
A329 Oxford Road Pedestrian Crossing Improvement – Supporting Information

1. Introduction/Background

- 1.1 Oxford Road is part of the A329 route between Purley-on-Thames and Reading. The site is situated adjacent to the junction with Theobald Drive. As part of the planning approval for a new development to the east of Roebuck Rise, funding has been secured to improve local footways and pedestrian crossing facilities.

2. Supporting Information

- 2.1 A vehicle and pedestrian survey was undertaken on Thursday 30th June 2016 between 07:00 and 19:00. 85th percentile speeds were 39mph eastbound and 37mph westbound, significantly in excess of the 30mph speed limit. During the survey, a two-way total of 10,686 vehicles were recorded and a total of 63 pedestrians crossed the road in the vicinity of the Theobald Drive junction. The busiest hourly period was between 15:00 and 16:00, corresponding with the end of the school day. Around half of pedestrians crossing were children under the age of 11 years.
- 2.2 Although the number of pedestrians crossing the road is low, and would not normally be sufficient to justify the provision of a controlled crossing, the high vehicle speeds and traffic volumes need to be taken into account. It is considered that the difficulty in crossing Oxford Road and perceived safety issues (ie high traffic speeds) may be discouraging local residents from using the route. A controlled crossing may therefore encourage more people to walk to school or the nearby Tilehurst Station. It should also be noted that the new development will generate additional local journeys, some of which could be made on foot.

3. Options for Consideration

- 3.1 In view of the above, it was considered that a “Puffin” (traffic light) pedestrian crossing would be of benefit to the community.
- 3.2 An alternative option of an uncontrolled crossing point consisting of a central traffic island and dropped kerbs was investigated. This would involve the construction of a 2m wide (minimum width) pedestrian refuge with 3m running lanes either side of the island. As Oxford Road is currently 6m at this point, this would require widening of the carriageway by a minimum of 2m, plus an additional 2m to construct a footpath on the south side of the road. This widening and footway construction would have a significant impact on the tree preservation order area, would involve the construction of an expensive retaining structure and involve the purchase of land outside the highway boundary. It is also considered that due to the speed and volume of traffic using Oxford Road, a controlled crossing, which does not require vulnerable pedestrians to wait in the centre of the road, is the safer option.

3.3 The possibility of constructing a continuous footway on the south side of the A329 connecting Theobald Drive to Roebuck Rise was examined. This is not considered to be feasible due to its impact on the adjacent tree protection area and land ownership issues.

4. Proposals

4.1 It is proposed to construct a “Puffin” crossing.

5. Conclusion

5.1 A “Puffin” crossing offers an affordable and safe way of improving pedestrian facilities on the A329.

6. Consultation and Engagement

6.1 Local stakeholders were consulted in October 2016 by means of a leaflet drop. The leaflet proposed that a controlled crossing should be installed and is included in Appendix C.

6.2 The consultation resulted in a low response rate, with only three responses received, two from members of the public and one on behalf of the Theobald Drive Residents’ Association. All the responses were strongly in favour of a controlled crossing, although some suggestions for further improvements were also made. The responses are summarised in Appendix C, together with Officer’s comments on the further suggestions.

Background Papers:

- Traffic Survey data

Subject to Call-In:

Yes: No:

- | | |
|---|--------------------------|
| The item is due to be referred to Council for final approval | <input type="checkbox"/> |
| Delays in implementation could have serious financial implications for the Council | <input type="checkbox"/> |
| Delays in implementation could compromise the Council’s position | <input type="checkbox"/> |
| Considered or reviewed by Overview and Scrutiny Management Commission or associated Task Groups within preceding six months | <input type="checkbox"/> |
| Item is Urgent Key Decision | <input type="checkbox"/> |
| Report is to note only | <input type="checkbox"/> |

Strategic Aims and Priorities Supported:

The proposals will help achieve the following Council Strategy aims:

- P&S – Protect and support those who need it**
- HQL – Maintain a high quality of life within our communities**

The proposals contained in this report will help to achieve the following Council Strategy priority:

- SLE2 – Deliver or enable key infrastructure improvements in relation to roads, rail, flood prevention, regeneration and the digital economy**

The proposals contained in this report will help to achieve the above Council Strategy aims and priority by providing a safer route for pedestrians.

