

Divisions affected: *Kidlington South*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 JANUARY
2023
YARNTON: CASSINGTON ROAD - PROPOSED RAISED PARALLEL
CROSSING**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised a raised parallel crossing (a zebra type crossing for pedestrians and pedal cyclists) on Cassington Road, just west of its roundabout junction with the A44 Oxford to Woodstock Road.

Executive summary

2. This report presents responses received to a statutory consultation on a proposal to introduce a raised parallel crossing on Cassington Road as shown in **Annex 1** to complement the wider improvement of facilities for cyclists and pedestrians along the A44 corridor currently under construction

Financial Implications

3. Funding for consultation on the proposals has been provided by the major improvement scheme for the A44 corridor between Yarnton and Oxford

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 would help facilitate cycling and walking and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 27 October and 25 November 2022. A notice was published in the Oxford Times newspaper and an email was sent to statutory consultees & key stakeholders, including: Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Yarnton, Kidlington, Gosford & Water Eaton, Begbroke, Bladon, and Shipton on Cherwell & Thrupp Parish Councils, Cherwell District Council, the local District Councillors, and the local County Councillors representing the Kidlington South, Hanborough & Minster Lovell, and the Woodstock divisions. Street notices were also placed on site in the immediate vicinity of the proposals.
7. Seven responses were received during the formal consultation, comprising of: one objection, three raising concerns, one in support, and two non-objections.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police did not object to the proposals but had concerns regarding; turning left from the A44 into the Cassington Road as inter-visibility is severely restricted by the hedge line, that the crossing may be on the current desire line but seems to be located very close to the roundabout, whether the crossing meets current design requirements, and the necessary speed monitor has or will take place. Finally, wanted to ensure that the crossing would be subject to the necessary Safety Audit.
10. In response to queries raised by Thames Valley Police, the location meets with desire lines of both pedestrians and cyclists and has been subjected to both Stage 1 and 2 Road Safety Audits. In addition, the crossing has been submitted to the Department for Transport for consideration and authorisation for it's use in this location had been granted. The design also includes a reduction of the speed limit to 40mph on the A44 and this will continue to be monitored.
11. Following the objection to the proposals from Yarnton Parish Council and the concerns of the local County Councillor (Kidlington south) a site meeting was held on 7th December to discuss concerns. At the meeting, reasons behind proposing this crossing type were summarised including hierarchy of users, desire lines, minimising wait times for pedestrian and cyclists plus less impact on traffic flows if the crossing was fully signalised. As mentioned in point 9 above, officers informed that the permanent speed limit is also being reduced and the crossing has been subjected to Road Safety Audits. The crossing type and it's location has also received authorisation from the Department for Transport.

- 11 Concerns raised in other responses were with regards to drainage at the road hump location and vehicles backing up through the roundabout when the crossing is in use. Officers confirm that the existing drainage has been surveyed across the whole site of proposed work including at the new raised crossing point and an additional two number new gullies have been included in order to cater for surface water run – off in this location and that the design includes for a ‘KEEP CLEAR’ road marking on the circulatory carriageway to roundabout to help maintain traffic flow at all times.
- 12 The expression of support was received from the Oxfordshire Cycling Network, who acknowledged the location as one of the biggest hazards in the A44 cycle route from NCN5/the Oxford canal route to Blenheim Palace/Woodstock/Hanborough or points further west.

Bill Cotton
Corporate Director, Environment and Place
















Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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January 2023

ANNEX 1

KEY:

-  CARRIAGEWAY
-  SHARED USE / FOOTWAY FACILITY
-  VERGE
-  PROPOSED KERB ALIGNMENTS
-  PROPOSED ROAD MARKINGS
-  PROPOSED SIGNS
-  PROPOSED BLISTER 'YELLOW' TACTILE
-  PROPOSED BLISTER 'RED' TACTILE
-  PROPOSED BELISHA BEACON POSTS
-  PROPOSED LIGHTING COLUMNS
-  PROPOSED BOLLARDS
-  EXISTING LIGHTING COLUMNS TO REMAIN
-  EXISTING SIGNS TO REMAIN
-  EXISTING FENCE TO REMAIN
-  HIGHWAY BOUNDARY

NOTES:

