

TRANSPORT DECISIONS COMMITTEE - 11 FEBRUARY 2010

SUMMERTOWN – ENTRY TREATMENTS

Report by Head of Transport

Introduction

1. This report describes the proposed scheme, locations and intention, presents both objections and support received in response to a public consultation with comments on the objections and seeks authority to proceed with implementation of the entry treatments.

Background

2. The scheme proposes the introduction of raised entries in Beech Croft Road and Thorncliffe Road (the locations of these entry treatments are shown in Annex 1). They were originally shown in the exhibition material for the Summertown Environment Enhancement Scheme. This was favourably received by residents of these streets that attended the exhibition, particularly those in Beech Croft Road as it complemented their proposals for a “DIY” traffic calming scheme (which is a scheme the residents of Beech Croft Road are designing and looking to implement, with our approval, in 2010).
3. Side road entry treatments as proposed have been widely used in Oxford, benefiting pedestrians crossing the junctions and also helping remind drivers that they are entering a minor residential road where low speed is appropriate and where exceptional care needs to be taken given the possible presence of child pedestrians and other vulnerable road users. However, they are not intended as a traffic calming measure (or entry into a traffic calmed street) but as an aid to pedestrian movement, particularly for those in wheelchairs or using prams or pushchairs.

Proposed Scheme

4. The proposal is for raised entry treatments at the Banbury Road and Woodstock Road ends of Beech Croft Road and Thorncliffe Road. These entry treatments will be a kerb height (normally 75mm) for the full width of the carriageway.
5. Construction material will be of standard road surface material, without any distinctive surface markings other than the triangles on the approach ramps, to warn drivers of the change in carriageway level.

Public Consultation

6. Letters were sent to all residents on both streets and those adjacent to the corners. Letters were also sent to representative organisations, emergency services, and elected representatives on 13 October 2009. A notice was published in the Oxford Mail on the same date and notices were posted and maintained in the streets for the following 4 weeks.
7. Thames Valley Police (TVP) has no objection in principle and will be consulted on the detailed design of the raised entries. No responses were received from the other emergency services.
8. In addition, we received 6 messages containing objections, one of which was sent on behalf of 11 people. An outline of these objections, with an officer response, is set out at Annex 2. Copies of the full objections are available in the Members' Resource Centre. Of the 16 signatories, 13 are residents of Thorncliffe Road, two in Banbury Road and one in Beech Croft Road.
9. 35 messages of support have also been received. These include one from the local Member for the Division (although this did include a comment about a preference for a different surface construction) and one representing the Oxford Pedestrians Association. All representations are available in the Members' Resource Centre. Of the other 33 signatories, 27 are residents of Beech Croft Road and 6 in Thorncliffe Road.
10. Also, whilst not objecting, some residents have expressed concerns. These are summarised at Annex 3, along with officer comments. Copies of the representations are available in the Members' Resource Centre. Of the 10 signatories, 8 are resident in Thorncliffe Road and 2 in Beech Croft Road.

How the project supports LTP Objectives

11. The raised areas will help, and therefore encourage, walking along the Banbury Road thereby helping to reduce congestion and air pollution. The raising of the carriageway to footway level will improve accessibility, particularly for disabled people and those using prams or pushchairs.

Financial and Staff Implications

12. The estimate for the construction works is approximately £12,500. Sufficient funds remain in the Summertown Traffic Management budget, to which funds from Road Safety were added for this element of the work. Design and supervision will be carried out by staff of the Transport Division of E&E and construction work will be carried out by the County Council's term contractor.

