

Division: Deddington

CABINET MEMBER FOR ENVIRONMENT– 21 MAY 2015

PROPOSED PEDESTRIAN CROSSING, A4260 OXFORD ROAD/BROAD GAP, BODICOTE

Report by Deputy Director for Environment & Economy (Commercial)

Introduction

1. This report considers objections and comments received during the formal consultation on proposals to introduce a new pedestrian crossing on the A4260 Oxford Road at Broad Gap in Bodicote.

Background

2. The proposal in this report was developed during the planning of the Bankside/Longford Park residential development. Officers considered that a puffin crossing would be useful in providing a safe crossing facility for pedestrians travelling between the development and village amenities, and also the bus stops on Oxford Road.
3. The proposal, which was included as conditions in the Planning Consent for the development, is shown in a schematic plan at Annex 1, with a more detailed plan from the developer found at Annex 2.

Consultation

4. Formal consultation on the proposals was carried out between 12th March 2015 and 10th April 2015. A public notice was advertised in the Banbury Guardian on 12th March and displayed on site. An email was also sent to statutory consultees (including Thames Valley Police, and the Fire & Rescue and Ambulance services), the Parish Council and local County Councillors.
5. A total of 3 responses were received including objections from the Parish Council and a local resident, and comments from Thames Valley Police. A summary of the responses received is attached at Annex 3, while copies of the full responses are available for inspection in the Members' Resource Centre.

Objections

6. Both the Parish and the member of the public were concerned at the distance between the proposed location of the crossing and the junction at Broad Gap, believing it was too close and thus a safety concern. It was also

CMDE6

stated that the junction is already busy at peak times, and that by adding a crossing at the proposed location delays currently experienced by traffic wishing to turn right from Broad Gap onto the A4260 would increase.

7. Finally, there was a concern that the crossing would go across the layby/slip road and bus stop, which would cause delay for traffic moving north on the A4260 as buses would cause a blockage and also that vehicles would no longer have access to the slip road to exit left into Broad Gap.

Response to objections and concerns

8. Significant pedestrian movements are expected on the footpath access in the north-west corner of the new development to gain access to the Oxford Road either to use the bus services into Banbury or to access local facilities such as the District Council Offices, the school, playing fields, the pub, and the village hall. Given the width of Oxford Road and the speed of traffic such crossings would be difficult without the proposals that have been developed.
9. The removal of the “false” slip lane/layby, the narrowing of the carriageway and the crossing will have the effect of reducing speeds on the Oxford Road, therefore making it easier for vehicles to exit Broad Gap. The crossing signals will be clearly visible from the Broad Gap junction.
10. The Parish Council have suggested that the crossing be installed to the north of Broad Gap in the vicinity of the current informal crossing point. However this location would be away from the pedestrian desire line, and would create other safety issues with some people not using the facility. There would also be the safety issue of reduced visibility for vehicles turning left out of Broad Gap, potentially into a red light, and the requirement for additional footway construction north of Canal Lane would make this alternative no less expensive than the existing proposal.
11. The need to relocate the northbound bus stop is accepted and if this is moved to the north of the junction it will mean that buses will be stopped in the carriageway for short periods, as is already the case for southbound buses. Proposals for the bus stop relocation will be subject to separate local consultation involving the Police and Parish Council in the usual way.

How the Project supports LTP3 Objectives

12. The proposals would help reduce the risk of accidents and improve road safety for pedestrians.

Financial and Staff Implications (including Revenue)

13. The initial costs will be met from the local developer, while maintenance of any signs and lines will be met from the highways maintenance budget. The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

