



## ***Notice of a Meeting***

### **Performance Scrutiny Committee**

**Thursday, 5 June 2014 at 11.00 am**

**County Hall**

#### **Membership**

Chairman Councillor Liz Brighthouse OBE  
Deputy Chairman - Councillor Neil Fawcett

|                     |               |                  |                  |
|---------------------|---------------|------------------|------------------|
| <i>Councillors:</i> | Lynda Atkins  | Yvonne Constance | Simon Hoare      |
|                     | John Christie | Janet Godden     | Charles Mathew   |
|                     | Sam Coates    | Mark Gray        | Lawrie Stratford |

**Notes:**                      ***Date of next meeting: 26 June 2014***

#### **What does this Committee review or scrutinise?**

- The performance of the Council and to provide a focused review of:
  - Corporate performance and directorate performance and financial reporting
  - Budget scrutiny
- the performance of the Council by means of effective key performance indicators, review of key action plans and obligations and through direct access to service managers, Cabinet Members and partners;
- through call-in, the reconsideration of decisions made but not yet implemented by or on behalf of the Cabinet;
- queries or issues of concern that may occur over decisions being taken in relation to adult social care;
- the Council's scrutiny responsibilities under the Crime and Justice Act 2006.

#### **How can I have my say?**

We welcome the views of the community on any issues in relation to the responsibilities of this Committee. Members of the public may ask to speak on any item on the agenda or may suggest matters which they would like the Committee to look at. **Requests to speak must be submitted to the Committee Officer below no later than 9 am on the working day before the date of the meeting.**

#### **For more information about this Committee please contact:**

|                              |   |   |
|------------------------------|---|---|
| Chairman                     | - | Councillor Liz Brighthouse<br>E.Mail: <a href="mailto:liz.brighthouse@oxfordshire.gov.uk">liz.brighthouse@oxfordshire.gov.uk</a>      |
| Policy & Performance Officer | - | Eira Hale, Lead Analyst, Tel: (01865) 323969<br>Email: <a href="mailto:eira.hale@oxfordshire.gov.uk">eira.hale@oxfordshire.gov.uk</a> |
| Committee Officer            | - | <i>Sue Whitehead</i> , Tel: (01865) 810262<br><a href="mailto:sue.whitehead@oxfordshire.gov.uk">sue.whitehead@oxfordshire.gov.uk</a>  |

Peter G. Clark  
County Solicitor

May 2014

## **About the County Council**

The Oxfordshire County Council is made up of 63 councillors who are democratically elected every four years. The Council provides a range of services to Oxfordshire's 630,000 residents. These include:

|                  |                      |                       |
|------------------|----------------------|-----------------------|
| schools          | social & health care | libraries and museums |
| the fire service | roads                | trading standards     |
| land use         | transport planning   | waste management      |

Each year the Council manages £0.9 billion of public money in providing these services. Most decisions are taken by a Cabinet of 10 Councillors, which makes decisions about service priorities and spending. Some decisions will now be delegated to individual members of the Cabinet.

## **About Scrutiny**

Scrutiny is about:

- Providing a challenge to the Cabinet
- Examining how well the Cabinet and the Authority are performing
- Influencing the Cabinet on decisions that affect local people
- Helping the Cabinet to develop Council policies
- Representing the community in Council decision making
- Promoting joined up working across the authority's work and with partners

Scrutiny is NOT about:

- Making day to day service decisions
- Investigating individual complaints.

## **What does this Committee do?**

The Committee meets up to 6 times a year or more. It develops a work programme, which lists the issues it plans to investigate. These investigations can include whole committee investigations undertaken during the meeting, or reviews by a panel of members doing research and talking to lots of people outside of the meeting. Once an investigation is completed the Committee provides its advice to the Cabinet, the full Council or other scrutiny committees. Meetings are open to the public and all reports are available to the public unless exempt or confidential, when the items would be considered in closed session.

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, giving as much notice as possible before the meeting**

**A hearing loop is available at County Hall.**

# AGENDA

1. **Apologies for Absence and Temporary Appointments**
2. **Declarations of Interest - Guidance note on back page of the agenda**
3. **Petitions and Public Address**
4. **Call in of a Decision by the Cabinet Member for Environment - Middleton Stoney Road, Bicester: Proposed Road Humps and Puffin Crossing (Pages 1 - 22)**

Written notice has been given in accordance with the Council's Scrutiny procedure Rules requiring the decision of the Cabinet Member for Environment on 15 May 2014 to be called in for review by this Committee.

The following documents are attached:

- (a) A report (**PSC5(a)**) setting out the names of the Councillors who have required the call in and the reasons given for the Call in.
- (b) The report considered by the Cabinet Member for Environment together with an extract of the minutes of the delegated decision session. (**PSC5(b)**).
- (c) Additional information provided in response to the call in (**PSC5(c)**):
  - (i) a copy of the SW Bicester Planning Statement
  - (ii) a summary of the consultation requirements for highways works

## Declarations of Interest

### The duty to declare.....

Under the Localism Act 2011 it is a criminal offence to

- (a) fail to register a disclosable pecuniary interest within 28 days of election or co-option (or re-election or re-appointment), or
- (b) provide false or misleading information on registration, or
- (c) participate in discussion or voting in a meeting on a matter in which the member or co-opted member has a disclosable pecuniary interest.

### Whose Interests must be included?

The Act provides that the interests which must be notified are those of a member or co-opted member of the authority, **or**

- those of a spouse or civil partner of the member or co-opted member;
- those of a person with whom the member or co-opted member is living as husband/wife
- those of a person with whom the member or co-opted member is living as if they were civil partners.

(in each case where the member or co-opted member is aware that the other person has the interest).

