

## **CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016**

### **PROPOSED TRAFFIC CALMING AMENDMENTS – WOODSTOCK ROAD, STONESFIELD**

**Report by Acting Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to amend the existing traffic calming feature on the Woodstock Road, at the eastern entrance to Stonesfield village.

#### **Background**

2. The scheme is to facilitate a new vehicle access being proposed and funded by a housing developer as a result of an approved residential development of land adjacent to the Woodstock Road, located within the south-eastern corner of Stonesfield.
3. The proposal for the amended traffic calming comprises of a speed cushion being added to the southern side of the carriageway (adjacent to existing build-out) and the removal of the kerbed build-out on the northern side of the carriageway. The location of the proposal is shown at Annex 1, whilst the technical details are available in the drawing provided by the developer at Annex 2.

#### **Consultation**

4. The formal consultation on the proposals was carried out between 14 July and 12 August 2016. A public notice was advertised in the Oxford Times on 14 July and in the Witney & West Oxon Gazette on 20 July, notices were also placed on the street in various locations within the vicinity of the scheme. An email was sent to the statutory consultees, including; Thames Valley Police, the Fire & Rescue Service, Ambulance service, Parish & District Councils and the relevant local County Councillors.
5. A total of 15 individual responses were received during the consultation period. Objections were received from 10, accounting for two-thirds of those who responded, and these – along with those supporting the proposals and submitting other comments received as part of the consultation – are summarised at Annex 3. Copies of all the responses received are available for inspection in the Members' Resource Centre.

6. Additionally a petition signed by approximately 50 local residents was submitted calling for the rejection of the proposal and requesting modifications to the scheme in order to deliver the following three objectives:
  - a) To slow traffic driving out of Stonesfield along the stretch of the Woodstock Road from the War Memorial and Greenfield Road, and then on past the new turning to the Charity Farm development.
  - b) To slow traffic driving into Stonesfield past the Charity Farm development and along the Woodstock Road to the War Memorial.
  - c) To provide a safe passage for pedestrians out of the Charity Farm development so that they can walk safely to the centre of the village and children safely to school.
  
7. To deliver these objectives, the petition put forward the following possible measures:
  - a) Traffic calming measures between the War Memorial and the development, for example comprising pairs of speed cushions
  - b) The introduction of a 20mph speed limit
  - c) The provision of a mini roundabout at the new access with the development.
  - d) The use of a full width hump rather than a speed cushion within the proposed amended calming feature, and that this amended feature should be relocated to the north east between the entrance of the development and the access to North Farm; the latter would also be more appropriate should further residential development to the north of the Woodstock Road be approved.
  - e) The provision of a raised pedestrian crossing – potentially to be a formal zebra crossing – to assist pedestrians cross the road and to further act as a speed reducing feature.
  - f) The provision of a footway on the south side of the road between the development and the War Memorial.
  
8. The Parish Council objected to the scheme, believing that what had been previously agreed with the developer had been ignored and alternative proposals had been put forward in its place.
  
9. Thames Valley Police had no objection to the proposals.

## **Objections and concerns**

10. The grounds for the objections largely focus on concerns that the proposed amendment to the traffic calming would not provide a sufficient control of traffic speeds or provision for pedestrians and could – through the positioning of the feature to the north east of the proposed access – lead to potential conflict with turning traffic; other grounds included that the proposed street light and additional signing required for the speed cushion would urbanise the village, and that the remaining calming feature was quite close to an existing property. The parish council also expressed broader concerns that the proposals did not reflect their understanding of what had previously been suggested, including the provision of a footway.

11. Concerns were also raised that speed cushions could potentially lead to damage to vehicles, with particular emphasis on suspension and tyres, and that from experience of other speed cushion schemes, that there was a likelihood of maintenance problems in time on the road surfacing and the speed cushion itself.
12. There were also concerns over the source of funding for the proposal, believing that the County Council should not be liable for the scheme.