CMDE6

RECOMMENDATION

14. The Cabinet Member for Environment is RECOMMENDED to approve the proposal described in this report as advertised.

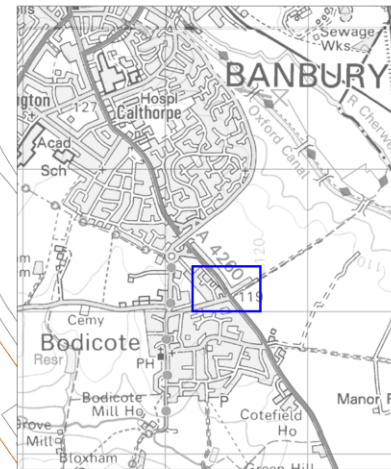
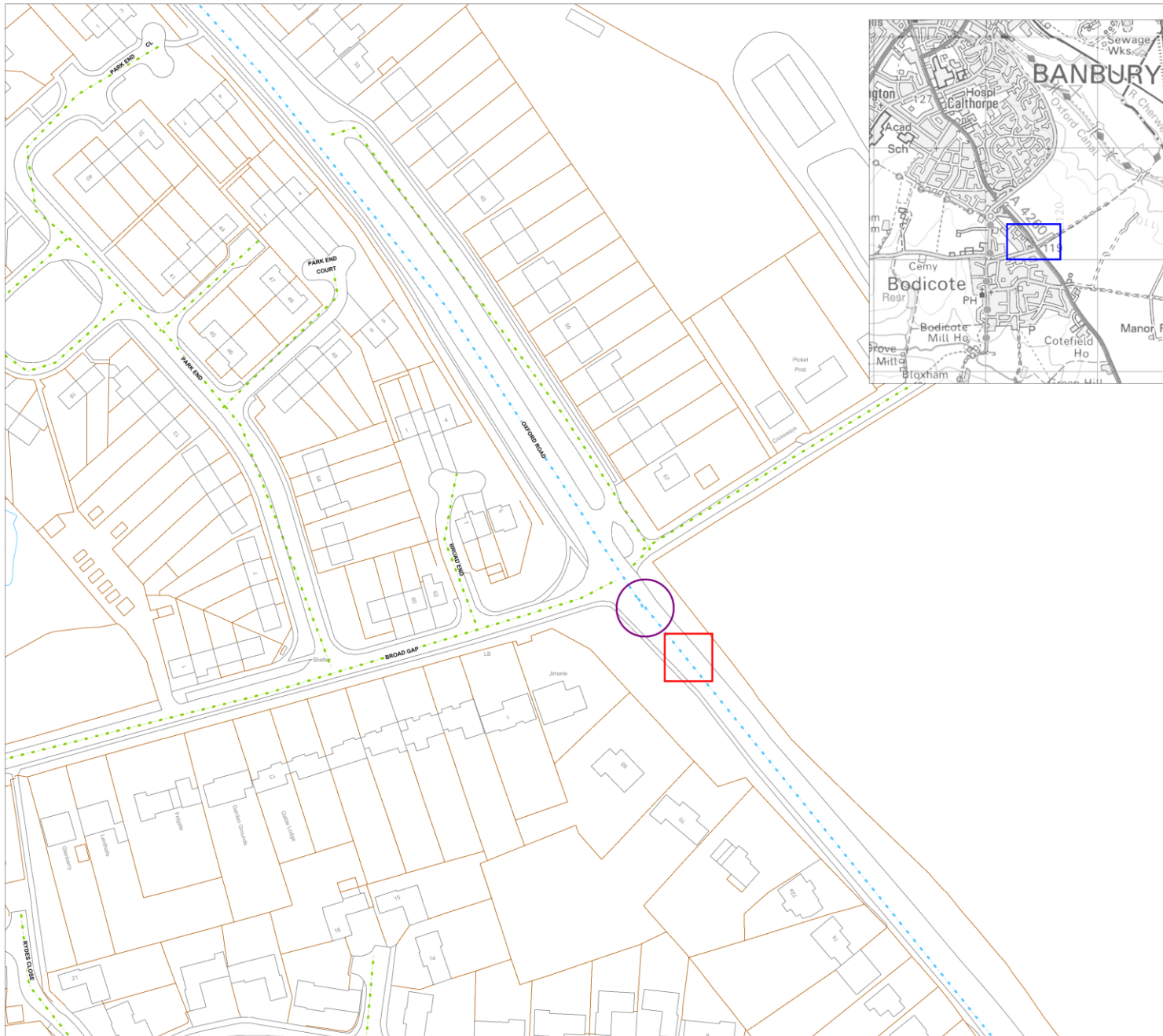
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation responses