RECOMMENDATION

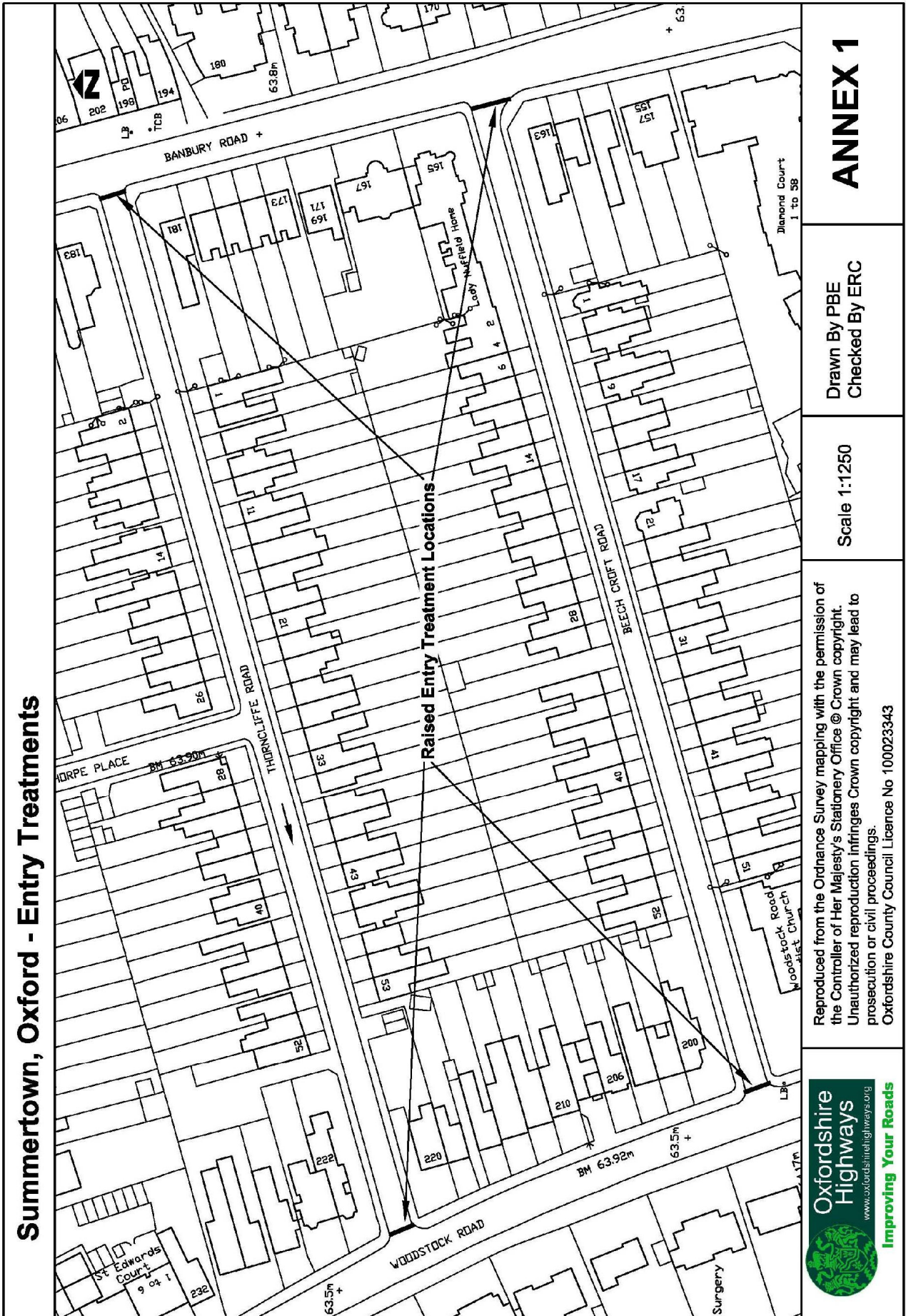
13. **The Committee is RECOMMENDED to authorise implementation of the raised entry features at each location as proposed in this report.**

STEVE HOWELL
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Environment & Economy

Background papers: Nil

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December 2009



Summertown, Oxford - Entry Treatments

ANNEX 1

Drawn By PBE
Checked By ERC

Scale 1:1250

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| Objection Ref. No. | No. of Objectors | Objection | Officer Comments |
|---------------------------|-------------------------|--|---|
| OB1 | 1 | Raised Surface will lead to greater nuisance from cyclists and skateboarders. | Whilst there is currently a change in level, these locations have dropped kerbs. There will be no lessening of deterrent. |
| OB1 OB2 | 2 | Mis-direction of resources where maintenance is needed to help cycling. | The aim here is to help and encourage walking by making it easier and safer. |
| OB1 | 1 | Raised entries cause discomfort to drivers and passengers with conditions such as arthritis and a nuisance to cyclists. | Ramp gradients of an average of 1 in 12 will not be uncomfortable if driven over at a reasonably slow speed. The wheelbase of bicycles is short enough so as not to be uncomfortable. |
| OB3 OB4 OB5 | 4 | Thorncliffe Road is a one-way street. Hump at Woodstock Road end is unnecessary. Humps needed along the road. Beechcroft Road is already 20mph speed limit and humps are not necessary. | The scheme is proposed to assist pedestrian access, not as a traffic calming scheme. This is necessary at both ends. |
| OB5 | 1 | Humps may require cars to slow down too quickly and may lead to an accident. | The raised treatments will be clearly visible and signed. Any manoeuvre crossing traffic must take road conditions into account. |
| OB6 | 11 | Road humps are not considered effective in reducing traffic speeds, increasing speeds between them, resulting in: Increased Noise. Increased vehicle emissions. Damage to vehicles. Sign clutter. Discomfort to car users. Access problems for emergency services. Increased maintenance. | The issues mentioned here would be relevant if a series of humps were proposed, in order to provide traffic calming. However, the proposal is for one raised area at each end of each street. This proposal would not result in the problems alleged here. It will, however, provide benefits for pedestrians in those locations, by providing an at-grade route and making drivers aware of the need to consider pedestrians at these locations. |

| Concern Ref. No. | No. Concerned | Concern | Officer Comments |
|---|---------------|---|--|
| CO1 | 2 | Want design to be a 'pavement' <u>not</u> a 'road'. Would like to see a different surface so it shows the pedestrian route and as a "gateway" entry to a shared-space street. | This is exactly what the raised areas are not meant for. They are intended to assist the passage of pedestrians. Signifying an entry to a 'shared-space' would only be true for Beech Croft Road (when their "DIY" scheme is implemented) in any case, but the application of a different surface may indicate a priority that does not exist. Whilst extra cost of material and maintenance may be considered small, it is an extra expense that may create more difficulty than benefit. |
| CO2 CO3 CO4 CO5 CO6 CO8 CO9 CO11 | 7 | Welcome slowing of traffic but not needed at Woodstock Road and humps could be hazardous for turning traffic, so put humps in the middle. | The scheme is proposed to assist pedestrians at each end of the street, not as a traffic calming scheme. The raised areas will be clearly visible and marked. |
| CO5 | 2 | Would be more cycle friendly if there was a gap in the hump. | Whilst this is true, it conflicts with the intention to make the route more pedestrian friendly. Wheelchair and pushchair users would have difficulty negotiating the ups and downs. |