### **Response to objections and concerns**

13. On the concerns over the effectiveness of the amended calming layout, Department for Transport (DfT) advice on traffic calming states that road humps (including speed cushions) are the most widely used form of traffic calming device because they have proved to be effective at controlling speeds and are generally applicable to most road layouts. The note goes on to outline the following advantages of cushions; they are an effective speed control device, they offer less discomfort than full width road humps to occupants of large buses and commercial vehicles and they also cause less delay to fire appliances and buses.
14. Oxfordshire has extensive experience of very similar calming measures in a wide range of environments have showed good levels of speed reduction and improved safety where at locations where there was a prior accident problem.
15. Similarly, such schemes have typically been well accepted by residents, with only a very small number of instances of noise concerns being raised, mainly in locations where houses are immediately adjacent to the features. Equally, very few concerns have been raised over air quality or pollution or damage to vehicles.
16. The concerns in relation to the siting of the build out in relation to the new access are noted, but the positioning of vehicles passing through the calming feature should not lead to conflict, with traffic travelling towards Woodstock remaining on the north side of the road, and traffic heading into the village – while it will have moved to the offside to pass through the build out – will then be return to the nearside ahead of the access.
17. While concerns over urbanisation are noted, the addition of the speed cushion and street light (and advance signing of the feature) will be offset by the removal of one of the existing traffic calming build outs.
18. The concern that the remaining calming feature is close to existing development is noted, but this clearly applies already.
19. Funding for the scheme is being provided by the developer as part of their obligations, whilst any work undertaken by County Council Officers is as part of their normal working day duties.

20. The contents of the petition are noted. It is clear that there is significant local concern over existing traffic speeds on the Woodstock Road south west of the current calming measures and demands for a footway on the southern verge or pedestrian crossing to link the new development to the existing footway on the opposite side. There could be no objection in principle to the provision of the measures suggested subject to appropriate detailed designs being prepared and subject to funding and the consideration of statutory consultations that would apply. However their cost would be significant and it is not considered that funding of such measures could reasonably be required from the current development (comprising 37 houses) given the anticipated level of traffic generation (and generation of walking trips into the village), and also noting the absence of any reported injury accidents on the road in the past 5-years.
21. It would therefore seem appropriate to consider the need for additional measures in the context of any further development in the area. It is perhaps worth noting that mindful of the grounds for objection cited in the individual responses relating to the impact of road humps and speed cushions, and also the concerns over the urbanisation of the village, the measures put forward in the petition could well prove contentious for some residents.
22. The specific request in the petition for the consideration of a full width road hump is noted, and it is accepted that this would very likely provide a stronger control of speeds as compared to the speed cushion currently proposed. The choice of a speed cushion in the current proposal reflected the fact that features of this type are quite widely used in the county. They appear to be effective in moderating speeds, but also avoid some of the potential issues associated with full width humps for vehicles such as ambulances and buses.
23. It should be noted that in addition to the speed cushion, the current proposals also include the provision of two vehicle activated signs to help moderate speeds and the provision of a short length of footway on the southern verge and dropped kerbs to link to the existing footway on the opposite side.

### **How the Project supports LTP4 Objectives**

24. The proposals will help facilitate the easier flow of motor traffic in the area, including access to the new development, as well as helping to reduce the risk of road traffic accidents.