### What if I remember that I have a Disclosable Pecuniary Interest during the Meeting?

The Code requires that, at a meeting, where a member or co-opted member has a disclosable interest (of which they are aware) in any matter being considered, they disclose that interest to the meeting. The Council will continue to include an appropriate item on agendas for all meetings, to facilitate this.

Although not explicitly required by the legislation or by the code, it is recommended that in the interests of transparency and for the benefit of all in attendance at the meeting (including members of the public) the nature as well as the existence of the interest is disclosed.

A member or co-opted member who has disclosed a pecuniary interest at a meeting must not participate (or participate further) in any discussion of the matter; and must not participate in any vote or further vote taken; and must withdraw from the room.

Members are asked to continue to pay regard to the following provisions in the code that *“You must serve only the public interest and must never improperly confer an advantage or disadvantage on any person including yourself”* or *“You must not place yourself in situations where your honesty and integrity may be questioned.....”*.

Please seek advice from the Monitoring Officer prior to the meeting should you have any doubt about your approach.

### List of Disclosable Pecuniary Interests:

**Employment** (includes *“any employment, office, trade, profession or vocation carried on for profit or gain”*.), **Sponsorship, Contracts, Land, Licences, Corporate Tenancies, Securities.**

For a full list of Disclosable Pecuniary Interests and further Guidance on this matter please see the Guide to the New Code of Conduct and Register of Interests at Members’ conduct guidelines. <http://intranet.oxfordshire.gov.uk/wps/wcm/connect/occ/Insite/Elected+members/> or contact Rachel Dunn on (01865) 815279 or [rachel.dunn@oxfordshire.gov.uk](mailto:rachel.dunn@oxfordshire.gov.uk) for a hard copy of the document.

**PERFORMANCE SCRUTINY COMMITTEE  
5 JUNE 2014**

**CALL IN OF A DECISION BY THE CABINET MEMBER FOR  
ENVIRONMENT - MIDDLETON STONEY ROAD, BICESTER:  
PROPOSED ROAD HUMPS AND PUFFIN CROSSING**

A request has been received to call in the decision for scrutiny by the following Councillors:

|                       |                          |
|-----------------------|--------------------------|
| Councillor Sibley     | Councillor Reynolds      |
| Councillor Waine      | Councillor Mallon        |
| Councillor Stratford  | Councillor Mrs Fulljames |
| Councillor Atkins     | Councillor Hallchurch    |
| Councillor Gray       | Councillor Owen          |
| Councillor Billington |                          |

The reasons given for the request are:

1. Lack of proper cycle and footpath provision: In the interests of highway safety- pedestrians and cyclists should have their own dedicated routes and should not be part of the main Highway as stated in the planning statement for South West Bicester (Pedestrian and cycle schemes -page 43). The use of the advisory cycle lane (painted white line) on both sides of the Middleton Stoney Road offers no protection for cyclists and pedestrians from motor vehicles.
2. Lack of proper consultation with local Bicester County Councillors.
3. The use of road humps as a traffic calming measure are known to cause damage to vehicles suspension and tyres, plus endangering cyclists and motor cyclists and can also cause damage to nearby buildings from traffic vibrations. Road or speed humps make traffic noisier as vehicles especially lorries, pass over them. They are also held responsible for increasing carbon emissions because drivers are forced to brake repeatedly, increasing fuel consumption.
4. The use of Build outs with priority traffic signs to control the speed of traffic with the build outs designed to enhance and soften the visual impact of the road as illustrated by Highway code rule 153 is the preferred traffic calming measure.
5. Middleton Stoney Road is a fairly straight road with two new roundabouts at Shakespeare Drive and Howes Lane. There are no houses fronting on either side of the road and would suggest that consideration be given to increasing the speed limit to 40mph bearing in mind the characteristics of the road that lends itself to a higher speed limit.

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Division(s): Bicester West

COPY

## **CABINET MEMBER FOR ENVIRONMENT - 15 MAY 2014**

### **MIDDLETON STONEY ROAD, BICESTER: PROPOSED ROAD HUMPS AND PUFFIN CROSSING**

**Report by Deputy Director of Environment & Economy  
(Commercial)**

#### **Introduction**

1. This report presents the objections and other comments received during the course of the statutory consultation on two separate proposals: (1) for a series of road humps along Middleton Stoney Road, and (2) for a puffin crossing – plans showing both of these proposals are shown in Annex 1 and 2 respectively.

#### **Background**

2. The proposals arise from the development of land adjacent to the Middleton Stoney Road to the south as part of the South West Bicester Kingsmere Development. There will be 1,585 new homes and community facilities, including two new schools and a community hospital.
3. Separately to the statutory consultation for these measures under the Highways Act and Road Traffic Regulation Act being carried out by the County Council, these measures were also the subject of a planning application by the developers to Cherwell District Council under the Town and Country Planning Act. Approval (subject to conditions) for the measures was given by Cherwell District Council on 17 April 2014.
4. The proposal for traffic calming along Middleton Stoney Road comprises 16 pairs of road humps, (with each being: 2.5 metres long, 1.8 metres wide, with a maximum height of 75mm) placed in the centre of the traffic lanes; 5 pairs are proposed on the 540m length between Howes Lane and Shakespeare Drive, and a further 11 pairs on the 965m stretch between Shakespeare Drive and Oxford Road.
5. The traffic calming proposals also include the provision of advisory cycle lanes on both sides of the road throughout the length of the scheme.
6. The proposal for the puffin crossing on the Middleton Stoney Road is for a site approximately 305 metres east of its roundabout junction with Shakespeare Drive and Whitelands Way.
7. The works if approved would be funded by the developers of the above land.

