

Divisions affected: *Ploughley*

CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 29 JULY 2021

LAUNTON: BICESTER ROAD – PROPOSED NO RIGHT TURN RESTRICTION AT ACCESS WITH EAST WEST RAIL PROJECT SITE AND ALLOTMENTS

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highways Management is **RECOMMENDED** to approve the proposed no right turn restriction from a new access on the south west side of the Bicester Road, Launton as advertised.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a proposed no right turn restriction from an access on the south west side of the Bicester Road at Launton (currently serving allotments) approximately 45 metres south east of its roundabout junction with the A4421. The proposal has been put forward as a result of the additional use of this access by vehicles as part of the East West Rail project and due to restricted visibility to the right.

Financial Implications

3. Funding for consultation on the proposals has been provided by the East West Rail Alliance and, if approved, will also fund implementation.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals will facilitate the safe movement of traffic including cyclists and pedestrians.

Consultation

6. Formal consultation was carried out between 20 May and 18 June 2021. A notice was published in the Bicester Advertiser newspaper and an email sent

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to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council, Bicester Town Council, Ambrosden Parish Council and local County Councillor.

7. Nine responses were received during the formal consultation. 3 objections, 4 in support and two non-objections. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police objected on the grounds that no engineering is included in the design to help self-enforce the junction, which could result in poor compliance of the intended restriction, although separate to their formal response also acknowledged the desirability of the right turn not being permitted on safety grounds. Noting their concerns over the potential for non-compliance, the site constraints would make the provision of physical measures such as a central island extremely expensive but the proximity of the roundabout should appreciably improve compliance as compared to the many other similar restrictions currently in place.
9. Launton Parish Council and Cherwell District Council have not objected.
10. Two objections were received from members of the public. One on the grounds that visibility to the right was adequate and that the proposal was a waste of funds, with there being other sites nearby meriting safety measures and the other that the mandatory left turn could add to congestion at the roundabout and be less safe than making the right turn. Noting these concerns, the proposal is considered to be justified taking account of the available visibility to the right and noting also that the roundabout has an acceptable safety record. The proposal, if approved, would be funded by the East West Rail project and so if not progressed funds would not be available for any alternative local project.
11. The Launton Plotters Allotment association supported the proposal but expressed the hope that it would not increase delays for vehicles turning into the access. That is not anticipated to be the case given the very limited volume of turning movements to or from the access. Their response also included a concern over the potential for fly tipping and anti-social activities on the length of the road between the Bicester Road and the gate. Three other expressions of support were received from members of the public, at least one of whom was an allotment holder. Two of those responses also expressed concerns about the siting of the gate. Although the latter is outside the scope of the proposal for decision, it will be relayed to the County Council's Road Agreements Team who are liaising with the East West Rail project on these works.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation plan 1