### **Financial and Staff Implications (including Revenue)**

25. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

## **RECOMMENDATION**

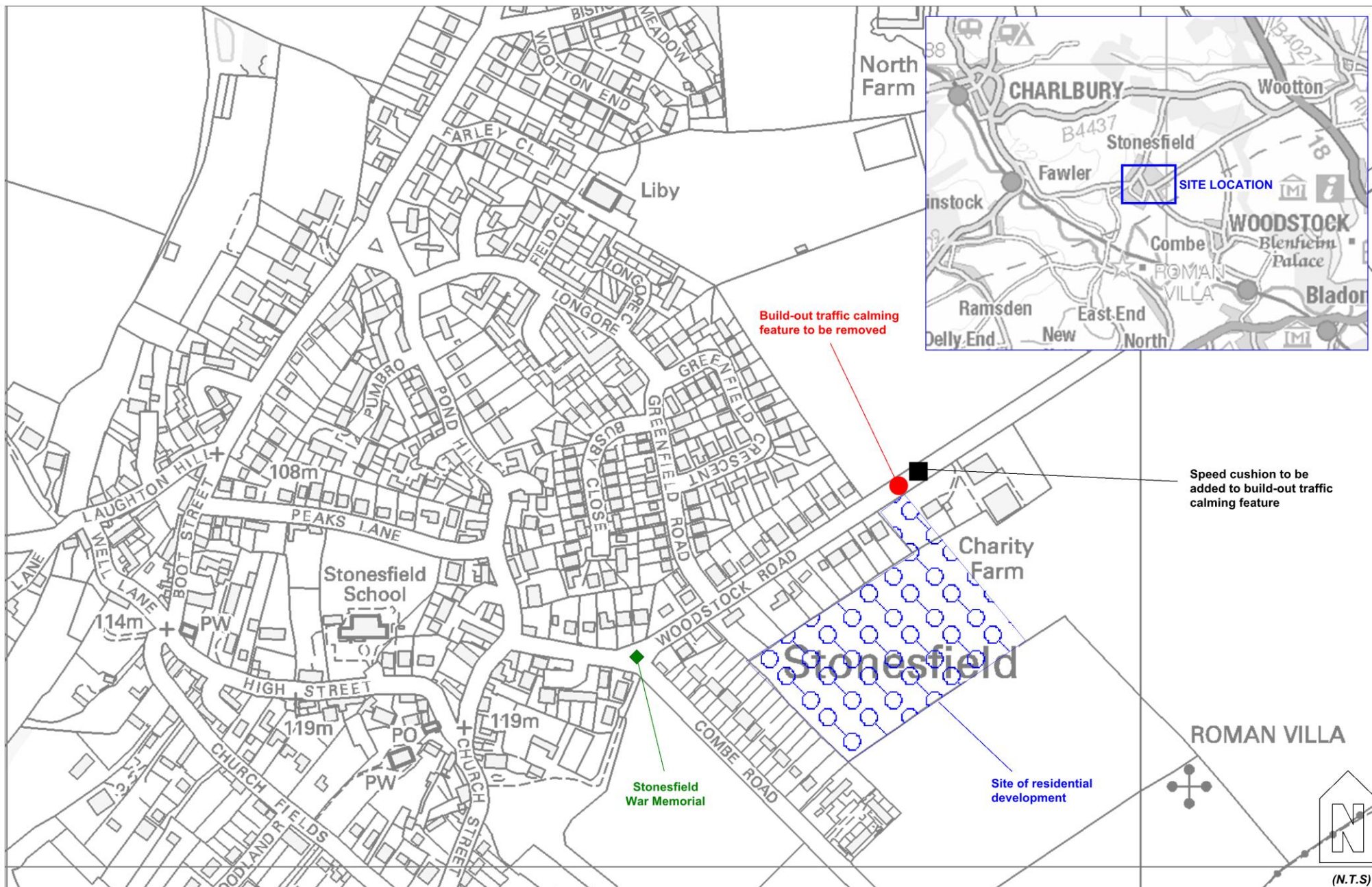
26. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposal as advertised and described in the report.**

CHRIS McCARTHY  
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers:           Plan of proposed restrictions  
  Consultation responses