Officer details:

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Appendix B

Equality Impact Assessment - Stage One

We need to ensure that our strategies, policies, functions and services, current and proposed have given due regard to equality and diversity.

Please complete the following questions to determine whether a Stage Two, Equality Impact Assessment is required.

Name of policy, strategy or function:	A329 Oxford Road Pedestrian Crossing Improvement
Version and release date of item (if applicable):	
Owner of item being assessed:	Jon Winstanley
Name of assessor:	Jon Winstanley
Date of assessment:	14/11/2016

Is this a:		Is this:	
Policy	No	New or proposed	Yes
Strategy	No	Already exists and is being reviewed	No
Function	Yes	Is changing	No
Service	No		

1. What are the main aims, objectives and intended outcomes of the policy, strategy function or service and who is likely to benefit from it?	
Aims:	Improve safety for pedestrians crossing the A239, Oxford Road, Purley-on-Thames
Objectives:	To install signal controlled crossing facility
Outcomes:	A safer crossing point for pedestrians
Benefits:	Pedestrians will have precedence over vehicles allowing safe crossing.

<p>2. Note which groups may be affected by the policy, strategy, function or service. Consider how they may be affected, whether it is positively or negatively and what sources of information have been used to determine this.</p> <p>(Please demonstrate consideration of all strands – Age, Disability, Gender Reassignment, Marriage and Civil Partnership, Pregnancy and Maternity, Race, Religion or Belief, Sex and Sexual Orientation.)</p>
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Group Affected	What might be the effect?	Information to support this
Disabled people (people with impaired mobility)	<p>The crossing will be of particular benefit to young, elderly and disabled pedestrians, who are likely to find particular difficulty in crossing Oxford Road at the proposed location.</p> <p>If the scheme does not proceed, no such facilities will be provided, but conditions for disabled pedestrians will be no worse than in the current circumstances.</p>	<p>When a pedestrian pushes a button, vehicular traffic will have to stop at a red light to enable pedestrians to cross the road.</p> <p>Tactile paving will be included at the dropped kerbs and rotating tactile cones will be installed below the push button units for the benefit of pedestrians with impaired vision.</p>
All other groups	No effect.	N/A
Further Comments relating to the item:		
None		

3. Result	
Are there any aspects of the policy, strategy, function or service, including how it is delivered or accessed, that could contribute to inequality?	No
Please provide an explanation for your answer: The proposed crossing will reduce, rather than contribute to inequality, as explained above.	
Will the policy, strategy, function or service have an adverse impact upon the lives of people, including employees and service users?	No
Please provide an explanation for your answer: The proposed crossing will have a positive, rather than adverse effect on peoples' lives, as explained above.	

If your answers to question 2 have identified potential adverse impacts and you have answered 'yes' to either of the sections at question 3, or you are unsure about the impact, then you should carry out a Stage 2 Equality Impact Assessment.

If a Stage Two Equality Impact Assessment is required, before proceeding you should discuss the scope of the Assessment with service managers in your area. You will also need to refer to the Equality Impact Assessment guidance and Stage Two template.

4. Identify next steps as appropriate:	
Stage Two required	No
Owner of Stage Two assessment:	N/A

Timescale for Stage Two assessment:	N/A
Stage Two not required:	Yes

Name: Jon Winstanley

Date: 14/11/2016

Please now forward this completed form to Rachel Craggs, the Principal Policy Officer (Equality and Diversity) for publication on the WBC website.

Consultation leaflet

West Berkshire Council Highways and Transport Service

Pedestrian Crossing Improvement A329 Oxford Road, Purley



Background information

As part of the planning approval for the development to the east of Roebuck Rise, funding has been secured to improve local footways and pedestrian crossing facilities.

West Berkshire Council is therefore pleased to propose the provision of a safe crossing point for pedestrians on Oxford Road between Roebuck Rise and Theobald Drive. This will involve the installation of a signal controlled crossing and a new section of footway (please see the drawing overleaf for further details).