Contact Officers: Owen Jenkins 01865 323304
May 2015

ANNEX 1



Drawing No. Revision 1

- Location of general footway improvement works (incl. widening)
 - Approximate location of crossing point (centre point approx. 20m from junction with Broad Gap)
 - - - Existing 30mph speed limit (to remain)
 - - - Existing 40mph speed limit (to remain)
- Site Location

Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343



Mark Kemp
Deputy Director - Commercial
Environment and Economy
Oxfordshire County Council
Speedwell House
Speedwell Street
Oxford
OX1 1NE
Tel: (01865) 815700
Fax: (01865) 241577

**CABINET MEMBER
FOR ENVIRONMENT
21 MAY 2015**

**A4260 OXFORD ROAD/BROAD GAP
BODICOTE
PROPOSED PEDESTRIAN CROSSING**

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
08/05/2015		

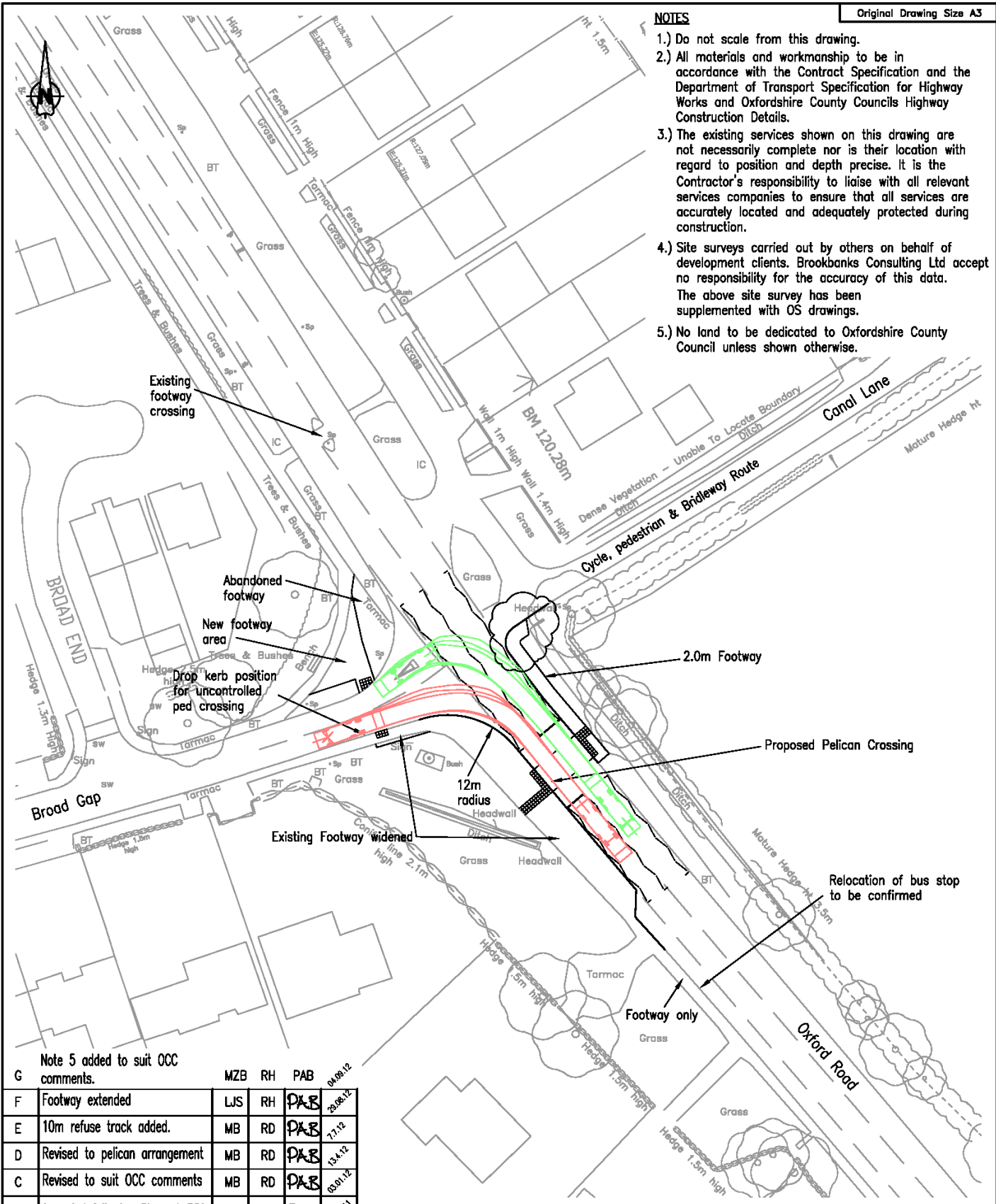
Drawing No. Revision 1

ANNEX 2

Original Drawing Size A3

NOTES

- 1.) Do not scale from this drawing.
- 2.) All materials and workmanship to be in accordance with the Contract Specification and the Department of Transport Specification for Highway Works and Oxfordshire County Councils Highway Construction Details.
- 3.) The existing services shown on this drawing are not necessarily complete nor is their location with regard to position and depth precise. It is the Contractor's responsibility to liaise with all relevant services companies to ensure that all services are accurately located and adequately protected during construction.
- 4.) Site surveys carried out by others on behalf of development clients. Brookbanks Consulting Ltd accept no responsibility for the accuracy of this data. The above site survey has been supplemented with OS drawings.
- 5.) No land to be dedicated to Oxfordshire County Council unless shown otherwise.



Note 5 added to suit OCC comments.

Rev.	Description	Drawn	Checked	Approved	Date
G	Footway extended	LJS	RH	PAB	04/08/12
F	10m refuse track added.	MB	RD	PAB	28/08/12
E	Revised to pelican arrangement	MB	RD	PAB	17/12
D	Revised to suit OCC comments	MB	RD	PAB	13/1/12
C	Revised to suit OCC comments	MB	RD	PAB	03/01/12
B	Amended following Stage 1 RSA	LD	MW	PAB	03/02/11
A	Canal Lane kept open	LD	MW	PAB	11/01/08



© Brookbanks Consulting Limited 2007

Rev.		Revision Details		Drawn	Checked	Approved	Date						
PRELIMINARY		PAB		28/08/07		Policy Site H10 – Banbury Off Site Highway Works		8150 Knights Court Solihull Parkway Birmingham B37 7WY Tel (0121) 329 4330 Fax (0121) 329 4331 www.brookbanks.com					