## **Consultation**

8. The consultation on the proposals was carried out between 13th February and 11<sup>th</sup> March 2014. Details of the proposals were displayed generally along Middleton Stoney Road, at the proposed crossing site and in the Oxford Times and Bicester Advertiser. Supporting documentation and plans were deposited for public inspection at Bicester Library and at County Hall, Oxford
9. Objections were received from 11 individuals and groups, including the local member and another County Councillor as well as a local Residents Association. A summary of these responses, along with officer comments, can be found in Annex 3.
10. No objections were received from Thames Valley Police in respect of either of the proposals on the basis that they would fully comply with national regulations and standards, and that their operation (should approval be given to implement them) be closely monitored. The police commented that calming measures were needed to help achieve acceptable levels of compliance with the 30mph speed limit in on a road that would otherwise lend itself to higher speeds.

## **Objections to traffic calming proposals**

11. Objections to the proposals for speed cushions focussed on concerns over increased noise and pollution affecting local residents, and the potential damage to vehicles as they navigate the features.
12. Extensive experience of similar calming measures in Oxfordshire 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. 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. Similarly very few concerns have been raised over air quality or pollution or damage to vehicles.
13. The 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. However the DfT also acknowledges that speed cushions can be unpopular with some local residents due to discomfort; concerns over the speed of motorcycles and large vehicles which are less affected by cushion layouts; fear of damage to vehicles; vehicles parking near the cushions; drivers

travelling in the centre of the road to avoid the cushions, and a perception of increased noise and vibration.

15. A number of objectors requested that traffic calming build-outs or chicanes as an alternative measure. However, officers have concerns about their appropriateness in this location. Speed reductions observed with such schemes are typically modest in the priority direction, and they can sometimes lead to vehicles speeding up to avoid the need to give way to oncoming traffic; for the non-priority direction they can introduce queuing and delays (and associated problems of pollution and noise). Typically build-outs are also not as convenient for cyclists, with bypasses often being difficult to maintain with debris etc. accumulating, and those cyclists choosing not to use bypasses feeling 'squeezed'. They can also introduce safety problems (for example shunts behind vehicles slowing to give way, head on conflicts, vehicles striking the physical build outs and loss of control accidents. A further consideration is that the maintenance required of signs, bollards and kerbing at build outs can be significant.
16. It is also worth noting that the 'build-outs' located in Buckingham Road and Banbury Road within Bicester have been the subject of complaint, and a number of injury accidents reported since their construction. These are single features rather than the series which would be required to achieve the same level of speed reduction as the proposed speed cushions.
17. Cllr Sibley, the local member, also requested that a shared use footway / cycletrack should be provided in preference to proposed advisory cycle lanes. While officers agree that in principle this would be a higher standard of provision for cyclists in comparison to the proposed advisory cycle lanes, it would not appear practical at present to progress this in view of the third party land requirements and cost.
18. In view of the above considerations, the officer recommendation is to approve this proposal.

### **Puffin crossing**

19. One objection was received on the grounds that a 'Pelican' style crossing would be preferable to a 'Puffin', especially to assist families, children and the elderly in crossing the carriageway.
20. However, it is the Department for Transport's intention that Puffin pedestrian facilities become the standard form of provision of signalled pedestrian crossings. Puffin pedestrian facilities have been developed to provide improved operation for pedestrians attempting to cross and also to reduce the delay experienced by both drivers and pedestrians. They have also been noted to improve mobility for many pedestrian groups including disabled and older people as well as mothers with young children.
21. Taking into account the lack of objection from the Police and the DfT's desire to see Puffin crossings as the 'standard' form, the officer recommendation is to approve this proposal.

### **How the Project supports LTP3 Objectives**

22. The proposals would help reduce the risk of accidents and improve road safety.

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

23. The cost of designing and implementing the proposals will be met by the developers. Maintenance of the signs will be met from the highways maintenance budget.
24. The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

### **RECOMMENDATION**

25. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals as advertised.**

MARK KEMP

Deputy Director of Environment & Economy (Highways & Transport)

Background papers:            Consultation responses  
   DfT advice notes on Traffic Calming and pedestrian crossings

Contact Officers:                Jim Daughton 01865 323364

April 2014

Drawing No. Revision 2

- Proposed location of pair of road humps
- Proposed advisory cycle lane on carriageway
- Existing 30mph speed limit
- Existing 40mph speed limit
- Existing 50mph speed limit

