

CABINET MEMBER FOR ENVIRONMENT – 13 FEBRUARY 2020

BRIZE NORTON – CARTERTON ROAD & STATION ROAD: PROPOSED TRAFFIC CALMING MEASURES

Report by Interim Director Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of traffic calming measures on the Burford Road, Carterton Road, Station Road and Witney Road as advertised.

Executive summary

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

Introduction

3. This report presents responses received to a statutory consultation on updated proposals to introduce traffic calming features and also new facilities for pedestrians at Brize Norton as a result of residential development in the area.

Background

4. The above proposals as shown at Annex 1 have been put forward following an earlier consultation carried out between 29 May 2019 & 28 June 2019. Following issues raised by members of the public and the Ministry of Defence – Defence Infrastructure Organisation (with 10 objections received overall), the original proposals were modified in order to allay these concerns.

Consultation

5. Formal consultation was carried out between 21 November and 20 December 2019. An email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Brize Norton Parish Council, the Defence Infrastructure Organisation and the local County Councillor. Letters were sent directly to

approximately 120 properties in the immediate vicinity and public notices were also placed on site.

6. Six responses were received. Two objections, two in support and two neither objecting nor supporting (including Thames Valley Police). The responses are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object subject to the sight lines for road users being confirmed as adequate and noting that monitoring to confirm the safe operation of the traffic calming measures being carried out.
8. The Defence Infrastructure Organisation welcomed the changes made in response to their earlier comments and, therefore, had no remaining concerns to raise on behalf of RAF Brize Norton.
9. One objection was received from a resident of Minster Road expressing that the proposals would not address concerns over traffic speed and volume in Minster Road. Noting the above, the measures being proposed are considered appropriate taking account of the scale and location of the residential development funding the proposals.
10. Another objection was received from a resident of Carterton Road on the grounds that the proposed traffic calming build-out would present a hazard to traffic due to possible obstruction of visibility and specifically in respect of the nearby accesses to residential properties and concerns over the safety for road users turning to the Carterton Road from driveways and the potential for confusion over priority for turning vehicles. Additionally, concerns were expressed over noise and air pollution, including particulates due to vehicles braking and then accelerating as they negotiate the build-out.
11. In response to the above concerns, traffic calming build-outs have been widely used in the county with the great majority operating with very good levels of safety and with very low levels of concern being expressed over noise and air quality, noting that the properties in the immediate vicinity of the build out were set well back from the road.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the proposed measures has been provided by the developers of adjacent land.