Issue Status		Approved		Date		Broad Gap / Canal Lane / Oxford Road Proposed Layout		Scale		Drawing No.		Rev.	
Drawn	LD	Checked	DD	Date		28/08/07		1:500		1071/HL/240		G	

CMDE6

ANNEX 3

ID	RESPONDENT	SUMMARISED COMMENTS
1	Parish Council (Bodicote)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> ▪ Crossing should be sited just north of Broad Gap, enabling traffic turning left to see stationary traffic at crossing and would allow vehicles to turn right without restriction, ▪ It would also save a considerable amount of money and disruption, ▪ The left turn lane allows traffic to flow freely to Banbury, ▪ If the bus lane is removed, buses will hold up traffic when stopping, ▪ This puffin crossing was agreed 10 years ago, we do not believe we have had the correct consultation, and the traffic situation is very different now from 10 years ago. <p>In summary we feel a proper review of the traffic situation should be undertaken and that this proposal from 10 years ago should not simply be given the go-ahead. Whilst it may conform to certain guidance from a traffic engineering point of view, we believe it does not chime with the actual situation on the ground.</p>
2	Thames Valley Police (Traffic Officer)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> ▪ Distance to the junction at Broad Gap may offer some hazard potential for those on the crossing and traffic emerging from Broad Gap turning right. ▪ Site lines are good with no obvious infrastructure that could compromise safety.
3	Member of public (via email)	<p>Objects - due to the following reasons:</p>

CMDE6

- | | | |
|--|--|--|
| | | <ul style="list-style-type: none">▪ The junction is very busy and is more and more used as a cut through, It can take 5mins to turn right out of Broad Gap to travel south on Oxford Road,▪ The crossing is too close to the junction and will be a distraction when trying to exit safely,▪ There is already a non-control crossing just to the North of the Broad Gap/Oxford Road junction, as this would allow cars turning right out of Broad Gap to do so safely,▪ The crossing will go across a layby/commonly used slip Road and the bus stop. |
|--|--|--|

In summary I still object to the proposals on the grounds of safety and being unsafe to pull out the current junction.