

Division(s): Shrivenham

## **CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014**

### **PROPOSED TRAFFIC CALMING, TOWNSEND ROAD & STATION ROAD, SHRIVENHAM**

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

#### **Introduction**

1. The purpose of this report is to consider the objections and comments received following the consultation and formal advertisement of a 'flat top' road hump on Townsend Road, Shrivenham and a speed cushion on Station Road, Shrivenham. The exact location of each feature is shown on the plan included at Annex 1.

#### **Background**

2. Linden Homes have built 31 houses on land at the north end (west side) of Station Road, Shrivenham, see plan. At the planning stage a speed survey determined that, in order to comply with the proposed visibility splay at the new access, the speed of vehicles along Station Road needed to be reduced. Consequently provision of a traffic calming scheme to the surrounding road network was conditioned as part of the planning consent.
3. A Section 278 traffic calming scheme was subsequently prepared by Linden Homes in consultation with County Council officers. This scheme included the re-alignment of the Townsend Road / Station Road junction, a 'flat top' road hump and three pairs of speed cushions on Townsend Road, five pairs of speed cushions on Station Road (including in the western spur) and enhancements to footways and links to bus stops.

#### **Consultation**

4. Informal consultation on the developers' traffic calming scheme was carried out in February and March 2013. Notices were erected on site and posted to affected frontagers. Copies of the notice and plan were emailed to all statutory consultees.
5. 27 responses were received from local residents, the Parish Council, Thames Valley Police, Stagecoach (the bus operator), and the County Council's Public Transport team.
6. Analysis of the consultation responses indicated a consensus that there were too many speed cushions and that particularly in the case of Station Road the

residents in general were not in favour. The Parish Council's response was to 'scrap the scheme'.

7. In the light of this response a reduced scheme has been prepared by Linden Homes in consultation with Officers where the vertical traffic calming features have been reduced to one 'flat top' road hump on Townsend Road and one speed cushion (alongside a build-out) on Station Road.
8. Formal consultation under the Highways (Road Hump) Regulations 1999 on this road hump and speed cushion was carried out between 20 November 2013 and 11 December 2013. The proposals were advertised formally in the local press. Notices were erected on site and posted to affected frontagers, and plans deposited in the Parish Office. Copies of the notice and plans were emailed to all statutory consultees
9. Responses to this formal consultation have been received from four local residents together with Thames Valley Police and Stagecoach all containing objections and comments. A summary of these together with Officer's response has been tabulated and included at Annex 2 and copies are available for inspection in the Members Resource Centre.
10. A further seven responses from local residents and the Parish Council have also been received. However, these comment on the wider highway works which do not form part of this formal consultation and will therefore be dealt with by officers.

### **Objections and concerns**

11. Concerns have been raised over the choice of a speed cushion on Station Road due to its potential to damage vehicles and of being a health hazard. In response, the profile of the cushion should not result in vehicle damage and should not cause any undue discomfort to vehicle occupants provided that drivers negotiate the feature at an appropriate speed.
12. Concern has been raised over the effectiveness of the 'flat top' hump on Townsend Road. This road is a premium bus route; therefore the design of the feature is a compromise between speed reduction and passenger comfort.
13. Sufficient reduction in traffic speed has also been questioned in light of the position and low number of traffic calming features included in the reduced scheme. However, officers consider that a combination of a 'flat top' road hump on Townsend Road, re-alignment of the Townsend Road / Station Road junction, and a build-out with adjacent speed cushion and 40 mph 'buffer' speed limit on Station Road, should slow traffic on the road network that surrounds the Linden Homes site, to a level commensurate with the planning consent.

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

14. Implementation of the traffic calming scheme will improve public transport and walking facilities and promote road safety.

