

Rachel Tibbetts

From: David Lowin
Sent: 19 July 2021 07:34
To: DC Support
Cc: Rebekah Morgan
Subject: FW: Planning Application 20/01830/F - Suitability of 'Compact' MOVA

For file.

David Lowin BA,MA,MA, MRTPI
Principal Planning Officer-Major Projects Planning Team
Place and Growth Directorate
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From: Paul Troop <pault@gclaw.co.uk>
Sent: 16 July 2021 17:10
To: White, Joy - Communities <joy.white@oxfordshire.gov.uk>
Cc: Broughton, Ben - Communities <Ben.Broughton@Oxfordshire.gov.uk>; Richardson, Julian - Communities <Julian.Richardson@Oxfordshire.gov.uk>; Manku, Amrik - Communities <Amrik.Manku@Oxfordshire.gov.uk>; Kirby, Chloe - Communities <Chloe.Kirby@Oxfordshire.gov.uk>; Andy Bateson <Andy.Bateson@cherwell-dc.gov.uk>; Rebekah Morgan <rebekah.morgan@cherwell-dc.gov.uk>; David Lowin <David.Lowin@Cherwell-DC.gov.uk>; Councillor Daniel Sames <Daniel.Sames@Cherwell-DC.gov.uk>; nick.jones-hill@watermangroup.com; john.jowitt@pjplanning.com; darryl.pearson@watermangroup.com
Subject: Re: Planning Application 20/01830/F - Suitability of 'Compact' MOVA

Dear Joy

I hope you're well. Can I check if there is any news on the outstanding technical question regarding the position of the crossing? I'm conscious that it has been outstanding for some time.

Looking forward to hearing from you.

Best regards, Paul

From: Paul Troop <pault@gclaw.co.uk>
Date: Monday, 17 May 2021 at 13:32
To: "White, Joy - Communities" <Joy.White@Oxfordshire.gov.uk>
Cc: "Broughton, Ben - Communities" <Ben.Broughton@Oxfordshire.gov.uk>, "Richardson, Julian - Communities" <Julian.Richardson@Oxfordshire.gov.uk>, "Manku, Amrik - Communities" <Amrik.Manku@Oxfordshire.gov.uk>, "Kirby, Chloe - Communities" <Chloe.Kirby@Oxfordshire.gov.uk>, "Andy.Bateson@cherwell-dc.gov.uk" <Andy.Bateson@cherwell-dc.gov.uk>, Rebekah Morgan <rebekah.morgan@cherwell-dc.gov.uk>, "David.Lowin@Cherwell-DC.gov.uk" <David.Lowin@Cherwell-DC.gov.uk>, Councillor Daniel Sames <Daniel.Sames@Cherwell-DC.gov.uk>, "nick.jones-hill@watermangroup.com" <nick.jones-hill@watermangroup.com>, "john.jowitt@pjplanning.com"

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Subject: Re: Planning Application 20/01830/F - Suitability of 'Compact' MOVA

Dear Joy

I hope you had a restful weekend. No problem about the short delay in responding to the technical question. I look forward to hearing from you once you have a clearer picture.

Regarding the crossing and the design speed, it strikes me that we and OCC are of the same mind regarding the long-term outcome, that a 30mph design speed would be possible, and would also accommodate the crossing in the position for which planning permission was originally approved. I was wondering whether there is a solution to avoid the crossing being located on the basis of a temporary 50mph design speed which will only be in existence of a matter of months? For example, might it be possible to delay the opening of this crossing as a light operated crossing until the side arms are open? It seems unlikely that there is going to be much demand to cross at this point until that time. It could perhaps be opened as an uncontrolled crossing for that period. You may well have a better solution.

Looking forward to hearing your thoughts.

Warm regards, Paul

From: "White, Joy - Communities" <Joy.White@Oxfordshire.gov.uk>

Date: Friday, 14 May 2021 at 14:43

To: Paul Troop <pault@gclaw.co.uk>

Cc: "Broughton, Ben - Communities" <Ben.Broughton@Oxfordshire.gov.uk>, "Richardson, Julian - Communities" <Julian.Richardson@Oxfordshire.gov.uk>, "Manku, Amrik - Communities" <Amrik.Manku@Oxfordshire.gov.uk>, "Kirby, Chloe - Communities" <Chloe.Kirby@Oxfordshire.gov.uk>, "Andy.Bateson@cherwell-dc.gov.uk" <Andy.Bateson@cherwell-dc.gov.uk>, Rebekah Morgan <rebekah.morgan@cherwell-dc.gov.uk>, "David.Lowin@Cherwell-DC.gov.uk" <David.Lowin@Cherwell-DC.gov.uk>, Councillor Daniel Sames <Daniel.Sames@Cherwell-DC.gov.uk>, "nick.jones-hill@watermangroup.com" <nick.jones-hill@watermangroup.com>, "john.jowitt@pjplanning.com" <john.jowitt@pjplanning.com>, "darryl.pearson@watermangroup.com" <darryl.pearson@watermangroup.com>

