

Division: Bicester Town

## **CABINET MEMBER FOR ENVIRONMENT– 23 JULY 2015**

### **PROPOSED ZEBRA CROSSING LONDON ROAD, BICESTER**

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

#### **Introduction**

1. This report considers objections to formal consultations on proposals to provide a new Zebra Crossing in London Road, Bicester.

#### **Background**

2. In connection with the expected increase in passengers to the redeveloped Bicester Town Railway Station (now renamed Bicester Village Station), new pedestrian facilities are required to provide safe provision for those travelling to and from the station. For pedestrians accessing the station from the London Road north of the level crossing, it is proposed to provide a zebra crossing north of the junction with the Station Approach.

#### **First Consultation**

3. A formal consultation on a proposal to site the zebra crossing adjacent to 27 London Road was carried out in April 2015, in conjunction with a consultation on proposed waiting restrictions associated with the station redevelopment. In addition to the statutory site and press notices, the Council sent letters to over 200 local residents and businesses. While there were no objections to the waiting restrictions, three objections to the proposed zebra crossing were received (these are summarised at Annex 2. Copies of all consultation responses are available for inspection in the Members' Resource Centre).
4. The grounds for the objections included that the footway here is less than two metres wide and would not provide adequate width for people to pass those waiting at the crossing. It was also noted the proximity of the access to the Bowls Club and that a crossing at this location would encourage pedestrians to use this narrow, poorly surfaced track with consequent risk of conflict with vehicles (during times when Garth Park is open).
5. Additionally, concerns were raised that kerbside bin collection would be directly affected at the site outside No. 27 and there is no obvious alternative location for bin placement and collection for seven properties. Similarly concerns were raised that a crossing here would prevent them from having parcels delivered easily and parking by furniture removal vehicles or tradesmen working on their property would also be affected. There were no responses in favour of this crossing but Bicester Town Council have since indicated their support for this site.

6. An internal review was carried out on the merits of the original crossing location and the proposed alternative outside Regal Court, between Priory Road and Garth Court and it was agreed that a formal consultation on the latter should be progressed, to also include a consultation on a proposed raised side road entry treatment across Priory Road (see Annex 1 for a plan showing both sites).

## **Second Consultation**

7. Formal consultation on the revised proposal for a zebra crossing outside Regal Court was carried out from 21 May until 19 June 2015 and comprised over 130 letters being sent to local residents in addition to the statutory notices.
8. Four objections were received on the proposals for the zebra crossing by Regal Court (these are summarised at Annex 3. Copies of all consultation responses are available for inspection in the Members' Resource Centre). The grounds for the objections included concerns over the proximity of the proposal to junctions, limited visibility of the crossing due to the bend on London Road, and that the location is not on the desire line for pedestrians.
9. In response, the location of the crossing in respect of nearby junctions and the bend has been assessed and found to fully comply with national guidance on the siting of zebra crossings. In relation to the concerns that the location is not on the desire line for pedestrians, whilst this location is further from the station it is on the route from Launton Road and there is an egress from Garth Park via Garth Court.
10. Other grounds for objection included concerns that the crossing would make access and egress from adjacent accesses more difficult because of queuing traffic and adversely affect refuse collections, access to manhole covers and to an adjacent Royal Mail post box, and that the crossing would result in additional noise, fumes and light pollution. Officers consider that the presence of the crossing would in practice have no material adverse effect, noting that pedestrian crossings are routinely provided in similar settings elsewhere in the county. In particular, at this location, all of the nearby properties have alternative accesses, not on London Road. Specifically on the issue of light pollution, a shield can be provided on the beacons should this prove in practice to be an issue.
11. The response of Bicester Town Council cited some of the above concerns but did not explicitly express objections to the proposals.
12. There was one response in favour of the crossing sited at Regal Court.
13. Thames Valley Police have not objected to the proposals for a crossing in either location.
14. One objection was received in respect of the proposed raised side road entry treatment across Priory Road on the grounds that it may encourage pedestrians to step out without looking. Such treatments have been widely used in the county,

particularly in Oxford, and have been found to operate with very good levels of safety. However, subsequent detailed design work has concluded that the cost of a raised facility would be prohibitive and an alternative design is now being progressed which will avoid these costs. As a consequence the raised treatment will not now proceed.