Contact Officers:               David Tole 07920 084148

September 2016



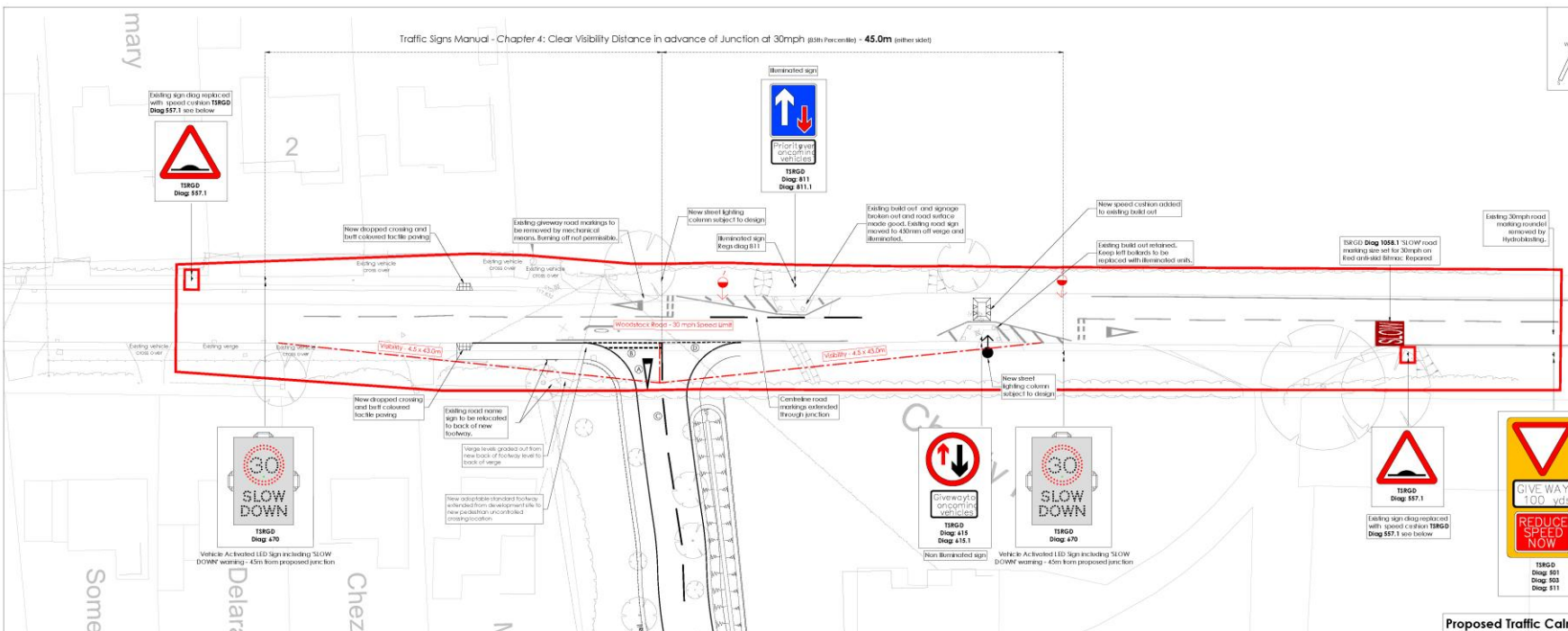
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Date drawn: 11/07/2016  
Drawn by: CJM

Map centre:  
easting. 439606, northing. 217369

Traffic Signs Manual - Chapter 4: Clear Visibility Distance in advance of Junction at 30mph (85th Percentile) - 45.0m (either side)

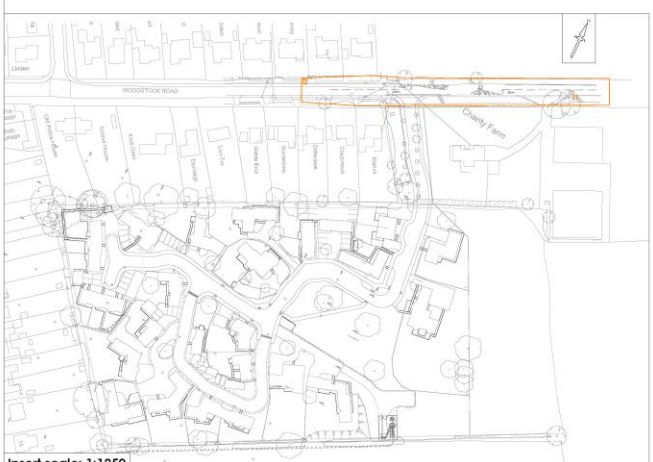


- NOTES
- All dimensions and levels are in metres unless otherwise noted.
  - This drawing is to be read in conjunction with the relevant Authority's Highway's drawings, specifications and CDM documentation.
  - This drawing has been produced electronically and may have been photo copied or enlarged when copied. Work to signed dimensions only (TO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
  - This drawing contains cabinet lines & information that may not be clear if reproduced in black and white.
- Where required existing road markings shall be removed mechanically (not using hot compressed air).
- Where required existing road lining and cross hatching removed by 'Hot' blasting or burner, NOT to be burnt out.
- Existing road markings within Section 278 works to be re-applied as agreed with OCC on site.
- Street furniture shall be painted grey to OCC lighting specifications.
- The VAS will need to be isolated in line with other OCC locations. The sign post will need to be a steel post with G20 profile fin system and EPA compliant cemented by Colson/Dee Specification and first coat to be Geographic Black - RA-R011. They will also need to be backfilled overboard with S2A double pole switch need 1 No BS88 part 1 live with 2 core cable (brown neutral) connected to the DNO cut-out. The VAS should be from Westcolec.