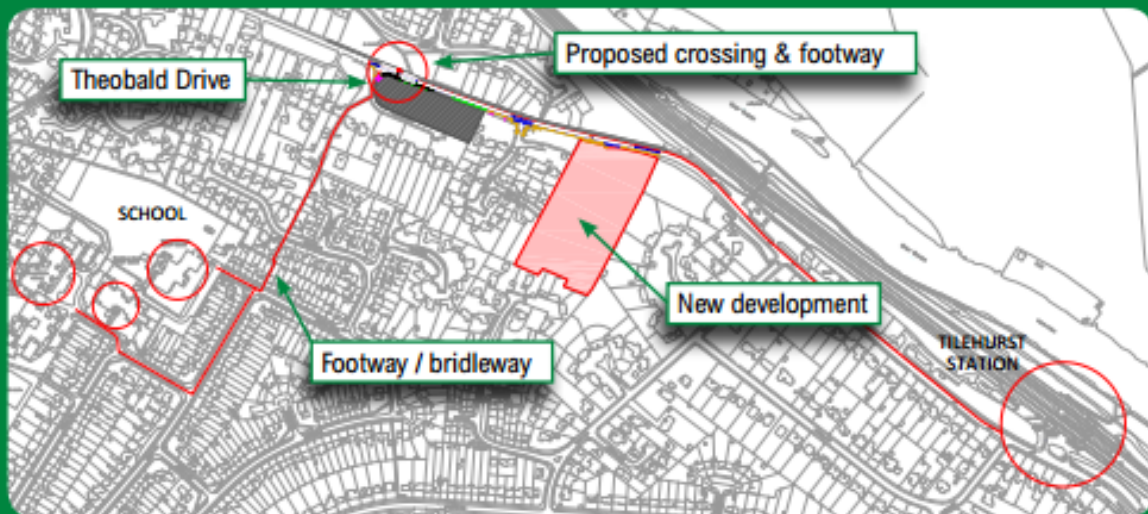
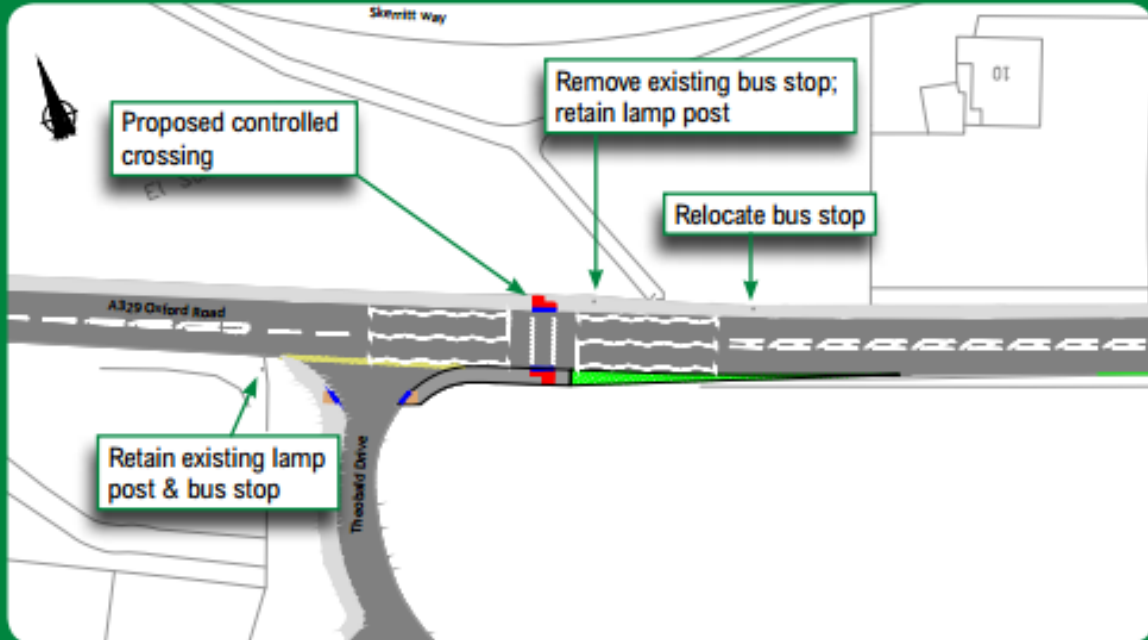
This proposal will provide a safe route from Tilehurst via the footpath/bridleway, connecting to Theobald Drive, Skerit Way, the new development and on to Tilehurst railway station.

