

Division(s): Didcot Ladygrove

CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020
DIDCOT – A4130 DIDCOT NORTHERN PERIMETER ROAD:
PROPOSED TOUCAN CROSSING

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed introduction of a toucan crossing (a signalled crossing for pedestrians & pedal cyclists) on the A4130 Northern Perimeter Road at Didcot.

Executive summary

2. Provision for pedestrians and cyclists is reviewed when there are changes to the road layout as a result of development, 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 and cyclist crossings and the Oxfordshire County Council Walking Design and Cycling Design Standards.

Introduction

3. This report presents responses received to a statutory consultation to introduce a toucan crossing on the A4130 at Didcot.

Background

4. The above proposal as shown at Annex 1 has been put forward as a result of the development of adjacent land.

Consultation

5. Formal consultation on the proposal was carried out between 06 May and 05 June 2020. A notice was placed in the Oxfordshire Herald series newspaper and public notices placed in the vicinity of the proposed crossing. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Didcot Town Council and local County Councillor. Letters were sent directly to approximately 20 properties in the immediate vicinity, adjacent to the proposals.
6. Five responses were received. 2 objections, 1 expression of support and 2 neither objecting nor supporting, one of which did though raise some

concerns. 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

7. Thames Valley Police did not object providing that the crossing met current guidance.
8. Didcot Town Council support the proposal.
9. Two objections were received from members of the public, both local residents. The first was on the grounds that the current proposed siting of the crossing would be to the detriment of the privacy and amenity of residents of the existing houses to the south of the A4130 and expressed the view that a crossing to the east of the roundabout would be preferable in this respect due to the open ground and lack of a route for pedestrians through existing minor residential roads. The second objection expressed a concern that a signalled crossing would reduce the attractiveness of the A4130 perimeter road, leading to more traffic driving through the town centre using the roads in Ladygrove as a rat run and requested that a footbridge or subway be provided rather than a signalled crossing
10. A response was also received from a member of the public who while not objecting, expressed concerns over the proposals particularly in respect of the speed of traffic (noting especially that these had increased in the current period of reduced traffic as a result of the covid-19 outbreak) and the possible light nuisance for adjacent residents arising from the traffic signals. To mitigate these, the respondent requested a local 30mph speed limit and that cowls should be provided on the signal heads to minimize light spillage.
11. Noting the above objections and concerns, the proposed crossing provision for pedestrians and cyclists conforms to the Oxfordshire County Council Walking Design and Cycling Design Standards and is considered to provide a safe and attractive and optimally sited amenity for residents of the new residential area to the north of the A4130. The proximity of the crossing to the roundabout will help ensure that speeds are controlled and although it is accepted that there will be some delay to traffic, the provision of an attractive route for pedestrians and cyclists will also serve to help reduced the overall use of cars.
12. The concern over the light nuisance from the crossing signals is noted. The alignment of the signal heads however should ensure that actual risks are minimal but this (and any mitigation measures required) will be reviewed.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of pedestrians and cyclists.

Financial and Staff Implications (including Revenue)

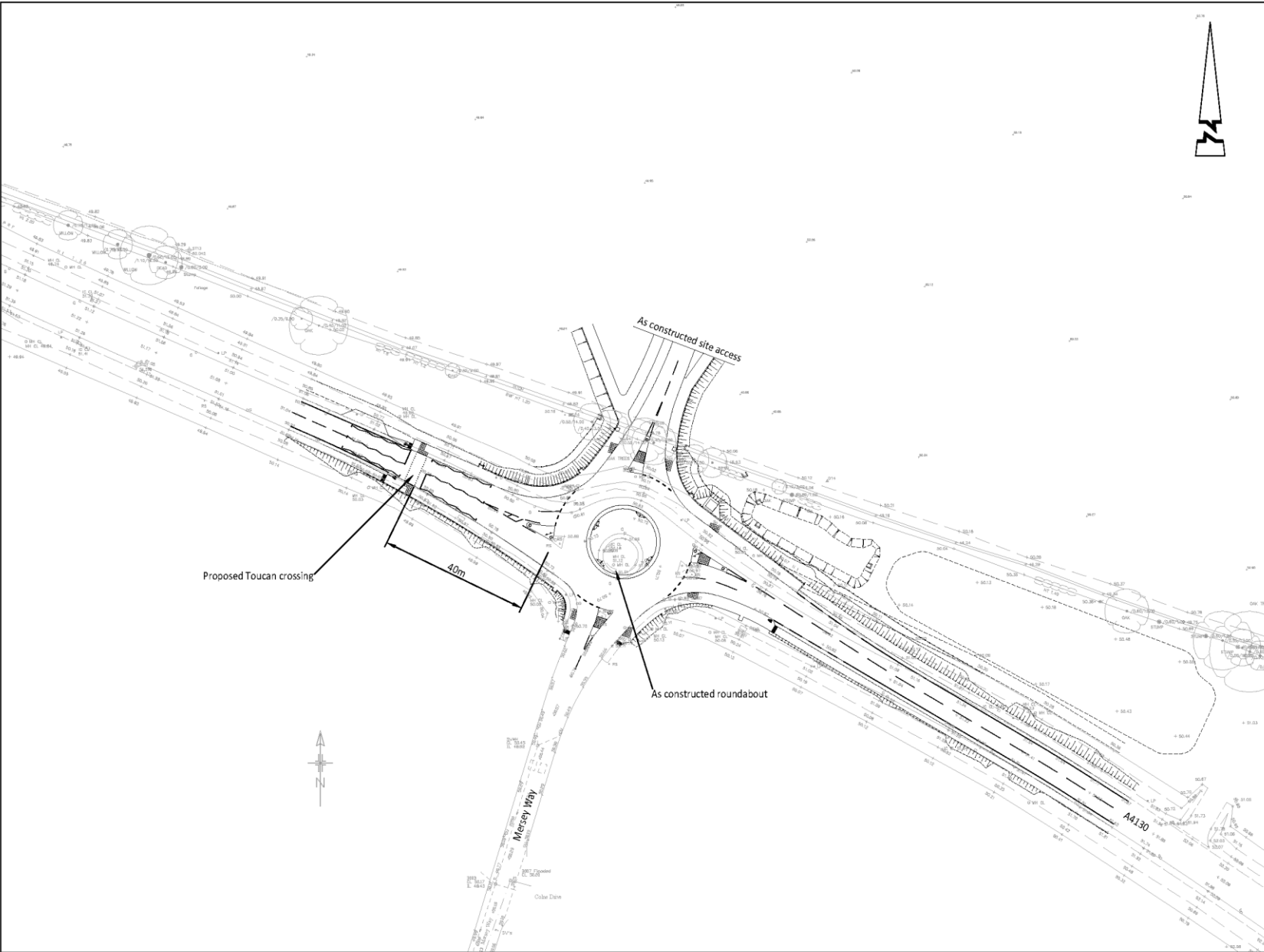
14. Funding for the proposed measures has been provided by the developers of land adjacent to the proposal.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed toucan crossing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
 Jack Whelan 07554 103332