## **Conclusions**

15. A pedestrian crossing in London Road is included in the approved proposals for the railway station redevelopment. The table at Annex 4 summarises the issues raised about both crossings and compares the advantages and disadvantages of each. Of the two locations considered the site at Regal Court appears to be preferable, particularly in view of the wider footways at this location. Both are equally on the desire line between the station and Launton Road area and although the Regal Court site would not be as attractive to pedestrians accessing the London Road from Garth Park via the Bowls Club access, although the latter is in any case not open at the times the majority of pedestrians using the station for commuting to London would be travelling.

## **How the Project supports LTP3 Objectives**

16. The proposals would help reduce the risk of accidents and improve road safety.

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

17. The cost of the proposed work described in this report will be met by funding from the rail improvement project.

## **RECOMMENDATION**

18. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing outside Regal Court in London Road as advertised but without the raised side road entry treatment across Priory Road.**

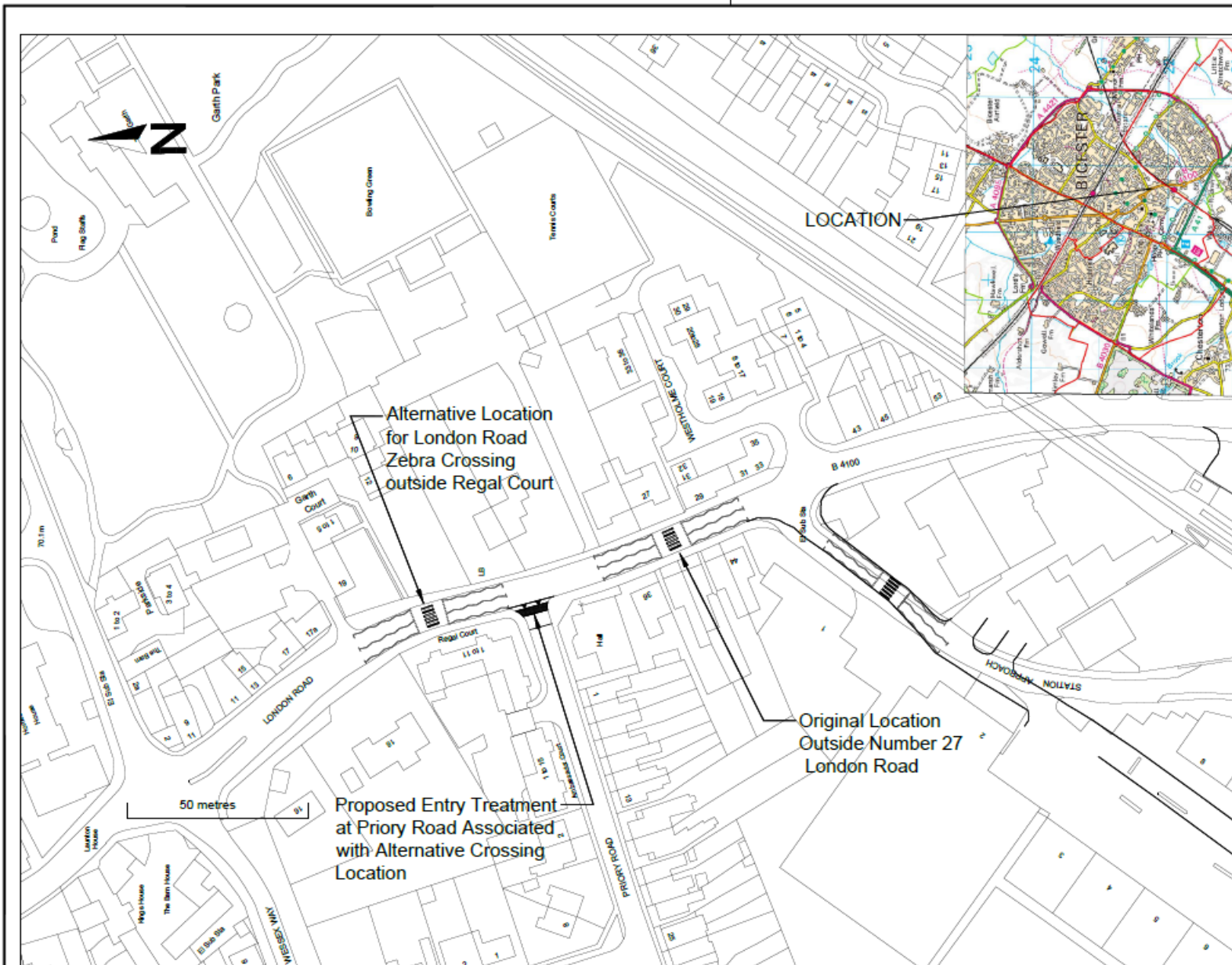
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