White line lay

- ① 'GIVE WAY' road marking: 1800 x 600 mm, 400 mark, 400 gap, width 200, spaced 300 apart
- ② 'GIVE WAY LINE' road marking: 1800 x 600 mm, 400 mark, 400 gap, width 100 x 280 marks
- ③ 'LONGITUDINAL WARNING LINE' road marking: 4000 mark, 2000 gap, width 100 x 280 marks
- ④ Lane LIME road marking: 1800 x 600 mm, 400 mark, 400 gap, 100 width

Proposed Traffic Calming



Insert scale: 1:1250

OXFORDSHIRE COUNTY COUNCIL STREET LIGHTING SPECIFICATIONS

- Column:** 5m - 6m - 8m - 10m - 12m - 15m - 18m - 20m - 25m - 30m - 35m - 40m - 45m - 50m - 60m - 70m - 80m - 90m - 100m - 120m - 150m - 180m - 200m - 250m - 300m - 350m - 400m - 450m - 500m - 600m - 700m - 800m - 900m - 1000m
- Bracket:** Post top mounted at 0° - 15° - 30° - 45° - 60° - 75° - 90° - 105° - 120° - 135° - 150° - 165° - 180°
- Luminaire:** LED Roadway lighting RXT series small - Green RAL 6013
- Lamp:** 12 Watt LED 3535mA 4000K Colour temperature
- Switch:** One piece photo cell Nama 7 ohm type (Custom Super 6) set at 35 / 18 Lux. Pre-set to dim to 30% between 10:00pm to 5:00am
- Column finish:** EPA Compliant, Epoxy / Polyurethane Amended Oxfordshire County Council Specification.
- 1.4. Requirements for Lighting Column, Bracket Arms & Doors (See Oxfordshire amended Appendix 1913). Upper Additional overall coats to be applied in shop to a clean depression free dry surface.
- 1st Coat:** Internal road to 250mm above ground level & External overall: 2 Pack Epoxy 2 Pack 6000k Cure Epoxy MKD, ref 80-270. Akulon Spray, Minimum Dry Film Thickness 100 microns.
- 2nd Coat:** External road to 250mm above ground level: 2 Pack Epoxy 2 Pack 6000k Cure Epoxy, ref 79-499. Blue/Akulon Spray, Minimum Dry Film Thickness 200 microns.
- 3rd Coat:** External overall: 2 Pack Epoxy 2 Pack 6000k Cure Epoxy, ref 79-499. Blue/Akulon Spray, Minimum Dry Film Thickness 200 microns.
- Additional notes:**
- Column to be sited at the rear of footpath and within adoptable area.
  - Positions are approximate. The Local Authority Engineer reserves the right to alter positions depending on site conditions.
  - All equipment shall comply with the Oxfordshire County Council General Technical Specification.
  - The Contractor shall obtain samples of the paint and technical data sheets from the Manufacturers prior to commencement of work.
  - In order to assist the developer, the design Engineer will mark out all of the column positions.
  - All Street Lighting works must be carried out by Highway Electrical Association Registered Contractors.
  - All columns to be numbered two metres from ground level.
  - Electrical Supply to Street Lighting Columns and Illuminated Signs are to be provided / owned by the local Distribution Network Operator (i.e. Regional Electricity Company).
  - The 'A' file reference number which is on the drawing, is to be quoted in all correspondence.
  - No trees are to be situated within ten metres of columns.
  - Columns in vulnerable positions to have a column barrier protection system see HS21/21/04.
- NB:** Touch up on site using 2 Pack paint applied by brush will repair the same appearance as that of a spray applied finish. For this reason every effort should be made to minimize handling / transportation damage.
- Street Lighting to be adopted by OXFORDSHIRE COUNTY COUNCIL.