□ Site Location

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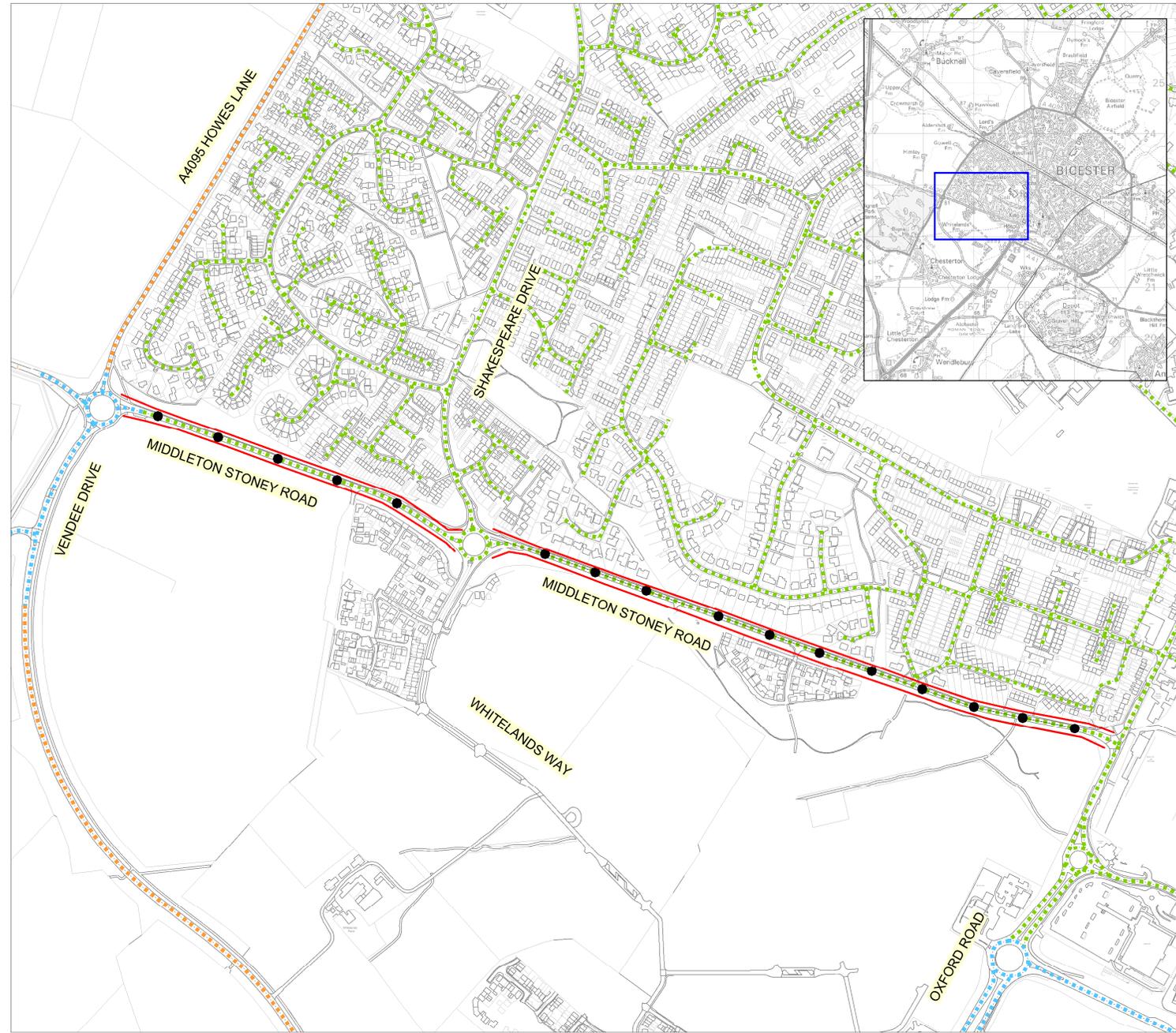
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CABINET MEMBER  
 FOR ENVIRONMENT  
 15 MAY 2014

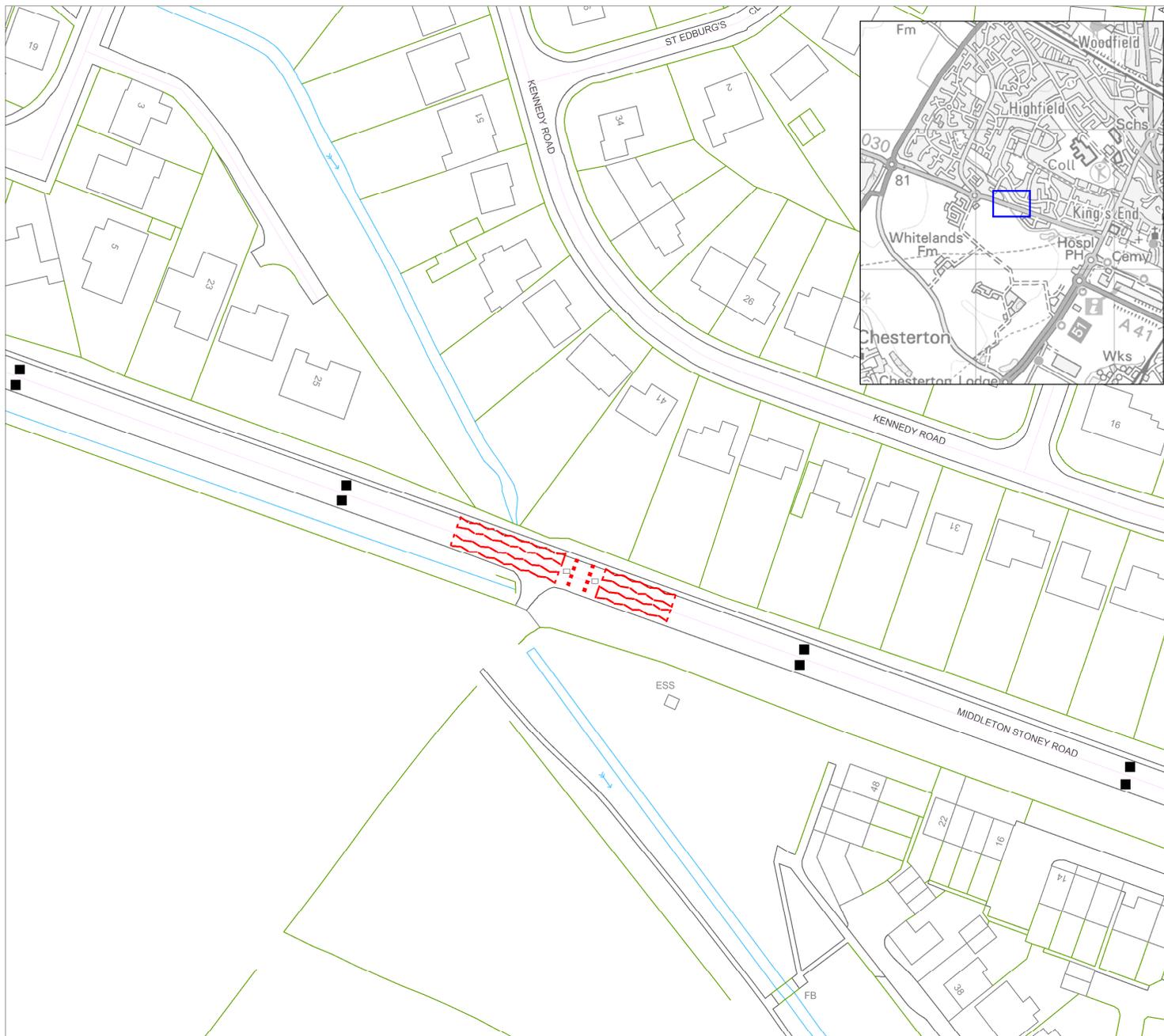
MIDDLETON STONEY ROAD (BICESTER)  
 PROPOSED TRAFFIC CALMING