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ABLEY LETCHFORD PARTNERSHIP
Consulting Engineers

3 Tealgate, Charnham Park
Hungerford, Berkshire RG17 0YT
www.alpce.co.uk Tel: 01488 684390

Client
NORTH EAST DIDCOT PARTNERSHIP

Project
NORTH EAST DIDCOT

Title
MERSEY WAY PROPOSED TOUCAN CROSSING

Status
PRELIMINARY

Scale	Date	Drawn	Checked
1:1000 @ A3	JAN 2020	KLW	LPA
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A085-016			P1

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection – In principle I have no objection providing this proposal meets current guidance and that speed monitoring has taken place that supports such a crossing.
(2) Didcot Town Council	Support – Didcot Town Council fully supports the installation of a 'Toucan' crossing. It hopes that the work will be completed as soon as possible to improve the safety of pedestrians and cyclists crossing this road.
(3) Local Resident, (Didcot)	<p>Object – The proposed site will allow walkers and cyclists to take short cuts either via Wansbeck Wood or Teescroft to access Mersey Way, this then affects the privacy of residents.</p> <p>I suggest that the Toucan Crossing is located to the east of Mersey Way with its junction with the A4130, where there is a large open area which does not give access into Don Close and gives a direct and unrestricted route into Mersey Way with excellent visibility for walkers and cyclists.</p>
(4) Local Resident, (Didcot)	<p>Object – As the A4130 is the main ring road around Didcot and the various authorities would prefer drivers to use the A4130 rather than drive through the centre of Didcot it doesn't make sense to then force them to stop unnecessarily</p> <p>Far better to have a bridge or subway here especially as this will be the main walking/cycling route into Didcot town centre.</p> <p>It already takes much longer to get to the A34 from the A4130 given all the traffic lights added for GWP and Milton Gate than it did in the past, in this will only add to that.</p> <p>It may also encourage drivers to use the roads in Ladygrove as a 'rat run' e.g. Avon Way/Tyne Way rather than the A4130 especially those coming from the east of the Ladygrove estate.</p>

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<p>(5) Local Residents, (Didcot)</p>	<p>Concerns – we have the following comments:</p> <ol style="list-style-type: none">1. The location was put back (after various discussions) into the original proposed location 40 metres West of the Mersey Way Roundabout. Nearly all of the construction and electrical work has already been completed. I accept that this is the location. I am however pleased that the mature hedge directly in front of our house remains intact.2. To subdue the traffic lights at night I would like the traffic lights, on both sides of the road, to be fitted with some form of shielding to reduce/direct the light, e.g. cowl shields.3. The piece of road West of the Mersey Way Island on the A4130 has for a very long time been used as a 'race-track' by boy-racers. Since the Corvid 19 'lock-down' the number of cars and motorbikes drag-racing this section at speeds way in excess of 50 mph has mushroomed. For reason of road safety, I suggest that the section either side of the Toucan Crossing is restricted to 30 mph, and signs erected. And to allow for adequate breaking distances I suggest the 30 mph signs are sited over 100 metres from the Toucan Crossing, East and West.
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