### **Financial Implications**

15. The cost of design and implementation of the traffic calming scheme is borne by the developer Linden Homes.

### **RECOMMENDATION**

16. **The Cabinet Member for the Environment is RECOMMENDED to approve the traffic calming scheme as advertised.**





MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers:      Annex 1:      Plan  
   Annex 2:      Summary of objections and comments

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December 2013

-  Site of Linden Homes development
-  Site of junction access to Linden Homes development
-  Site of proposed traffic calming feature
-  Site of proposed junction re-alignment improvements
-  Site Location

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CABINET MEMBER  
FOR ENVIRONMENT  
JANUARY 2014

TOWNSEND RD STATION RD, SHRIVENHAM  
PROPOSED TRAFFIC CALMING

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM	LT	DT
Date drawn:	Date checked:	Date approved:
19/12/2013	19/12/2013	19/12/2013



Proposed uncontrolled pedestrian crossing point with raised flat-top hump

Proposed creation of build-out & cushion with Southbound priority

End of 30mph speed limit & start of proposed 40mph speed limit

**RESPONSES TO CONSULTATION**

<b>RESPONDENT</b>	<b>OBJECTION/COMMENT</b>	<b>OFFICER RESPONSE</b>
Thames Valley Police	Make no objection.	Thank you.
Stagecoach in Swindon	Have no problem from their point of view.	Thank you.
Shrivenham Resident	<p>The 'flat top' road hump on Townsend Road will not encourage 4x4 and commercial vehicles to slow down, since their suspension will take the hump without noticing.</p> <p>The speed cushion on Station Road is too far south of the junction, encouraging 4x4, commercial and heavy farm vehicles to accelerate heavily to the main junction.</p>	<p>Townsend Road is a premium bus route. This traffic feature is a compromise between lessening discomfort for bus occupants whilst still providing some degree of calming where pedestrians are directed to cross the road.</p> <p>Initial consultation response indicated that in general Station Road residents were not in favour of a series of speed cushions along the road.</p> <p>Introduction of a new 40 MPH buffer speed limit south of the existing 30 MPH built up area, the requirement to negotiate the speed cushion, and the potential of having to give way to oncoming traffic at the build-out should slow northbound vehicles.</p>
Shrivenham Resident	Strongly disagrees with construction of a build-out and speed cushion on Station Road. Accepts the need for a traffic calming measure and suggests that a 'flat top' road hump similar to that proposed for Townsend Road would be sufficient.	There is a proven speeding issue on Station Road within the 30 MPH built up area. Construction of a build-out and speed cushion where vehicles will have to negotiate both horizontal & vertical features (and in the case of northbound vehicles potentially have to stop) is likely to be more effective than a 'flat top' road hump.

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	<p>Speed cushions are notorious for damaging car suspensions &amp; tracking even when negotiating them with due diligence. Precedence is already set in at least two areas of Swindon where they have been removed.</p>	<p>Following initial consultation the number of speed cushions has been reduced to one. The chosen narrower / lower profile of this speed cushion (75mm high, 1.7m wide) should not cause damage to vehicles provided that drivers negotiate the feature at an appropriate speed.</p>
<p>Cleycourt Road, Shrivenham Resident</p>	<p>Speaking from experience having visited the Swindon area since the early 1980s speed cushions are dangerous to health and extremely painful.</p> <p>Needed surgery on a spinal complaint that was not caused by speed cushions but certainly not helped by them. At times the jarring of my back was very uncomfortable &amp; on numerous occasions extremely painful.</p>	<p>Following initial consultation the number of speed cushions has been reduced to one. The chosen narrower / lower profile of this speed cushion (75mm high, 1.7m wide) should lessen discomfort to vehicle occupants provided that the driver negotiates the feature at an appropriate speed.</p>
<p>Youghal Close, Shrivenham Resident</p>	<p>Questions whether the one build-out &amp; speed cushion on Station Road is sufficient to ensure reduced traffic speeds on approach to the new development's access.</p> <p>Submits that the County Council should consider re-instating the speed cushion on Station Road, just before Berens Road as indicated on the February plan as this would discourage traffic from accelerating along this stretch.</p> <p>Thinks there might be a case for re-</p>	<p>Initial consultation response indicated that in general Station Road residents were not in favour of a series of speed cushions along the road.</p> <p>Introduction of a new 40 MPH buffer speed limit south of the existing 30 MPH built up area, the requirement to negotiate the speed cushion, and the potential of having to give way to oncoming traffic at the build-out should slow northbound traffic.</p> <p>Re-alignment of the Townsend Road / Station Road junction should slow southbound traffic.</p> <p>Initial consultation indicated a consensus that the number of</p>

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	<p>instating the speed cushion on the approach to Station Road from the village as indicated on the February plan as this would slow traffic in addition to the junction re-alignment.</p>	<p>speed cushions was 'overkill'. The junction re-alignment should be effective in slowing westbound vehicles on Townsend Road that enter Station Road.</p>
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