Annex 2: Consultation plan 2

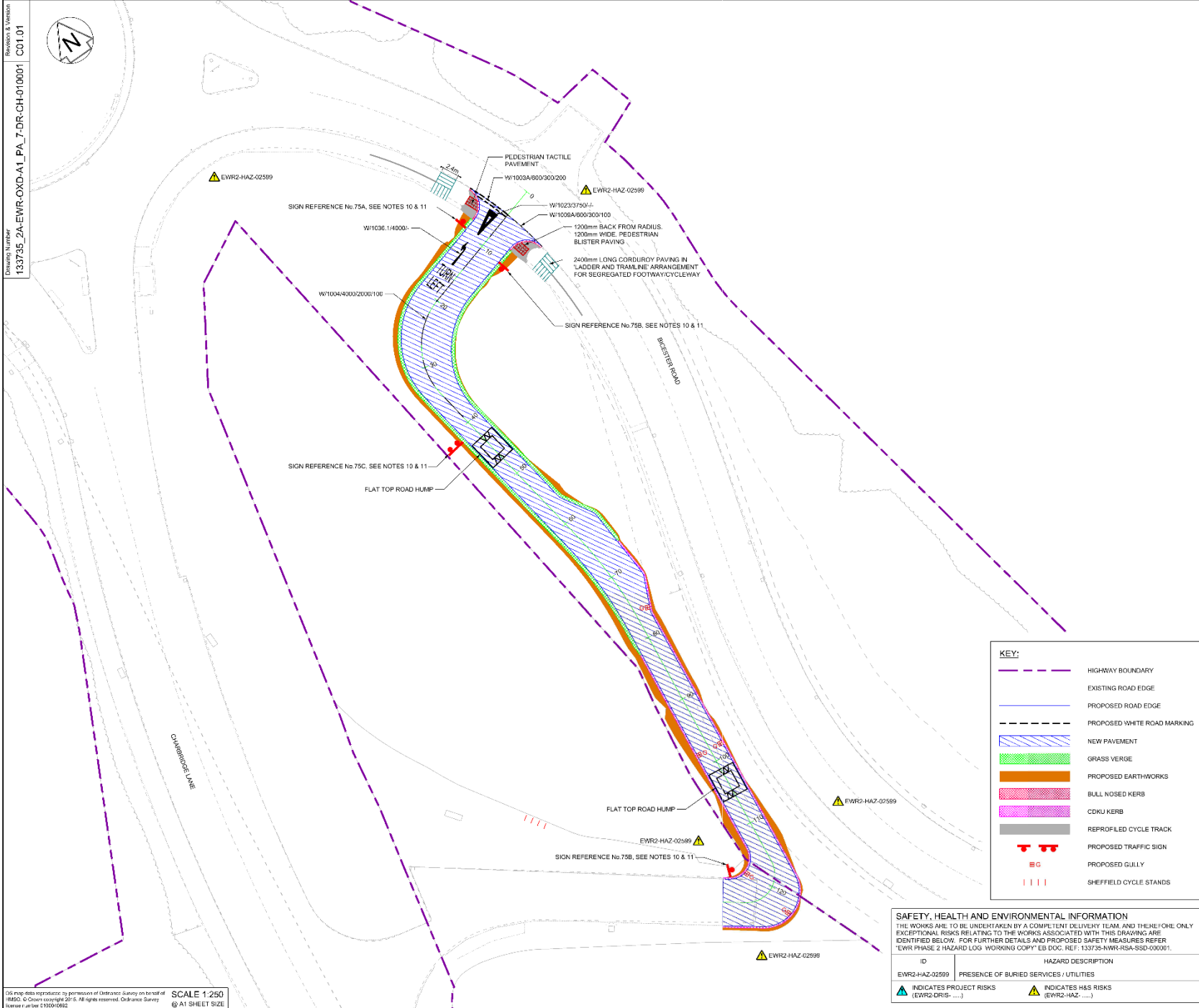
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Annex 3: Consultation responses

Contact Officers: Tim Shickle 07920 591545

July 2021

Revision & Version
C01.01
Drawing Number
133735_2A-EWR-OXD-A1_PA_7-DR-CH-010001



KEY:

- HIGHWAY BOUNDARY
- EXISTING ROAD EDGE
- PROPOSED ROAD EDGE
- PROPOSED WHITE ROAD MARKING
- NEW PAVEMENT
- GRASS VERGE
- PROPOSED EARTHWORKS
- BULL NOSED KERB
- CDUK KERB
- REPROFLED CYCLE TRACK
- T T PROPOSED TRAFFIC SIGN
- T T PROPOSED GULLY
- | | | | SHEFFIELD CYCLE STANDS

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE WORKS ARE TO BE UNDERTAKEN BY A COMPETENT DELIVERY TEAM AND THEREFORE ONLY EXCEPTIONAL RISKS RELATING TO THE WORKS ASSOCIATED WITH THIS DRAWING ARE IDENTIFIED BELOW. FOR FURTHER DETAILS AND PROPOSED SAFETY MEASURES REFER 'EWR PHASE 2 HAZARD LOG - WORKING COPY' (E3.DOCX REF: 133735-NWR-RSA-SSD-000001).

ID	HAZARD DESCRIPTION
EWR2-HAZ-02599	PRESENCE OF BURIED SERVICES / UTILITIES

▲ INDICATES PROJECT RISKS (EWR2-DRISF - ...)
▲ INDICATES H&S RISKS (EWR2-HAZ - ...)

NETWORK RAIL (EAST WEST RAIL WESTERN SECTION PHASE 2)

NOTES:

- CONSTRUCTION OF THIS ACCESS IS NOT TO BE UNDERTAKEN UNTIL PLANNING PERMISSION HAS BEEN GRANTED.
- THIS DRAWING IS NOT TO BE SCALED.
- ALL DIMENSIONS ARE IN METRES (m) UNLESS SHOWN OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE HIGHWAY DESIGN PACKAGE OF DRAWINGS AND DOCUMENTS.
- WHEREVER REQUIRED, ROAD MARKINGS ARE TO BE LAID IN ACCORDANCE WITH 'THE TRAFFIC SIGN REGULATIONS AND GENERAL DIRECTIONS 2016' & 'TRAFFIC SIGNS MANUAL CHAPTER 5 (2003)'
- FOR POSITIONS OF UTILITY COMPANIES APPARATUS REFER TO DRAWING No. 133735_2A-EWR-OXD-A1_PA_7-DR-CH-010003.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH STANDARD DETAILS DRAWING No. 133735_RW-EWR-XX-XX-DR-CH-000216.
- FOR DRAINAGE DESIGN REFER TO DRAWING No. S 133735_2A-EWR-OXD-A1_PA_7-DR-CH-001000 TO 001002.
- GULLY POSITIONS SHOWN ARE INDICATIVE ONLY. REFER DRAINAGE DRAWINGS FOR THEIR FINAL LOCATIONS.
- REFER TO DRAWING No. 133735_2A-EWR-OXD-XX-DR-CH-010259 FOR OFFLINE HIGHWAYS SIGNAGE STRATEGY.
- FOR DETAILS OF SIGN FACES, POSTS AND FOUNDATION, SEE SIGNAGE STRATEGY SCHEDULE DRAWINGS 133735_RW-EWR-XX-XX-DR-CH-000300 - 133735_RW-EWR-XX-XX-DR-CH-000301.

APPROVED FOR CONSTRUCTION

Name: **Julien Green** Title: **CEM Design**
 Signed: **J. Green** Date: **03/02/21**
 Status: **CURRENT**

DR	Appr'd	Com'r	R1	L1	J1
Rev	Date	Description	Drawn	Checked	Appr
01	04/02/21	Accepted for Implementation			A6



East West Rail (Western Section) Phase 2

OTHER ACCESS A1_PA_7 GENERAL ARRANGEMENT

Designed	Naagath Thomas Revu Kumar	Checked	N. T. R. Kumar	Date	04/08/20
Drawn	Jamshid Nawaz	Signed	J. Nawaz	Date	29/09/19
Checked	Luca Taylor	Signed	L. Taylor	Date	04/08/20
Approved	Julien Green	Signed	J. Green	Date	03/02/21
Scale:	1:250	Scale:	As Shown (Chainage Miles Yards)		
Design Package Risk Classification	OXD -	Level	Normal	Sheet	1 of 1
Approval Reference		Revision	C01		
Drawing Number	133735_2A-EWR-OXD-A1_PA_7-DR-CH-010001				

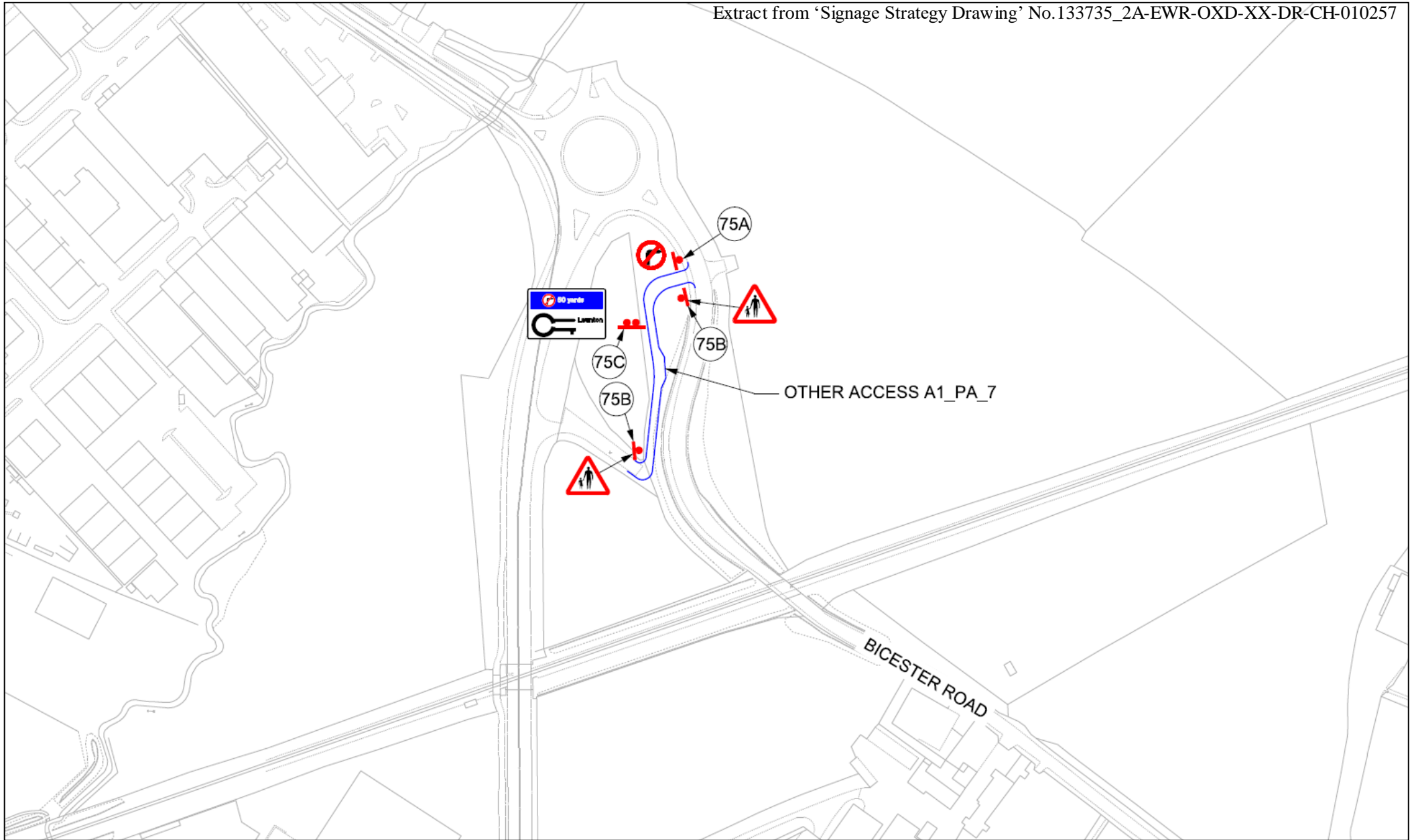
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SCALE 1:250
@ A1 SHEET SIZE