| Drawing Status |               |                |
|----------------|---------------|----------------|
| Drawn by:      | Checked by:   | Approved by:   |
| CJM            |               |                |
| Date drawn:    | Date checked: | Date approved: |
| 28/04/2014     |               |                |

Drawing No. Revision 2



Drawing No. Revision 1



- Approximate schematic location of proposed road hump
- ▨ Proposed location and general layout of proposed puffin crossing

▭ Site Location

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**CABINET MEMBER  
 FOR ENVIRONMENT  
 15 MAY 2014**

**MIDDLETON STONEY ROAD (BICESTER)  
 PROPOSED PUFFIN CROSSING**

| Drawing Status |               |                |
|----------------|---------------|----------------|
| Drawn by:      | Checked by:   | Approved by:   |
| CJM            |               |                |
| Date drawn:    | Date checked: | Date approved: |
| 22/04/2014     |               |                |

Drawing No. Revision 1

| RESPONDENT  | SUMMARISED COMMENTS   | OFFICER COMMENTS  |
|---|---|---|
| Cllr. Les Sibley<br>(OCC Local Member)                    | <p>Strong objection to the use of speed cushions on grounds of potential damage to vehicles, nearby buildings and road surface, danger to cyclists, and delays to emergency vehicles.</p> <p>Would prefer to see 'build outs' with priority traffic signs but would query need for physical calming measures, and would strongly support the provision of a segregated footway / cycletrack as an alternative measure, together with improved signing including the use of vehicle activated signs.</p> | <p>Speed cushions have been widely used in the county and have been found to reduce speeds and improve safety, without impacting on bus or emergency services. Build outs can introduce safety problems and delays / queuing, and have been found to be typically less effective in reducing speeds as compared to speed cushions.</p> <p>It is agreed that a continuous shared use footway / cycletrack would in principle be desirable but this is not considered viable at least in the short to medium term, and the proposed advisory cycle lanes are considered the only viable way of providing for cyclists at present. The police consider that traffic calming measures are essential to help ensure adequate compliance with the 30mph speed limit (see below)</p> |
| Cllr Lawrie<br>Stratford<br>(OCC member – Bicester North) | Objection to use of speed cushions  | See officer comments in response to Cllr Sibley's comments on speed cushions  |
| Thames Valley<br>Police                                   | No objection to proposals for traffic calming and crossing. Consider that traffic calming is essential to reduce speeds on a road that lends itself to higher speeds, but recommend that the scheme is monitored closely to confirm that it is operating satisfactorily.  | If approved, the scheme will be closely monitored, including a review of speeds and any injury accidents that may be reported.  |

## PSC5(b)

|  |  |  |
|--|--|--|
| Kingsmere Residents Association                | Formal objection to proposals and raised concerns over extent of consultation. Would prefer to see build outs, pelican crossings, improved signage (including repeaters), speed cameras and a separate cycle track on south side of road.  | See officer comments in response to Cllr Sibley's comments on speed cushions, build outs and a separate footway / cycle track. Speed cameras are unlikely to be an option at present, and repeater 30mph signs are not permitted on roads with street lighting (currently only part of the road has street lighting, but the remainder will be installed as part of the traffic calming scheme). The consultation was carried out in accordance with the statutory requirements. |
| Member of Public (via website)                 | Strong objection on grounds of potential for damage to vehicles and noise, and obstruction to HGV's and emergency vehicles - suggests roundabouts and traffic signals with pedestrians crossing via a footbridge or 'chicane' type calming as an alternative.                                      | See officer comments in respect of Cllr Sibley's comments on speed cushions, build outs. Additional roundabouts, or traffic signals or a footbridge would be very expensive to install.  |
| Member of Public (resident of Mallards Way)    | Strong objection to the use of speed cushions and the advisory cycle lanes; considers cushions would introduce safety problems & prefers additional enforcement with VAS, altering of the road line, build outs, and a segregated footway / cycletrack..   | See officer comments in respect of Cllr Sibley's comments on speed cushions, build outs and a separate footway / cycle track.  |
| Member of Public (resident of Coleridge Close) | Objection on grounds of increased noise from vehicles, increase in air pollution, damage to vehicles and future development leading to more vehicles causing delays to traffic.  | See officer comments in respect of Cllr Sibley's comments on speed cushions.   |
| Member of Public (resident of Medina Gardens)  | Objection on grounds of increased noise from vehicles, delays to emergency vehicles, increase in air pollution, damage to vehicles, traffic diverting to alternative residential roads, increased cost to drivers due to changing of driving required and damage to existing damaged road surface. | See officer comments in respect of Cllr Sibley's comments on speed cushions.   |
| Member of Public (Resident of Isis Avenue)     | Objection to the use of speed cushions on grounds of increase in noise and air pollution, damage to vehicles, delay to emergency vehicles, discomfort to bus users,  | See officer comments in respect of Cllr Sibley's comments on speed cushions and build outs.  |