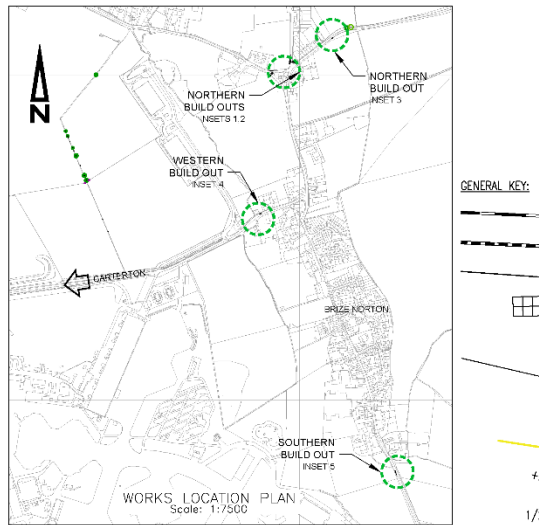
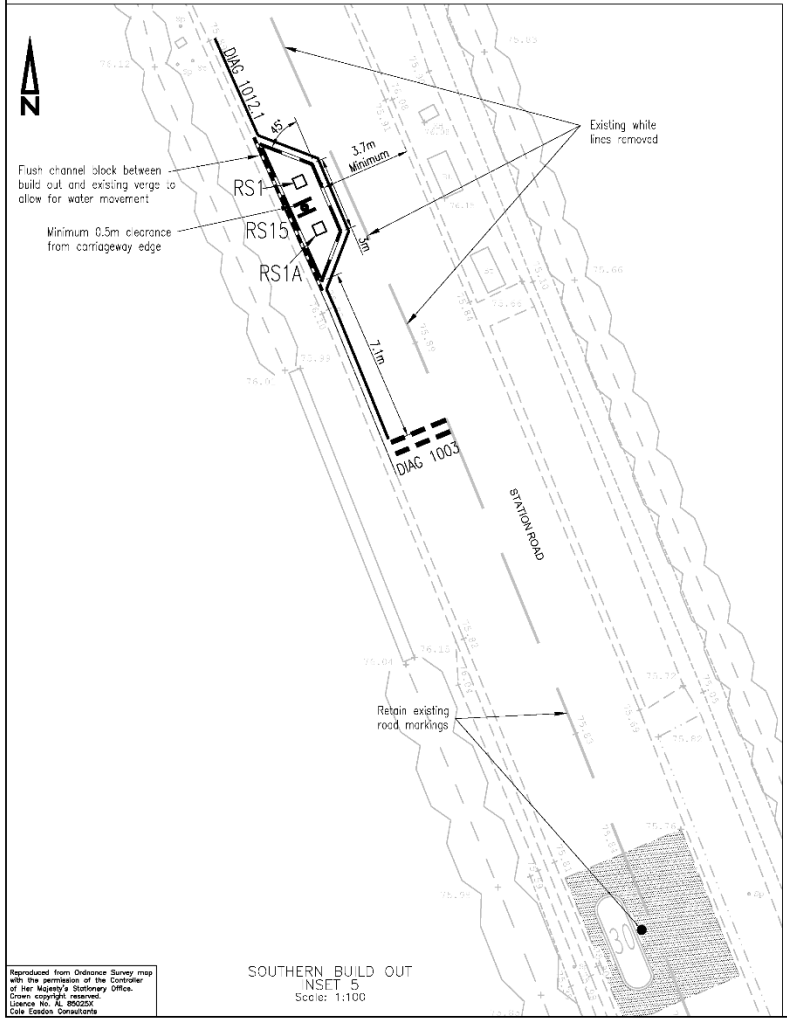
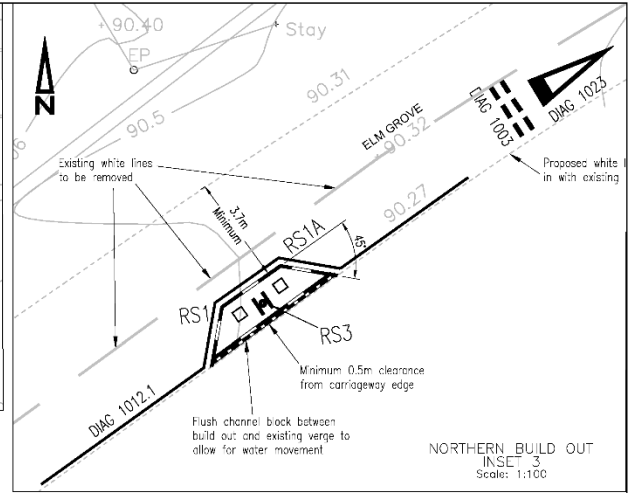
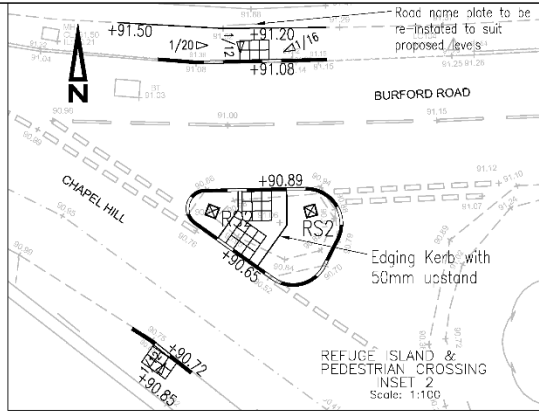
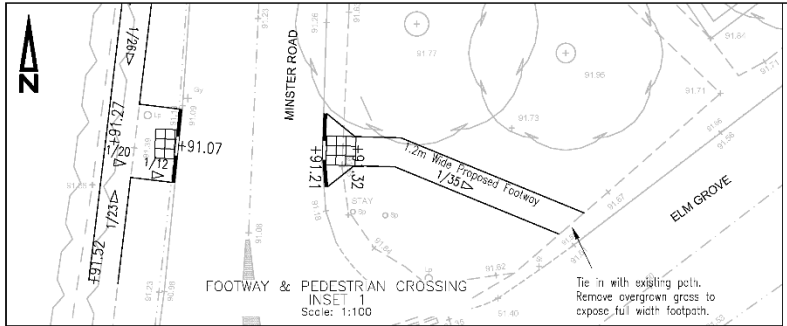
JASON RUSSELL