REV	W.P.	D/J	278 works amended	09/05/16
P08	ATD	DJ	OCC Street lighting added and 2nd draft OCC comments addressed	28/04/16
P09	ATD	DJ	A amended to OCC comments dated 04/04/16	12/04/16
P04	ATD	DJ	Minor amendments	21/01/16
P03	ATD	DJ	Minor amendments	07/01/16
P02	ATD	DJ	updated to address safety audit comments.	06/01/16
P01	ATD	DJ	Initial issue	24/11/15
Rev	Drawn by	Checked by	Comments	Date

DRAWING TITLE  
**Section 278 Works**

PROJECT  
**Charity Farm, Stonefield, Oxon**

DESIGNED BY	DRAWN BY	APPROVED BY
DJ	ATD	RJW
DATE	STATUS	
24/11/2015	PRELIMINARY	
SCALE	SCALE	
1:250 @ A1	Scale 1:250 @ A1	

CLIENT  
**PYE**

CLIENT  
**Infrastruct Ltd**

JOB NUMBER	DRAWING NUMBER	PROJECT
15-1939	103	P07

### ANNEX 3

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection.
(2) Local County Councillor	No comments received.
(3) Parish Council	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"><li>▪ Councillors favoured a full width road hump with associated narrowing of the road and also wanted a VAS system in place.</li><li>▪ The preferred location was as far north as practical bearing in mind the undulations of the road. We asked for it to be moved so that it was not outside a resident's house and because it was felt further north would be safer.</li><li>▪ We also requested that a pavement be introduced on the same side of the road as the new build.</li><li>▪ Councillors discussed and agreed this with the developer before submission and note that the plan being consulted on is not the one they were led to believe would be submitted.</li></ul>
(4) Resident, (Woodstock Road, Stonesfield)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"><li>▪ Do not have any objection to the proposals but strongly object to the funding of these changes by the council, the developers should be liable for the cost.</li></ul>
(5) Resident, (Church Fields, Stonesfield)	Supports – with the following comments:



	<ul style="list-style-type: none"> <li>▪ Would like to see the speed cushion removed as it is an eyesore and is always being damaged by larger vehicles.</li> </ul>
(6) Resident, (Woodstock Road, Stonesfield)	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Single cushion is not sufficient to slow down traffic as vehicle tyres can go either side, whilst most will simply brake just before and then accelerate after it.</li> <li>▪ Current chicane is no deterrent and it doesn't slow down motorbikes and lorry drivers, additional traffic calming is required along the length of Woodstock Road.</li> <li>▪ Suitable alternative would be a mini roundabout by the entrance to the new development or at the junction with Greenfield Road.</li> <li>▪ Also narrowing of the road could be an option with only one car able to pass at the time.</li> </ul>
(7) Resident (Brook Lane, Witney)	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ The new access to the Development should never have been approved.</li> <li>▪ The access could be moved 11 metres to the west towards Stonesfield to be further away from the existing traffic calming chicane.</li> <li>▪ The traffic calming obstruction on the Northern side of the road could be moved to the east towards Woodstock. This would replicate the existing chicane but slightly further towards Woodstock.</li> <li>▪ The proposal will not create traffic calming and therefore should not be considered as a safe calming measure.</li> <li>▪ Any works to maintain safety traffic calming measures should be paid for by the developer.</li> </ul>
(8) Resident, (Busby Close, Witney)	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Speed cushions could potentially lead to damage to cars, including to the suspension and tyres.</li> </ul>

<p>(9) Resident, (unknown, online response)</p>	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Feels the proposals are an unnecessary change to the highway as there is no need for a speed cushion. They do nothing but damage standard vehicles and deteriorate the road around it, whilst commercial vehicles can pass over them.</li> <li>▪ Chicane is fine but needs to allow for larger farm vehicles and buses.</li> <li>▪ Feels that there is no need for textbook theoretical solutions in response to every new development, dealing with problems that don't currently exist.</li> <li>▪ Rather, having a sense of rural community will lead to more considerate driving, rather than the clutter of signs, the street furniture should be kept to a minimum. The proposal will lead the site and Stonesfield to become more urban.</li> </ul>
<p>(10) Resident, (Prospect Close, Witney)</p>	<p>Objects – with the following comments::</p> <ul style="list-style-type: none"> <li>▪ After negotiating the chicane it is possible for drivers to reach 50/60mph prior to reaching the War Memorial/ Prospect Close junction.</li> <li>▪ Feels that the removal of the northern most build out and the addition of a speed cushion will only make the situation worse.</li> <li>▪ The speed cushion needs to cover the full width of the northern most lane and a further full two lane cushion is required further west down the road, prior to the War Memorial.</li> <li>▪ Additionally the proposed new signage when exiting the road from the development will further restrict the view of oncoming traffic from the East.</li> <li>▪ Feels that this location is a prime crossing point, especially for school children.</li> </ul>
<p>(11) Resident, (Cockshoot Close, Witney)</p>	<p>Objects – with the following comments::</p> <ul style="list-style-type: none"> <li>▪ The priorities for traffic turning right out of the new housing development are dangerously confusing. While traffic turning right has to give way to traffic passing on the main road, once it has pulled across it then has priority over traffic approaching from the right.</li> </ul>