PSC5(b)

|   |  |   |
|---|--|---|
|   | diversion of traffic to alternative residential roads and potential risk of accidents due to driver frustration. Would prefer to see chicane style build outs as an alternative.   |   |
| Member of Public (resident of Tweed Crescent) | Raised concerns on potential for damage to vehicles, increase in noise pollution, damage to already poor road surface and diversion of traffic to alternative residential roads. Would prefer to see chicane style build outs with alternating traffic priority as an alternative. | See officer comments in respect of Cllr Sibley's comments on speed cushions and build outs.   |
| Member of Public (resident of Eden Way)       | Objection to speed cushions on grounds of the diversion of traffic to alternative residential roads (Shakespeare Drive), increase in noise and damage to vehicles. Would prefer to see speed cameras, gateway features, build outs or increased signage.                           | See officer comments in respect of Cllr Sibley's comments on speed cushions, build outs. Speed cameras are unlikely to be an option at present, and additional signing is unlikely to significantly reduce speeds.          |
| Member of Public (via website)                | Objection to the use of 'speed cushions -would prefer use of a speed camera with fines funding maintenance of the road.  | See officer comments in respect of Cllr Sibley's comments on speed cushions. Speed cameras are unlikely to be an option at present, and if provided, none of the income from enforcement is received by the County Council. |

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## DELEGATED DECISIONS BY CABINET MEMBER FOR ENVIRONMENT (INCLUDING TRANSPORT)

**Extract of MINUTES** of the meeting held on Thursday, 15 May 2014 commencing at 10.30 am and finishing at 11.35 am

**Present:**

**Voting Members:** Councillor David Nimmo Smith – Cabinet Member for Environment

**Other Members in Attendance:** Councillor Les Sibley (for Agenda Item 5)

**Officers:**

Whole of meeting Graham Warrington (Law & Culture); Yim Kong (Environment & Economy)

Part of meeting

|                    |                                       |
|--------------------|---------------------------------------|
| <b>Agenda Item</b> | <b>Officer Attending</b>              |
| 4                  | Lynda Dunsdon (Environment & Economy) |
| 5                  | David Tole (Environment & Economy)    |

*The Cabinet Member for Environment considered the matters, reports and recommendations contained or referred to in the agenda for the meeting, and decided as set out below. Except as insofar as otherwise specified, the reasons for the decisions are contained in the agenda and reports, copies of which are attached to the signed Minutes.*

### 30/14 PETITIONS AND PUBLIC ADDRESS

(Agenda No. 3)

| <i>Speaker</i>   | <i>Item</i>   |
|--|---|
| Matthew Reeve<br>Stefanie Rachmann-Davies<br>Councillor Les Sibley | ) 5. Middleton Stoney Road, Bicester:<br>) Proposed Road Humps & Puffin<br>) Crossing |

### 32/14 MIDDLETON STONEY ROAD, BICESTER: PROPOSED ROAD HUMPS AND PUFFIN CROSSING

(Agenda No. 5)

The Cabinet Member for Environment considered a report CMDE5 setting out comments received to a consultation on two separate proposals for a series of road humps along Middleton Stoney road and a puffin crossing. The proposal arose from the development of land adjacent to and to the south of Middleton Stoney road as part of the south west Bicester Kingsmere development for housing and community facilities.

Matthew Reeve on behalf of Countryside Properties UK Ltd explained that they were part of a joint venture company delivering the Kingsmere development at Bicester within an outline planning consent for 1,585 dwellings. Currently approximately 250 properties had been occupied to date. A significant amount of infrastructure works, including strategic landscaping and off-site highways works had been carried out under the terms of a S278 agreement signed with OCC Highways in 2010 for 6 phases of off-site highways works all of which had been successfully delivered in close collaboration with OCC highway officers save for the last piece of off-site highway traffic calming works for the Middleton Stoney Road. This scheme had been 3 years in the making with all options carefully considered. He confirmed that some of the other phases for off-site highway works ie. Vendee Drive (Perimeter Road) had been completed well ahead of the relevant S106 trigger of 500 occupations and the road had opened in April 2012 with only around 20 occupations. Similarly the trigger for delivery of the Middleton Stoney Road traffic calming works was 650 occupations but delivery of that element was also well advanced as currently there were only around 250 occupations. There had been a close co-ordinated approach with OCC highways over the past 3 years to create and develop the works from an in-principle design agreed at S106 stage through to detailed design submitted as part of a reserved matters planning application, approved by Cherwell DC. A contractor had been lined up to carry out the works under an existing contract and any further delays in approval would increase cost and be likely to delay delivery of the works.

Stefanie Rachmann-Davies WSP Transport Consultants gave a short presentation on the technical aspects of the design and how it had evolved from the original proposal for build-outs to the current proposed scheme. During that time there had been several iterations undertaken to accommodate cyclists and the potential access to Kingsmere Phase 2 development for which planning application had been submitted in 2013 but not yet determined. The scheme had included a puffin crossing east of Shakespeare Drive which had been the preferred scheme of OCC officers and in accordance with Department for Transport advice. The principle of provision of a traffic calming scheme had been supported by Thames Valley Police in order to reduce speeds. Her presentation also set out a comparison between speed cushions and build-outs/chicanes concluding that the former offered more advantages. These included the most widely used form of calming, effectiveness at controlling speed of traffic, emergency vehicles not significantly affected, easy to accommodate cyclists, potential to reduce traffic levels on average by 25%, fewer drainage problems. There had however been concerns expressed regarding their effectiveness in controlling the speed of motorbikes and damage to vehicles. Some of the disadvantages of build-outs were seen as the potential for some drivers to speed up on the approach to a chicane, large vehicles not easily accommodated by narrow chicanes but if chicanes were wider then their effectiveness in reducing speed was reduced, average traffic reduction levels less, could cause congestion and potential for increased number of

shunts on approach. However, it had to be recognised that chicanes offered an opportunity to accommodate cyclists via bypasses although that could lead to debris accumulation and drainage problems.

