

# East and West Hanney Neighbourhood Plans

## Evidence – A338 pedestrian Crossing

12 February 2016

### 1 Neighbourhood Plan issue

Is an improved pedestrian crossing required for the A338?

### 2 Evidence

Over recent years a number of housing developments on the East side of the A338 have been granted planning permission.

The village facilities of the primary school, village hall, farm shop, community shop, public houses, places of worship, allotments and playing fields are all on the West side of the A338. This means that the A338 has to be crossed. There is no footpath on the East side to the La Fontana restaurant so even this can only be reached by crossing the A338.



Figure 1- Areas of approved housing since 2011 Census

Currently there is a pedestrian refuge in the road.

Crossing the road is hazardous, at peak times with over 900 vehicles an hour travel along the A338 in each direction. The District Councils Transport study predicts traffic will reach over 1400 vehicles per hour by 2029 with the road operating at capacity.

## ***2.1 Types of Pedestrian Crossing***

### **Zebra crossing**

Easily recognised by the black and white stripes on the road, Zebra crossings often have Belisha Beacons each end of the crossing to aid motorists at night of the approaching hazard

### **Pelican Crossing**

These are controlled crossings operated by pedestrians. The light sequence is slightly different than normal traffic lights. After green the lights will change to amber and then red like normal traffic lights. After red however, it changes to a flashing amber light which means traffic may proceed if the crossing is clear of pedestrians and if it is safe to move on.

### **Puffin Crossing**

Puffin crossings are an updated version of the Pelican crossing and look very similar. Electronic sensors detect pedestrians waiting at the crossing and delays the green light until pedestrians have reached a safe place. Unlike the Pelican crossing, Puffins do not have the flashing amber for drivers.

### **Toucan crossing**

Pedestrians and cyclists can use these crossings. They can often be found where a cycle route crosses a busy road. Like the Puffin, Toucans also have the sensor to detect pedestrians and cyclists using the crossing. An advantage to cyclists is they do not have to dismount as with other crossings. The light cycle phase has no flashing amber.

## ***2.2 Housing Numbers***

P15/V2175/FUL- Land West of the Nursery, 39 dwellings, Approved 27 January 2016.

P13/V0381/FUL – Land to east of A338, Crown Meadow, 25 dwellings, Approved 24 June 2013

P13/V2608/FUL- Land to rear of Saxon Gate, 16 dwellings, Approved 16 Dec 2013.

P11/V2103 – Land south of Alfreds Place, 15 dwellings, Approved 26 Sept 2011.

P15/V1359/FUL- Land East of A338, 2 dwellings, Approved 24 Sept 2015.

P15/V0898/O- Steventon Road nurseries, 40 dwellings, Approved 21 April 2015

### **3 Design of pedestrian crossings**

The Department of Transport Local Transport Note 2/95 gives advice on the selection of crossing and general requirements. It gives desirable and minimum visibility distances based upon 85 percentile vehicle approach speed. For 30 miles per hour the desirable minimum is 65m.

### **4 Speed Limits**

The A338 has a speed limit of 50mph from Grove to the A420 Junction. There is a reduced speed restriction through East Hanney of 30mph.

### **5 Pedestrian crossing on class A roads**

The A338 is a Class A Principal road in Rural area and is a strategic road linking larger towns. There is a signalised pedestrian crossing on the A338 at Grove and there is a signalised pedestrian crossing on the A417 at East Hendred. The latter serves a new development of only 21 houses on land West of Portway Villas.

### **6 Policy Proposal**

A signalised pedestrian crossing should be constructed to serve the housing on the East side of the A338. The type of crossing, pelican, zebra or puffin should be determined by Oxfordshire Highways.