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Extract from 'Signage Strategy Drawing' No.133735_2A-EWR-OXD-XX-DR-CH-010257



RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – From the drawing included with these proposals, it would appear there is no engineering included in the design to help self-enforce this junction, resulting in poor compliance of the intended restriction.</p> <p>Unless robust engineering measure are included the Police object to the proposal.</p>
(2) Launton Parish Council	<p>No objection – The PC met informally last Thursday (as we can't meet virtually in a formal way at the moment) and there are no comments or objections to the proposal.</p>
(3) Cherwell District Council, (Development Management)	<p>No objection – The matter relates to the new access to serve the existing allotments as their original access is to be closed in connection with the new overbridge. Planning permission for the new access was granted under application number 20/01029/F.</p> <p>CDC has no objections or further comment.</p>
(4) Local Group, (Launton Plotters Allotments)	<p>Support – Great safe idea. The speed bumps which have been fitted on the road up to the No Right Turning are also an added bonus. I am definitely in support of the no right turn out of my allotment even though I will need to go left and then around the roundabout to come back to my home in Launton. I hope there will not be difficulties with allotment holders coming from the roundabout (Bicester) having to wait too long to turn right into the allotments though? As the allotment road is a highway owned road I hope this means that any vehicles parked on it including travellers means that they can be legally moved by the police? I also hope that the road will not receive any fly tipping with it being open to the public up until the allotment gate.</p>
(5) Local Resident, (Launton)	<p>Object – It is a needless restriction, as sight lines are adequate for safely turning right. Also, very few cars will use the slip road - it only goes to a few allotments. If the council are really concerned about safety in the area, they should</p>

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	study the number of near-misses at the Station Road crossroads and consider how to address this dangerous junction rather than address non-issues such as this.
(6) Local Resident, (Launton)	Object – May cause more congestion on the roundabout, potentially more dangerous than turning right.
(7) Local Resident, (Launton)	Support – The proposal will make the junction safer.
(8) Local Resident, (Launton)	<p>Support – As a plotter at the Launton allotments with 3 plots I think having to turn left when you leave the allotments is a very good idea. From a safety point of view it is very close to the roundabout and some people come off that roundabout so fast it would be very dangerous to turn right.</p> <p>In hindsight the speed bumps may have been better served on the road off the roundabout rather than the new road into the allotment parking area.</p> <p>One other concern I have with this new road is the positioning of the new gate. If we had the gate nearer the road it would eliminate the risk of fly dumping or visits but others up to no good such as drug abusers and travellers, both of these typically steel or do damage to the property of innocent senior law abiding citizens such as myself and fellow allotmenters.</p>
(9) Local Resident, (Launton)	Support – Not a problem but i cannot understand the mentality of those on the council to have sited the gate to the allotments where they have and not 2 or 3 car lengths in. T HIS IS AN OPEN INVITATION TO FLY TIPPING ,ILLEGAL PARKING AND TRAVELLERS. Makes you wonder what the council have between their ears.