Responding to a question from the Cabinet Member she confirmed that from a technical point of view cushions were preferable. She felt sure that the cushions had been subject to a safety audit but she didn't have that information to hand.

Supporting the use of build-outs Councillor Sibley had major concerns regarding use of speed cushions. He referred to the potential for damage to vehicles, adjacent buildings and road surfaces and danger to cyclists. There were no properties fronting onto Middleton Stoney Road which had been part of the old Bicester ring road system with a 50 mph limit. He could see no good reason to have a 30 mph limit and suggested that a 40 mph limit would be more realistic because of the nature of the road. Consistency in speed limits was needed along a road which was well used and likely to continue to be so or even increase with the Eco-development and other planned major development in Bicester. However, the 2 new roundabouts help to offset that impact and slow traffic. There had been a lot of changes in the law to help reduce the speed of traffic and he suggested alternative options for traffic calming such as vehicle activated speed signs. He felt there was a strong case for the use of chicanes to reduce traffic speed which was also supported by Section 153 of the Highway Code. He considered that buses and emergency vehicles presented a risk to cyclists unless properly constructed footpaths and cyclepaths were provided. Painted white lines on the side of the road offered no real protection. There was no footpath on the south side which would put pedestrians at risk and where there was an existing footpath that was narrow. There were also concerns regarding siting of bus stops. He stressed this was the time to act on district and county policies to provide proper facilities on Middleton Stoney Road. Heavy goods traffic was horrendous on this road and more consideration was needed before a final decision was taken. He suggested deferral of a decision to allow for further discussion between the developers, Cherwell district council, Oxfordshire county council and the Cabinet Member for Environment.

The Cabinet Member pointed out that an increase in the speed limit and separate cycle and footpath structure were beyond the remit of the planning permission.

Mr Tole clarified the differences between a pelican and puffin crossing. With regard to traffic calming it was difficult to accept the argument that there could be damage to property as no properties fronted onto the road. Cushions were considered more suitable on routes with buses and also favoured by emergency services. Build-outs had the potential to promote erratic behaviour. The rationale behind the proposals was to downgrade Middleton Stoney Road to a local road as opposed to a key road into Bicester. He confirmed that rules regarding vehicle activated signs had not changed and in his experience whilst they had some influence he considered in this instance that the benefit would be limited if traffic calming was introduced. County officers view was that build-outs were not the best option in this case and that cushions presented the best way forward. He accepted the point regarding safety of pedestrians walking to bus stops and would consider that issue again. The question of shared foot and cycle paths whilst an aspiration could not be delivered as part of the planning process and was further complicated because of land acquisition

problems. If cars were driven carefully then they wouldn't be damaged or present a danger to other road users. Also the higher speeds associated with build-outs may not pass a safety audit. He commended the scheme.

Mr Kirkwood confirmed that build-outs had caused some problems elsewhere in Bicester and officers were as confident as they could be that the scheme as proposed in the report offered more in terms of successful traffic calming.

The Cabinet Member thanked everyone for their full presentations. There was no likelihood of separate cycle and foot paths being provided for the reasons given earlier with regard to the limits of the planning permission. He could not support calls for an increase in the speed limit.

Having regard to the arguments and options set out in the documentation before him, the representations made to him and confirmation that a safety audit had been or would be carried out the Cabinet Member for Environment confirmed his decision as follows:

To approve the implementation of proposals as advertised.

Signed.....  
Cabinet Member for Environment

Date of signing.....

**MIDDLETON STONEY ROAD, BICESTER  
PROPOSED TRAFFIC CALMING**

**BACKGROUND DOCUMENT 1**

**Extract (page 43) from “South West Bicester – Planning Statement”**

This planning supporting statement (produced by Terence O'Rourke Ltd in association with WSP) accompanied the outline planning application submitted to Cherwell District Council in 2006 by Countryside Properties for the development of land at Bicester.

The planning statement is the developer's document and is not the adopted policy of either Cherwell District Council or Oxfordshire County Council.

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## 7 TRANSPORT

### Introduction

7.1 WSP Development and Transportation Ltd has produced a Transport Assessment (TA) on behalf of Countryside that considers in detail all the transport aspects associated with the proposed development at South West Bicester. This section sets out the transport measures proposed in conjunction with the development proposals.

### Committed transport schemes

7.2 To support growth of the Bicester area and provide better transport services, there are a number of schemes that affect all the transport modes in the area.

#### *Pedestrian and cycle schemes*

7.3 The Oxfordshire Local Transport Plan (LTP) supports the improvement of pedestrian and cycle schemes. Notably its cycle plan for Bicester identifies a number of future schemes along the corridors into the town centre, including the A41 Oxford Road and Pingle Drive. Future off-carriageway cycle tracks along the B4030 Middleton Stoney Road and along the A4095 Howes Lane are also proposed. The Bicester Integrated Transport and Land Use Plan (BITLUP) also identifies further improvements in the local area.