Proposed works include:

- Installation of a signal controlled crossing providing a safe crossing point.
- Addition of a new footway linking the new crossing with Theobald Drive.
- Relocation of an existing bus stop to accommodate the proposed crossing.

If you require further information or have any comments on this scheme then please get in touch using the contact details overleaf before 7 November 2016.

Pedestrian Crossing Improvement A329 Oxford Road, Purley



Contact:

Neil Stacey on (01635) 519113 or Amar Thapa on (01635) 503239
Email: projects@westberks.gov.uk

WBC/H&T/AT/1016

Summary of replies to consultation

	Reply from	Comments made	Officer comment
1.	Local Resident	<p>a) It is good that the stretch of the Oxford Road between Tilehurst Station and the Knowsley Road roundabout is being improved by the provision of a new crossing. The new lights opposite the Shanly Homes estate are also very welcome.</p> <p>b) However, there is a gap in the lighting between the new lights and the next one travelling westwards, resulting in a very dark section of pavement at night. At the very least some of the trees there should be pruned, as they block the lighting that is available, but another light would be welcome. Can you tell me if there are any plans for a further light to be placed there.</p>	<p>a) Noted.</p> <p>b) Following the road safety audit, the proposal now includes for reduction of tree canopy from above the highway over the length of the crossing controlled area. The lighting arrangement in the area is considered sufficient and therefore there is no plan to include further lighting. Removal of obstruction to lighting due to tree overgrowth is considered as above</p>
2.	Local Resident	<p>a) A great proposal and one which I fully support</p> <p>b) Can you confirm if there will be a path all the way from Roebuck Rise to Theobald Drive (I think that is the case from the drawings but it's not clear)?</p> <p>c) Will you be adding any 30mph reminder signs as part of the proposal? It's clear that a lot of drivers think that stretch of road is 40 or even 50mph limit due to the sylvan nature of the appearance and lack of clear signage at either end (Knowsley Rd and Overdown Road roundabouts). This could be a great opportunity to slow the average speed down.</p>	<p>a) Noted</p> <p>b) The possibility of constructing a continuous footway on the south side of the A329 connecting Theobald Drive to Roebuck Rise was examined. This is not considered to be feasible due to its impact on the adjacent tree protection area and land ownership issues. A short new footway is included to link Roebuck Rise to the proposed crossing</p> <p>c) 30mph "repeater" signs are not permitted within a system of street lights and therefore it will not be possible to install additional speed limit signs.</p>
3.	Theobald Drive Residents' Association	<p>a) The meeting was generally supportive of the proposal but raised the following other points:</p> <p>b) Suggested double white lines on the A329 at Purley</p> <p>c) Suggested double yellow lines on the corner(s) of Theobald Drive and the A329 where pedestrians will be</p>	<p>a) Noted.</p> <p>b) Double white lines can only be installed in cases of reduced forward visibility where there is a high potential for accidents involving overtaking. It is considered that the existing central hatching is a</p>

	Reply from	Comments made	Officer comment
		<p>crossing Theobald Drive</p> <p>d) Requested a flashing (vehicle activated) 30mph sign for eastbound traffic on the A329</p> <p>e) Suggested approaching the adjacent land owner to discuss extending the new footpath further into Theobald Drive.</p>	<p>sufficient deterrent to overtaking.</p> <p>c) The Traffic and Road Safety team is responsible for the assessment of requests for new parking restrictions and will add this request to the list of sites needing investigation.</p> <p>d) The provision of Vehicle Activated signs is subject to an assessment by the Traffic and Road Safety team under the relevant policy document and the availability of funding. An assessment will be carried out in due course and the Residents' Association informed of the outcome.</p> <p>e) The land owner will be contacted as part of the detailed design process if this project goes ahead. If this land is not available, however, it would not prevent the project from being implemented.</p>