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Drawing No.	0		
<p>Preliminary layout for consultation.</p> <p>Detail design may include minor modifications</p>			
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No.	Date	Purpose of revision	Drawn/Checked/Author
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<p><b>BICESTER VILLAGE STATION</b></p>			
<p><b>ZEBRA CROSSING ALTERNATIVES</b></p>			
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<p>Customer Project No. 118/10</p>			
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## RESPONSES TO CONSULTATION FOR SITE OUTSIDE 27 LONDON ROAD

	<b>From</b>	<b>Response</b>	<b>OCC Comment</b>
1	Thames Valley Police	No objection	Noted
2	A resident of London Road	Objects because 1. footway too narrow 2. too close to bowls club access track 3. Would affect collection of domestic refuse 4. Will prohibit kerbside deliveries	Agreed Noted Agreed Agreed
3	Resident, London Road	Objects because 1. footway too narrow 2. too close to bowls club access track  Proposes alternative crossing at Regal Court. Suggests an additional crossing south of railway.	Agreed Noted  A refuge is already proposed here
4	Resident, London Road	Objects because 1. footway too narrow 2. too close to bowls club access track Proposes alternative crossing nearer town centre.	Agreed Noted Footways are wider here.

## RESPONSES TO CONSULTATION FOR SITE OUTSIDE REGAL COURT

	From	Response	OCC Comment
1	Two residents of Priory Road	<p>Objection to zebra because: In wrong place Too close to junctions</p> <p>Difficult to see Proposes alternative location closer to Launton Road</p>	<p>On desire line for pedestrians from Launton Road area. Crossing approx. 20m from junction which is well over normal minimum of 5 m Crossing exceeds desirable visibility criteria This would have restricted visibility due to the left hand bend on the approach for northbound traffic</p>
2	Two residents of Priory Road	<p>Objection to raised entry treatment at Priory Road because it will make it easier for pedestrians to step out without looking.</p>	<p>Junction treatment will make crossing point more obvious to motorists.</p>
3	Two residents of Garth Court	<p>Objection to zebra because In wrong place for pedestrians going to station On a bend Turning traffic will obstruct visibility</p> <p>Access to Garth Court will be impeded</p> <p>Access to BT box and MH will be affected Difficulty for refuse collections Difficulty for collections from post box</p> <p>Crossing is next to pedestrian gate to Garth Court</p>	<p>On desire line for pedestrians from Launton Road area</p> <p>Visibility criteria are met Marginal. Likely to be more of a problem at alternative location. Crossing may create gaps in traffic making exit easier More PU plant at alternative location Alternative areas available Consideration will be given to removing some zig-zags from south side to assist</p> <p>Gate only used in emergencies.</p>