	<ul style="list-style-type: none"> <li>▪ This could cause confusion, and could result in a potentially dangerous collision, or at least an embarrassing confrontation in the middle of the zone between the speed cushions, if the vehicle driving towards the village was unable to stop after first noticing the vehicle turning right out of the development.</li> <li>▪ This scenario is made more likely by the sightlines, as a driver turning right out of the development might not see a vehicle approaching from Woodstock at some speed, before it is too late.</li> <li>▪ I would not like to be a resident of this new housing area having to turn right towards Woodstock on a regular basis.</li> </ul>
(12) Resident, (Laughton Hill, Stonesfield)	<p>Objects – with the following comments::</p> <ul style="list-style-type: none"> <li>▪ The existing style of chicane is simple and sufficient enough speeding deterrent, the addition of speed cushions will not deter the 'very brave' and is also an unwelcome invasion into the rural environment.</li> <li>▪ The extra street signs required by 'speed cushions' further detract from the rural nature of the village.</li> <li>▪ The village has voted on more than one occasion against having street lights on the grounds of light pollution and spoiling a rural environment. The introduction by virtue of the traffic calming is a 'back door' way of bypassing this.</li> </ul>
(13) Resident, (Woodstock Road, Stonesfield)	<p>Objects – with the following comments::</p> <ul style="list-style-type: none"> <li>▪ Welcomes the VAS, but feel the overall proposals are unsatisfactory.</li> <li>▪ Feels that removing the existing traffic calming feature will seriously reduce the deterrent to speeding motorists.</li> <li>▪ Believes that a full width speed hump would be more effective than the cushion arrangement that is being proposed (although understands this may affect emergency vehicles).</li> <li>▪ An extra traffic calming feature on the southern side of the new access is necessary, in order to negate speeding of vehicles on the exit of the village.</li> <li>▪ Would like to see some form of 'village gateway' feature installed as part of the scheme to provide additional calming.</li> </ul>

<p>(14) Resident, (Combe Road, Stonesfield)</p>	<p>Objects – with the following comments::</p> <ul style="list-style-type: none"> <li>▪ Speed bumps are not effective, just cause annoyance to every driver speeding or not. They cause unnecessary noise and damage to cars.</li> </ul>
<p>(15) Resident, (Woodstock Road, Stonesfield)</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ The introduction of vehicle activated signs would be a very positive step towards traffic speed reduction on the Woodstock Road, although it would be more advantageous and appropriate to locate them midway between the new cushion and the Greenfield Road junction.</li> <li>▪ Additional signage warning motorists of pedestrians potentially crossing near to the new access to the development would also be useful.</li> </ul>
<p>(16) Resident, (Woodstock Road, Stonesfield)</p>	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ The need for traffic calming along the Woodstock Road is clear; however the proposal does not address certain issues.</li> <li>▪ Speeds also need to be reduced for vehicles exiting the village as cars often accelerate as soon as they complete the turn where Combe Road joins Woodstock Road.</li> <li>▪ Once vehicles have negotiated the existing chicane they speed up rapidly as they approach the Combe Road junction.</li> <li>▪ The existing chicane is right at the junction with the access road into the new development, it should be relocated further out of the village so that inbound traffic is slowed when reaching the new junction.</li> <li>▪ Feels there is a need for a pedestrian crossing near the new junction to cater for the new foot traffic which will be created by the new development.</li> <li>▪ The proposed Vehicle Activated LED speed limit signs should be placed a) at the War Memorial, and b) at the new chicane.</li> <li>▪ Feels that the noise generated when vehicles go over speed humps would be too intrusive to justify any benefit they may provide.</li> </ul>

