

CABINET MEMBER FOR ENVIRONMENT – 12 SEPTEMBER 2019

RADLEY, KENNINGTON ROAD - PROPOSED TRAFFIC CALMING MEASURES & PUFFIN CROSSING

Report by Director of Community Operations, Communities

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of the traffic calming measures and puffin crossing on Kennington Road, Radley as advertised.

Executive summary

2. Provision of traffic calming measures and pedestrian crossings is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns, and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures and pedestrian crossings.

Introduction

3. This report presents responses received to a statutory consultation on proposals to introduce pairs of traffic calming speed cushions and a puffin crossing on Kennington Road, Radley.

Background

4. The above proposal as shown at Annex 1 has been put forward because of the development of land adjacent to Kennington Road at Radley for residential purposes.

Consultation

5. Formal consultation on the proposal was carried out between 25 July and 23 August 2019. A newspaper was placed in the Oxford Times newspaper and emails sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, the Vale of the White Horse District Council, East Hanney Parish Council and the local County Councillor. Notices were also placed on site and letters sent to approximately 315 properties in the immediate vicinity adjacent to the proposals.

6. Ten responses were received. 3 (30%) objecting, 5 (50%) in support and 2 (20%) neither supporting nor objecting. The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police and the Vale of the White Horse District Council did not object to the proposals.
8. Radley Parish Council support the proposals.
9. Three objections were received from members of the public in respect of the proposed speed cushions on the grounds of nuisance and damage to vehicles (particularly emergency service vehicles), the risk that drivers would speed up elsewhere and also use other less suitable routes such as Sugworth Lane. Concerns were also expressed that the speed cushions would increase vehicle emissions and noise and prove to be a maintenance liability. One of these objections also related to the proposed puffin crossing on the grounds of lack of need, though the crossing was supported by the other two members of the public objecting to the cushions.
10. In response to the above, it should be noted that the proposed speed cushions are to a bus friendly design and will allow almost all vehicles to pass over them at the 30mph speed limit with minimal if any discomfort and so should not lead to vehicles slowing/accelerating for the features. It is not considered, therefore, that there is a risk of increased emissions or noise or any adverse impact on emergency service vehicles. Similarly, the risk of vehicles diverting to other less suitable routes is considered minimal.
11. The puffin crossing is judged to be required given the increased crossing demand likely to arise from the new residential development.
12. Five expressions of support were received from members of the public to all the proposals. Two of these respondents also requested speed reduction measures at other locations, including on Sugworth Lane adjacent to Bigwood Park and on Sandy Lane at the access point to the Sustrans Cycle Route 5. These are noted with measures to improve safety at the latter under investigation.

How the Project supports LTP4 Objectives

13. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

14. Funding for the proposed measures has been provided by the developers of land adjacent to the Kennington Road.

CMDE12

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measures
 Consultation responses

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September 2019

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Vale of White Horse District Council	No objection
(3) Parish Council, (Radley)	Support – The Council is pleased to note that the proposals are in line with Radley Neighbourhood Plan and the Radley Roads Strategy.
(4) Local Resident, (Radley)	Object – I am in favour of traffic calming measures and the Puffin crossing; however, I am against the speed cushions. There is scientific evidence that shows that speed cushions are harmful to health and environment because drivers emit more particulate emissions as they halt for the speed cushion. Particulate emissions cause lung disease, especially in children and the elderly. This particular section of Kennington Road houses disproportionately many elderly (mobile home parks) and will house many children in the new development. There is also an increase in noise caused by traffic going over speed cushions and potential damage to ambulances, fire vehicles and busses. Instead, traffic islands could be used (with greenery to make it look nicer) or narrowing the road in parts.
(5) Local Resident, (Radley)	<p>Object – Putting in more traffic calming along Kennington Road, will be a waste of time, and money which could be used elsewhere. Drivers who speed do not care about these objects. Drivers do worry about the damage to their car suspension and about suing the Council.</p> <p>Another crossing is it worth the bother? Anyone who sees the parents taking their children to school will see how little they use the way outside Kennington school.</p> <p>TRAFFIC CALMING ONLY ANGERS DRIVERS MORE SO THEY DRIVE FASTER TO GET PAST THEM. ANOTHER CROSSING WOULD BE WELCOMED.</p>

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(6) Local Resident, (Radley)	<p>Object – I support the installation of a puffin crossing across Kennington Road some 45m north of the junction with Pebble Hill to service the new development. I presume there will be a footpath installed to access this from the new development.</p> <p>However, I am strongly against the proposal to construct 9 pairs of extended speed cushions (road bumps in plain English) between Sugworth Lane and Sandford Lane. The road through Kennington already has a plethora of speed bumps, creating such a rough ride that people actively avoid the Kennington Road and tend to use Sugworth Lane and either the A34 or the Oxford Road to access the Southern Bypass Road. To extend this mass of speed bumps several hundred metres into Radley will only add to the aversion to use Kennington and divert more traffic along the totally unsuited Sugworth Lane.</p> <p>If you do decide to go ahead, could they please be constructed correctly. Those in Kennington are not in the centre of the lane but offset towards the middle of the road. This means that to straddle the bumps correctly drivers are forced towards the centre of the road and if there is a vehicle coming from the opposite direction the risk of collisions is increased. It is quite common to see pieces of broken wing mirrors along the Kennington Road.</p> <p>An increase in speed bumps is also going to affect emergency vehicles. In particular, the ride for sick and injured people in ambulances will become even more painful.</p>
(7) Local Resident, (Radley)	<p>Support – This is an excellent proposal. The 30mph speed limit south of Sandford Lane Kennington is generally ignored. This coupled with the limited visibility due to the hill and the bend south of the Pebble Hill junction creates a hazard for pedestrians using the bus stops on either side of the road.</p>
(8) Local Resident, (Radley)	<p>Support – Fully support subject to current structure problems being designed out to provide OCC with cost-savings</p>
(9) Local Resident, (Radley)	<p>Support – The traffic calming to make the entrance into the new Redrow Estate safer is welcome and I am supporting this proposal as described.</p>

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	<p>However, I would like the following considered. – Cutting across the 278 new houses there is a public Foot/Cycle path that joins Sandford Lane in a very nasty blind entrance. It is well used at present, as it joins the National cycle way into Oxford. There have been a number of near misses between vehicles and cycles at this point.</p> <p>While the traffic calming on the Kennington Road is being constructed (If passed) would it not be prudent to put some traffic calming and a sign in Sandford Lane, warning of cycles entering from the foot/cycle path.</p> <p>Sandford Lane is known to have a number of drivers daily visiting the Trading Estate, who exceed the speed limit. The added cost to the cost of traffic calming on Kennington Road if implemented at the same time should not be too great a burden.</p> <p>Maybe Redrow would give a contribution to the cost as the houses they are building will increase the cycle traffic considerably where the cycle path meets Sandford Lane.</p>
<p>(10) Local Resident, (Radley)</p>	<p>Support – I'm in full support of the Kennington road/Radley. Speed cushions etc. The residents on Bigwood park. Sugworth Lane.</p> <p>Would hope one day you might look at doing the same on Sugworth Lane - as we have no footway outside the park the 30 m p h should be moved past the entrance to the park. We have a problem with speeding traffic</p>