1. ALL DIMENSIONS ARE IN METRES UNLESS STATED OTHERWISE.

P02	19/10/2022	DRAWING UPDATED FOLLOWING OCC REVIEW	I/A	RTB	ARPT
P01	-	FIRST ISSUE	-	-	-
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Project Name

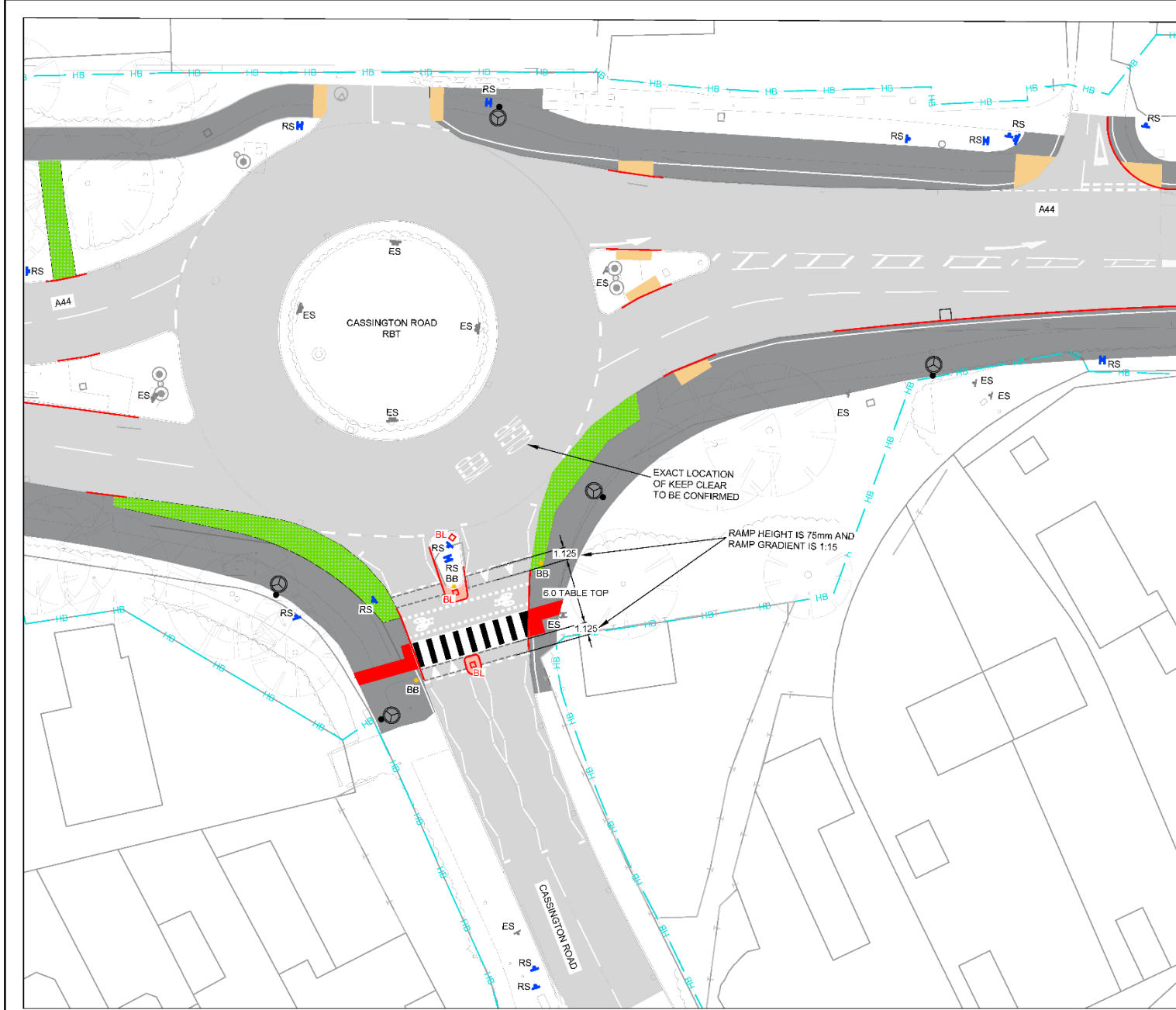
**NORTH OXFORD CORRIDOR - PRIORITY 1A
CASSINGTON RBT TO LOOP FARM RBT**

Title

**CASSINGTON ROUNDABOUT
CROSSING**

Sheet Size	Scale	Drawn by	Checked by	Approved by
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RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle I do not object, but do have concerns.</p> <p>Turning left from the A44 into Cassington Road inter-visibility is severely restricted by the hedge line. The crossing although it may be on the current desire line seems very close to the roundabout</p> <p>Does the crossing meet all current design requirements and will it be subject of a Safety Audit. The necessary speed monitor has or will take place.</p>
(2) Local County Cllr, (Kidlington South division)	<p>Concerns – I'm concerned that the crossing is uncontrolled and so close to a busy junction from a fast flowing road. Whilst I appreciate that the proposal includes some measures to slow traffic down by means of a raised cushion, this doesn't really provide the kind of positive pro-active protection that I would prefer to see.</p> <p>Traffic from the A44 can exit the roundabout at some speed at this point which could then bring it into conflict with pedestrians half way across the crossing. Sight lines are also not good at this point which would make the situation worse.</p> <p>Whilst moving the crossing further down the Cassington Road would seem like a more sensible option, we then have the problem of desire lines both for pedestrians and cyclists. This could lead to those users crossing closer to the junction anyway which would negate the point of the crossing.</p> <p>So my suggestion would be to make this a lights-controlled crossing with modifications to the junction to enable traffic exiting the A44 to see well in advance that the lights are against them. There may also need to be further advanced warning on the A44 to prevent a build up of traffic prior to the roundabout or at least to allow that build up to be navigated safely.</p> <p>I am hopeful that a site meeting planned with officers, myself and parish councillors may inform a more practical solution to all these points.</p>

<p>(3) Yarnton Parish Council</p>	<p>Object – A safe formal crossing point at the Cassington Road roundabout is necessary and would be welcome. The visual splay at the proposed position is limited and presents difficult lines of sight. Despite different road users priorities being assigned within the Highway Code the planned position of the crossing allows little opportunity for vehicle drivers, (particularly those unfamiliar with the area, layout and/or immediacy of a crossing point so close to the roundabout) to react in the event of appropriate or inappropriate action of crossing users.