**District:** Cherwell

**Application no: 13/00205/DISC-2**

**Proposal:** Partial Clearance of condition 21 of 10/01642/OUT (Commercial Centre)

**Location:** Heyford Park, Camp Road, Upper Heyford, Bicester OX25 5HD.

Transport

**Recommendation**

Objection

**Key issues**

* The road layout and arrangement requires substantial amendment.

**Detailed comments**

**Road Safety**

The developer will be required to pay fees as follows.

* £800 for traffic calming consultation.
* £2,600 for traffic regulation order should waiting restrictions be required.

**Road Agreements**

There are a number of shortcomings in the layout and arrangement of the traffic provisions which would need to be rectified before the County can be satisfied. These are set out below. **Reason for objection.**

* The controlled crossing will require 8 crossing protection zig-zag markings on the approaches and a minimum of 2 on the exits. Parking is prohibited on both sides of the this type of marking.
* Parking bays will need to be moved out of the crossing protection zone.
* Vehicles parked in the Southern parking bay should not obstruct the visibility splay at the southern access junction. As this bay already appears to conflict with the visibility splay, moving the parking bay further west may not be an option. It may have to be reduced in size.
* Vehicles parked in the northern parking bay may restrict visibility for pedestrians crossing Camp Road at the square.
* Bus stops will need to be moved out of the crossing protection zone.
* Moving the northern Bus stop further west may cause conflict at the Southern access junction.
* It is unclear if, or how, the shared footway/cycleway terminates into footway at the zebra crossing and narrowing around the parking bay.
* It is unclear if, or how, the shared footway/cycleway terminates into the square, which is presumed to be a pedestrian only area due to the width of the proposed highway footway.
* 2.4m x 25m visibility splays rely on low speeds. It is unclear that such low speeds will apply at all times of the day and week.
* The 25mm kerb up-stand through the square would be an obstacle for wheelchair users, and the partially sighted wouldn’t necessary recognise a crossing opportunity. The County would expect to see dropped tactile crossing points across the square.
* The County would expect to see the northern footway continue on the desire line directly across the Trident access and verged area.
* The ramp on the eastern edge of the square may create a safety issue when turning left into the Trident access at speed. This ramp may also cause issues for vehicles turning right out of the access, particularly as there is no kerb up-stand on the square to prevent vehicles mounting the footway.
* Vehicles parked in the southern loading bay, to the east of the square should not obstruct the visibility splay for the access to the hotel car park.
* An additional uncontrolled pedestrian crossing may be required to the west of the controlled crossing, potentially just to the west of the southern access.
* The footway through the square could be the constructed out of the same material as the square, and the highway demarcated with brass studs.
* A new, more robust raised table/ramp construction details to be agreed through the S278 technical approval process. It should be noted that OCC will no longer accept block work ramps on Camp Road.
* The shallow swales proposed would be acceptable. But swales, and in particular problems created by vehicular and pedestrian crossing across swales have been an issue elsewhere on Camp Road. Utilities and services have been restricted where piped connections between swales can be placed, and unacceptably deep ditches have been created, with an immediate drop off the edge of the carriageway, rather than the proposed shallow swales. These would not pass the Stage 3 Road Safety Audit, particularly where there are turning movements.
* All other construction details to be agreed through the S278 technical approval process.
* The most easterly part of the proposed stopping up, where the footway was to step out around the verge on the adjacent phase of the S278 can be dealt with at the as-constructed stage of the S278 process. It hasn’t been adopted yet and therefore does not need to be stopped up.
* Commuted sums will be required for the zebra crossing, street lighting, coloured tarmac, any special materials or drainage features, trees, street furniture, and additional areas of carriageway such as parking bays, footway and verge.

**Officer’s Name :** Chris Nichols

**Officer’s Title :** Transport Development Control

**Date :** 18 May 2017