and signage which does not lead to their stepping into the path of bikes. The pedestrian path might ramp down a few inches to the fast cycle path at either side of it. For 25km/h, the cycle path must not ramp at all.</p>

(5) Local Resident, (Sutton Courtenay)	Concerns - We need a separate cycle path and pedestrian path, not a combined one.
(6) Local Resident, (Sutton Courtenay)	Support - Strongly support this proposal and the cycle path plan to Milton Park. No-brainer. Please make sure that those with irrational fears about cyclists or the vocal minority do not scupper these plans. Serious consideration should also be given to how these proposals can usefully link with NCN5 at Peep O Day Lane by using Footpaths immediately north of these proposals (373/21, 192/10, 373/17). There should be more appetite to secure land and / or convert existing footpaths which provide direct links to major employment areas to encourage sustainable transport options.
(7) Local Resident, (Sutton Courtenay)	Support - No comments.
(8) Resident, (Abingdon)	Support - Long overdue cycle path. Lots of other places in Sutton Courtenay and the surrounding areas that need drop curbs or crossovers to allow cyclists to travel safely without having to constantly stop and get off and on the bike. With social distancing the need is greater than ever. Where cyclists meet pedestrians the cyclist is expected to move to the road to maintain distance but cannot easily return to the shared path without dismounting!
(9) Resident, (Oxford)	Support - Take space out of the carriageway to provide for this, rather than squashing cycles and pedestrians up together, please.
(10) Cycling UK Oxfordshire	Support - This scheme will be a welcome addition to the cycle network in this area. I have one issue to raise, the access alignment is not good from one direction. Approaching from/exiting to Sutton Courtney is fine. Anyone approaching from the west (from Milton Road) has rather a tortuous route to back track when making a turn. This would be made worse if using a child trailer/tag along to get their child to nursery as part of their commute to work. There should also be an entry/exit ramp immediately to the west of the cycle track. Something on the line of the access point photo attached. This shows the sort of layout, even if in this case the small print (or lines/tactile slabs) of the photo

	<p>say one of the lowered kerbs is for pedestrians. It is one of those details that change a facility from a facility into a well-designed facility.</p>
(11) Oxfordshire Cycling Network	<p>We support the general proposal that there is a 10-metre section of shared use track and a junction at this point.</p> <p>The track specification looks good and the bollard should be passable by larger and 'inclusive' cycles.</p> <p>However, we think the junction could be better designed to support all the possible cycling movements. Specifically this design makes it very difficult to enter or exit the new track from the west.</p> <p>Shifting the dropped kerb to align with the track would achieve this. Even better would be to build in a 'protected exit' to the west. A sketch is attached to clarify this.</p>