Interim Director Community Operations

Background papers: Plan of proposed traffic calming measures
Consultation responses

Contact Officers: Hugh Potter 07766 998704
Jack Whelan 07554 103332

February 2020



Revision Note 2 - Stage 1/2 ISA & DCC 3278 Add:

- RS1 or RS2 - Sign for RS1 area in full and right offset sign on build out features
- RS2 PS R1 & R2 - Formed build out along major road. The top sloped shoulder across full width of carriageway.
- Cracking joint position altered along Chapel Hill.
- Cracking joint along Winter near position either south and towards direction changed to suit new E1 colour not shown on survey.
- CS2 channel block added to back edge of kerb out.
- Double white lines extended into build out.
- Key applied.
- Spot levels and fall arrows introduced where appropriate.

Revision Note 3:

- Southern and Western JCBs only speed cushions removed and replaced with new 4 address build out as requested by local parish.
- Northern buildout alignment changed following Road Safety Audit (RSA) comments on 18/09/15.

Revision Note 4 - DCC Add 3

- Address limit detail added to position crossings
- Cracking joint back of edge kerb moved to ensure its perpendicular with verge block.

GENERAL KEY:

- Proposed Kerbline 1B2 (See Drawing No. 3694/192 for Kerb type Detail)
- Proposed CS2 Channel Block Kerbline Laid Flush with Carriageway. (See Drawing No. 3694/192 for Build Out Detail)
- Proposed Edging Type EF
- Blister Tactile Paving, buff coloured, at Un-Controlled Crossings
- Glasdon Neopallid Bollard, black with reflective banding and socket fitting. See DCC standard detail drawing No. 180/1200/015.
- Proposed Road Gully. Note: Pipe connections across verge to be hand dug due to presence of buried utilities.
- RSS Road signage details see drawing No. 3694/192.
- Diag No. 1017 (Single Yellow Lines).
- Proposed Spot Level
- 1/20 Proposed Fall Arrow

Revision Note 5:

- Build out proposals and detail altered following response from Parish council.
- Drainage changes.
- Key updates.

Revision Note 6:

- Southern and Western JCBs only speed cushions removed and replaced with new 4 address build out as requested by local parish.
- Northern buildout alignment changed following Road Safety Audit (RSA) comments on 18/09/15.

Revision Note 7 - DCC Add 3

- Address limit detail added to position crossings
- Cracking joint back of edge kerb moved to ensure its perpendicular with verge block.

No.	Rev.	Date	Revision Details
F	MH	04.09.19	See Revision Note F.
E	PW	29.08.19	Northern Build-Out position changed
D	MH	11.06.19	See Revision Note D
C	MH	13.02.19	See Revision Note C
B	MH	30.10.18	See Revision Note B
A	MH	18.09.15	Road sign information added