#### *Public transport schemes*

7.4 Policy LT2 of the LTP, together with the BITLUP, identify future public transport proposals for Bicester. These include initiatives for a premier bus route between Bicester and Oxford, a remote park and ride site in Bicester, and in the longer term, the east-west railway scheme. The latter proposal aims to link Bristol, Oxford, Bedford and Cambridge to Bicester, with the potential for interchange improvements at both Bicester Town and Bicester North stations.

7.5 In respect of the park and ride site, the Design and Development Framework document identifies potential sites associated with this proposal. However, Countryside considers land to the south of the perimeter road, next to the A41 to be the most appropriate location. Such a site is not an appropriate use within an urban area and is better located on the edge of the town, and next to main roads. Oxfordshire County Council has yet to justify the requirement for a site, and confirm its size. Countryside does not wish to frustrate the county's ambition for a site and has identified a potential site capable of accommodating up to 500 car parking spaces outside the application boundary, on land within Countryside's control. This site will be available for a park and ride facility should Oxfordshire County justify the need. The County can then seek planning permission for it, and assess its impact, when more details are known, although the unadopted Cherwell Local Plan Policy TR7 states Oxford-based park and ride facilities will not be permitted.

#### *Highways schemes*

7.6 The need for a perimeter road linking the A41 to the A4095 Howes Lane is identified both within the unadopted local plan and the BITLUP, and a suggested alignment is identified on the proposals map. A package of improvements to Junction 9 of the M40 has also been identified within the LTP, which are intended to accommodate the predicted increase in household numbers in Cherwell, including South West Bicester.

### Transport strategy/proposals

7.7 To facilitate the development of the land uses set out in Section 3, the following transport principles, strategies and proposals will be implemented on the site.

#### *Travel by foot and cycle*

7.8 The majority of Bicester town is located within a radius of approximately 2 km from the centre of the site, a distance identified by PPG13 as being a reasonable journey by foot and on bicycle. A number of existing routes within the area of the site provide access to the town centre, the Tesco superstore and Bicester Village. Additionally, route 51 of the national cycle network links Old Place Yard with the garden centre on the A41 Oxford Road via Roman Road.

7.9 The layout of the development has been designed to facilitate easy movement by foot and cycle. A principal network of segregated footways and cycleways will be developed, some of which will be alongside roads or shared with vehicles. Traffic speeds within the development will be controlled accordingly in order to provide a safe environment for pedestrians and cyclists.

7.10 The routes for the strategic pedestrian and cycle network have been carefully considered in response to the disposition of land uses and identification of the key desire lines for movements within the proposed development. The resulting proposals ensure that foot and cycle journeys to the major destinations within the new quarter, such as the local centre and schools, can be undertaken directly and comfortably. Design of the pedestrian and cycle routes will generally be in accordance with national design guidance ensuring that good quality routes are provided which are both conspicuous and convenient.

7.11 In addition to the principal routes, the development will be designed to be permeable for pedestrians and cyclists allowing them to travel conveniently and safely to access the principal routes or other destinations. Secure cycle parking and storage facilities will be incorporated into the residential areas, local centre and employment areas in accordance with unadopted Policy TR9.

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15 MAY 2006

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## MIDDLETON STONEY ROAD, BICESTER PROPOSED TRAFFIC CALMING

### BACKGROUND DOCUMENT 2

#### Consultation requirements

The relevant legislation is set out below:-

The Highways Act 1980 (section 90C) Consultation and local inquiries:-

- (1) Where the Secretary of State or a local highway authority propose to construct a road hump under section 90A or 90B above, he or they shall consult with—
  - (a) the chief officer of police for the area in which the highway concerned is situated; and*
  - (b) such other persons or bodies as may be prescribed by regulations made by the Secretary of State.**
- (2) The Secretary of State or local highway authority shall also—
  - (a) publish in one or more newspapers circulating in the area in which the highway concerned is situated; and*
  - (b) place at appropriate points on that highway, a notice of the proposal stating the nature, dimensions and location of the proposed road hump and the address to which and the period within which any objections to the proposal may be sent.**
- (3) The period stated in a notice under subsection (2) above shall be not less than 21 days beginning with the date on which the notice is first published in accordance with paragraph (a) of that subsection.*
- (4) The Secretary of State or local highway authority shall consider any objections sent to him or them in accordance with a notice under subsection (2) above and may, if he or they think fit, cause a local inquiry to be held.*
- (5) Subsections (2) to (5) of section 250 of the Local Government Act 1972 (provisions as to inquiries) have effect in relation to an inquiry held under subsection (4) above as they have effect in relation to an inquiry held under that section, but with such modifications as may be prescribed by regulations made by the Secretary of State.*
- (6) Before making regulations under this section the Secretary of State shall consult such representative organisations as he thinks fit.*

A copy of the Regulations is available on the legislation.gov.uk site:  
<http://www.legislation.gov.uk/ukpga/1980/66/section/90A>

The Highways (Road Humps) Regulations 1999 (section 3):-

- Where the Secretary of State or a local highway authority proposes to construct a road hump, he or they shall, as well as consulting the chief officer of police as required by section 90C(1) of the Act, also consult—*
- (a) where the proposal is by a local highway authority in England which is the council of a County, any district council in whose district the highway is situated;*
  - (b) in all cases, the chief officer of the fire brigade for the area in which the highway concerned is situated and the chief officer of any body providing ambulance services under the National Health Service Act 1977(a) and operating in that area;*
  - (c) in all cases, organisations appearing to him or them to represent persons who use the highway to which the proposal related, or to represent persons who are otherwise likely to be affected by the road hump.*

PSC5(c)

A copy of the Regulations is available on the legislation.gov.uk site:  
<http://www.legislation.gov.uk/uksi/1999/1025/contents/made>