CMDE4

	<b>From</b>	<b>Response</b>	<b>OCC Comment</b>
4	Bicester Town Council	<p>Observations only (not objection): Too far from station</p> <p>Not on route through Garth Park Junctions close by</p> <p>Refuse collection from Garth Court compromised Access to BT plant and post box affected</p> <p>Deliveries to Garth Court difficult</p>	<p>On desire line for pedestrians from Launton Road area.</p> <p>Route through Garth Park not available for most commuters as closed early am and winter evenings.</p> <p>Alternative areas available. More PU plant at alternative location. outside no.27.</p> <p>Alternative areas available.</p>
5	Two residents of Garth Court	<p>Objection to zebra because On sharp bend Will create noise and disruption Difficulty exiting Garth Court</p> <p>Too far from station In wrong place</p>	<p>Not on bend. Visibility criteria satisfied. Noted, but unlikely to be significant. Crossing may create gaps in traffic making exit easier</p> <p>On desire line for Launton Road area.</p>
6	A resident of Garth Court	<p>Very much in favour of zebra. Possible issues with access to BT plant and Garth Court</p>	<p>Noted Keep clear marking</p>
7	Two residents of Garth Court	<p>Objection to zebra on grounds of Pollution from noise and fumes and light Congestion – (delays to traffic) Refuse collection affected Not of use to pedestrians using Garth Park</p> <p>Nuisance from rubbish thrown into garden</p>	<p>Noted. Not likely to be significant. Noted. Not likely to be significant. Alternative areas available. Route through Garth Park not available for most commuters as closed early am and winter evenings. Provision of a zebra crossing unlikely to require pedestrians to have to wait very long to cross the road.</p>

CMDE4

	<b>From</b>	<b>Response</b>	<b>OCC Comment</b>
8	Thames Valley Police	No objection	Noted
9	A resident of Priory Road	No objection to zebra Also no objection to Priory Road Entry Treatment but would like Priory Road made Access Only (currently used by traffic avoiding Market Place congestion)	Noted. No plans to change at present.



## COMPARISON OF THE TWO SITES

	CRITERIA	27 LONDON ROAD LOCATION	REGAL COURT LOCATION	COMMENT
1	Desire line for pedestrians	On route from Launton Road to station	On route from Launton Road to station.	Access via Garth Park is easier for the site at 27 London Road but is generally not available at commuting times
2	Pedestrian safety	Narrow footway on east side (less than 2 metres)  No need to cross other roads  Encourages use of narrow access track to bowls club car park with risk of conflict between vehicles and pedestrians	Both footways over 2.2 metres wide.  Requires crossing of Priory Road.  n/a	It may be possible to widen footway at no. 27 but Regal Court satisfactory  Priory Road very lightly trafficked and visibility satisfactory  Access v lightly trafficked but narrow and with poor visibility and no dedicated footway for pedestrians.
3	Vehicular safety	Meets visibility and location criteria	Meets visibility and location criteria	
4	Access to properties without rear access for deliveries	5 properties on west side of road affected. Possibly 2 properties on east side of road affected .	No properties.	
5	Potential light pollution	3 properties potentially affected	2 properties potentially affected	Globes can be shielded.

CMDE4

6	Use of Garth Park	Garth Park only open from 7.30 am and closes at 5.30pm in winter	Garth Park will not be used by pedestrians using this crossing	Objectors to Regal Court have commented that it is not on the desire line to Launton Road through Garth Park but Garth Park not available for many commuters.
8	Collection of refuse	Current kerbside collection outside property accesses would not be allowed. No obvious alternative identified.	Currently large 4 wheel bins from Garth Court collected by vehicle parked in what will be the controlled area. Alternative is to park in Garth Court or on north side of Garth Court. Neither would involve extra handling.	The crossing outside no. 27 would have a significant impact on refuse collection.
9	Obstruction by queuing traffic	Likely to be obstructed by traffic waiting to turn right into Station Approach.	Less likely to be obstructed as volumes of traffic turning right into Priory Road or Garth Court are very low.	Both crossings could be obstructed by turning traffic but greater risk at crossing near no. 27.
10	Emergency Access			Neither crossing location will obstruct access in cases of emergency