Subject: RE: Planning Application 20/01830/F - Suitability of 'Compact' MOVA

Dear Paul

Apologies for not coming back to you sooner. I do not yet have an answer to your technical question concerning the traffic signals but will forward this as soon as it's available.

Regarding the design speed, the outcome of a proposed change of speed limit east of the roundabout to 40mph is not expected until the autumn, following consultation. It is reasonable that a speed limit reduction to 30mph at the roundabout itself could be promoted, once the two side arms are open. As the works need to start sooner than both these events, unfortunately the design has to take into account the current speed limit.

Kind regards

Joy

Joy White
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From: Paul Troop <pault@gclaw.co.uk>
Sent: 11 May 2021 17:41
To: White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>
Cc: White, Joy - Communities <Joy.White@Oxfordshire.gov.uk>; Broughton, Ben - Communities <Ben.Broughton@Oxfordshire.gov.uk>; Richardson, Julian - Communities <Julian.Richardson@Oxfordshire.gov.uk>; Manku, Amrik - Communities <Amrik.Manku@Oxfordshire.gov.uk>; Kirby, Chloe - Communities <Chloe.Kirby@Oxfordshire.gov.uk>; Andy.Bateson@cherwell-dc.gov.uk; Rebekah Morgan <rebekah.morgan@cherwell-dc.gov.uk>; David.Lowin@Cherwell-DC.gov.uk; Councillor Daniel Sames <Daniel.Sames@Cherwell-DC.gov.uk>; nick.jones-hill@watermangroup.com; john.jowitt@pjplanning.com; darryl.pearson@watermangroup.com
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Dear Joy

I write further to our correspondence and meeting with OCC's Traffic Signals Team regarding the recommendation to move the shared crossing adjacent to the proposed Pioneer Roundabout on the A41. We have serious concerns that OCC's rationale for this proposal is flawed.

As you are aware, OCC Highways have previously insisted that the speed limit on this roundabout be 50mph, despite the previous concerns of ourselves and the CDC planning committee about the safety risk that this poses to pedestrians and cyclists. We note incidentally that the proposed speed limit approaching the roundabout from Aylesbury into Bicester is only 40mph, and that according to DfT Circular 01/2013 the official guidance is that the design speed of a junction should be lower of the speeds of the roads entering it (here, 30mph). Nonetheless, the roundabout as OCC currently propose would be classed as a 'high-speed' junction.

The OCC Traffic Signals Team proposes that, purportedly for safety reasons, the shared crossing on the Bicester side be moved away from the roundabout (and away from the desire line) so that a 'compact' Microprocessor Optimised Vehicle Actuation ('MOVA') system can be installed. We have serious doubts about the advisability of such a proposal from a safety perspective, in addition to the negative impact on active travel.

Furthermore, as you will be aware, a compact MOVA is one that omits the 'IN' detector (located 85-100m from a crossing) and only uses an 'X' detector (located 40-45m from a crossing). However, the OCC Traffic Signals Team does not seem to have appreciated that a compact MOVA is only suitable for 'low-speed' junctions, ie those with a 30mph speed limit and an 85th percentile speed below 35mph (TRL MOVA Application Guide 45, Issue G, 18, 109, 264). A compact MOVA could not therefore be installed at this junction.

I would furthermore note that both the TRL guidance (270) and the Department for Transport's Traffic Signs Manual (18.4.2 and Table 18-1) both point out that in locations suitable for a compact MOVA, fixed signal timing that does not require detectors is equally suitable.

In these circumstances, we would therefore suggest that the most advisable solution from a safety and usability perspective would be to reclassify the speed limit for the roundabout as 30mph, leave the crossing in its current location, and use a fixed signal timing.

If you have any queries about this matter, please do not hesitate to contact me.

I look forward to hearing from you.

Yours sincerely

Paul Troop

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