</p> <p>Yarnton Parish Council recommends that the crossing be positioned further west in Cassington Road (past the access driveway to 2 Woodstock Road). In addition, between Great Close Road and the Cassington Road roundabout the road should be slightly widened to allow a central island to be constructed and a staggered crossing (similar to the south side of the A44 opposite The Turnpike PH) installed. Physical barriers should be installed to ensure pedestrian and cycle crossing is possible only at the designated crossing.</p> <p>Alternatively in the safe interest of the most vulnerable road users the crossing must be traffic light controlled.</p>
<p>(4) Shipton-on-Cherwell and Thrupp Parish Council</p>	<p>Concerns – the Parish Council consider that this is MUCH too close to the roundabout. Maybe 20 meters further down Cassington Road would be preferable.</p> <p>The reason for this is that if more than one car is turning into Cassington Road, and has to stop for pedestrians/cyclists/low-flying aircraft; then it will potentially block the roundabout, and cause a further unnecessary hazard.</p>
<p>(5) Cherwell District Council, (Development Management)</p>	<p>No objection – Cherwell District Council wish to make no observations with regard to the proposal.</p>
<p>(6) Member of public, (Yarnton, Bernard Close)</p>	<p>Concerns – I fail to see the need to raise the carriageway as the footpaths either side are currently ramped down level with the road surface. Rainwater currently drains away quite successfully, and I fear this may not happen during heavy rain if the carriageway is 'humped', resulting in vehicles inadvertently splashing extra rainwater onto the footpath. There is also the unnecessary cost of installing and maintaining said hump.</p>
<p>(7) Local group, (Oxfordshire Cycling Network)</p>	

Support – This is one of the biggest hazards in the A44 cycle route from NCN5 or the Oxford canal route to Blenheim Palace, Woodstock, Hanborough or points West. It is highly nerve-wracking to cross when a car may swing in at high speed.

The design improves this substantially on the current situation.

Reducing the speed of exit traffic remains a priority. We support the use of a raised table for the crossing, but we are aware of a high collision rate on left turns in a similar situation on the Wooton Road roundabout to the north of Abingdon (on the roundabout rather than on a crossing). There, the south-east verge was built-out significantly to reduce the speed of left turns off the ring road, and this does seem to have reduced speeds although it is too early to tell the impact on collisions. A similar solution could be used here.