Client: Bloor Homes Western

Project: Land to the East of Carterton, Brize Norton Gateway & Build Outs

Drawn by: MH

Checked by: MH

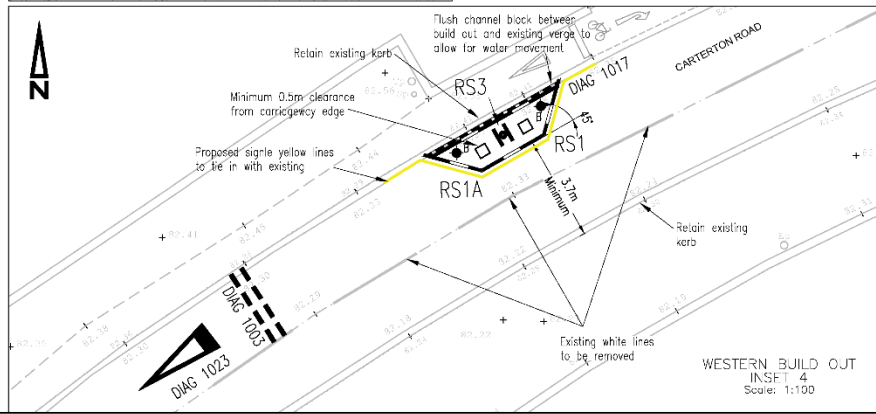
Approved by: PW

Date: August 2015

Scale: As Shown @ A1

Drawn by: 3694/190

Scale: F



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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I would like OCC to monitor the sites especially where approach speeds to some of these features could be high and drivers try and race through when seeing other vehicle approach in the opposite direction. I assume these features will be lit and comply with the sight line requirements which is essential in these rural applications?</p> <p>Thames Valley Police have no objection to the plan subject to the comment in this response.</p>
(2) MOD Defence Infrastructure Organisation	<p>No objection - We'd like to thank the Council / Highways Authority for consulting us on the above proposals. We'd also like to welcome the changes made in response to our earlier comments, and in that light have no remaining concerns to raise on behalf of RAF Brize Norton.</p>
(3) West Oxfordshire District Council (Planning & Strategic Housing)	<p>No objection</p>
(4) Local Resident, (Brize Norton)	<p>Object – I am very concerned that the traffic calming measures do not include the Minster Road itself. At the present time traffic comes across the roundabout at the top of Manor Road and accelerates from there towards the A40. In the opposite direct the traffic doesn't slow down until it reaches the roundabout. Admittedly the length of Minster Road is not great but its amazing the speed the traffic can get up to going in and out of the village.</p> <p>I can't see anything in the proposals that will help that. As much as the CC like to think that traffic uses Monahan way it doesn't. It's much quicker to access Carterton via Brize Norton Village. I would like to think that, for once, we are actually classed as part of the village instead of an offshoot. The noise of the traffic crashing over the cushions in Minster Road is particularly intrusive. A lot of the commercial vehicles that access Viscount Court and Timms Builders Merchants do so via Minster Road, most of which have contents that leap up and crash down going over the cushions. It doesn't get much quieter at night either.</p>

<p>(5) Local Resident, (Brize Norton)</p>	<p>Object – Carterton Road - The build out looks to be sited in an area in close to multiple houses and driveways. This raises additional road safety concerns. The build out, bollards and signs will obstruct the view of cars both on the road and exiting driveways (specifically 18-26). Increasing the likelihood of an accident.</p> <p>On top of this, due to the possibility of cars exiting driveways and proceeding westbound there is opportunity for further accidents with cars travelling eastbound at the buildout due to possible confusion regarding right of way. On top of the safety concerns, there will be increased pollution, in the form, of particulate (brake and tyre), exhaust emissions (additional acceleration) and noise (both braking and acceleration) at the buildout which is in close proximity to multiple houses.</p> <p>Elm Grove - No concerns regarding the pedestrian build. Concerns over buildout as per Carterton Road.</p> <p>Station Road – Concerns as above, as well as questioning need for this. Multiple cars are usually parked in proximity to this location on the road. In effect creating a traffic calming measure without the time and expense of the build.</p>
<p>(6) Local Resident, (Brize Norton)</p>	<p>No objection - Let's hope they reduce traffic speeds and, hopefully, reduce the amount of traffic through the village once satnavs are updated. We conclude that the previously proposed build-out in front of our house is no longer going ahead.</p>