

Division(s): Banbury Hardwick; Wroxton and Hook Norton
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## **CABINET MEMBER FOR ENVIRONMENT – 23 NOVEMBER 2017**

### **PROPOSED 30MPH SPEED LIMIT AND TOUCAN CROSSING B4100 WARWICK ROAD BANBURY**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to extend northwards the 30mph speed limit on the B4100 Warwick Road from its current terminal position just north of its junction with the A422 Stratford Road northwards to just north of its roundabout junction with Dukes Meadow Drive, replacing the current 40mph speed limit and to install a toucan crossing on the B4100 Warwick Road approximately 30 metres north of its junction with Firtree Close.

#### **Background**

2. The above proposals have been put forward to improve safety of all road users and the amenity of pedestrians and cyclists crossing the B4100 Warwick Road in the vicinity of a new access road serving residential development on the west side of the road. A plan showing the proposals is provided at Annexes 1 and 2.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 7 September and 6 October 2017. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council and the local County Councillors. Additionally street notices were placed in the vicinity of the proposed toucan crossing.
4. Seven responses were received as summarised at Annex 3. Copies are available for inspection by County Councillors.

#### **Responses to the consultation on the proposed speed limit**

5. Regarding the proposed speed limit there were two objections, two expressions of support and two neither supporting or objecting.
6. The two objections to the speed limit were received from members of the public on the grounds that the reduction to 30mph was unnecessary taking account the character of the road also noting the existing crossing provision for pedestrians and low accident record. One also commented that peak hour

speeds – especially in the morning – were in any case much lower due to queuing at the junctions on the route.

7. Two expressions of support were received from members of the public to the speed limit change. Thames Valley Police expressed no objection taking account development along the road as did the local county councillor.

### **Responses to objections to the proposed speed limit**

8. While it is accepted that the character of the road prior to the recent development was only semi-built up and the accident record is low ( there have been no reported injury accidents in the most recent 5-years for which data is available other than at the two roundabout junctions) the development will clearly change this. Noting the support of three residents to the proposal and that neither the police or local county councillor have expressed an objection it is recommended that this change is approved.

### **Responses to the consultation on the proposed toucan crossing**

9. In relation to the proposed crossing there were two objections, one expression of support and three expressing neither support or an objection.
10. The two objections were received from members of the public on the grounds that the crossing was unnecessary taking account of the current crossing demand, with one respondent stated that the funding for the crossing would be better used for other improvements to the Warwick Road nearer the town centre
11. Thames Valley Police and the local county councillor expressed no objection to the crossing. A member of the public – while expressing no formal objection – also expressed the view that a much better option would be to provide traffic signals at the junction with the new development incorporating a pedestrian phase – this would not only provide more flexibility for pedestrians crossing the road here but would improve the safety of all road users turning to and from the new junction.
12. One member of the public expressed support for the proposal.

### **Responses to objections to the proposed crossing**

13. The crossing is considered necessary to provide a safe and convenient place for pedestrians and cyclists travelling to and from the new development to cross the road. In respect of the suggestion that the junction to the new development should be signalled, including a pedestrian phase, the type of junction and crossing points were carefully considered as part of the planning application for the site.
14. In respect of the suggestion that funding for the crossing would be better spent on other measures on the Warwick Road closer to the town centre, that

would not be an option given that the adjacent development is funding these works.

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

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

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

16. Funding for the installation of the amended speed limit and toucan crossing has been provided by the developers of the adjacent residential development, whilst the appraisal of the proposals and consultation has been undertaken by council officers as part of their normal duties.

### **RECOMMENDATION**

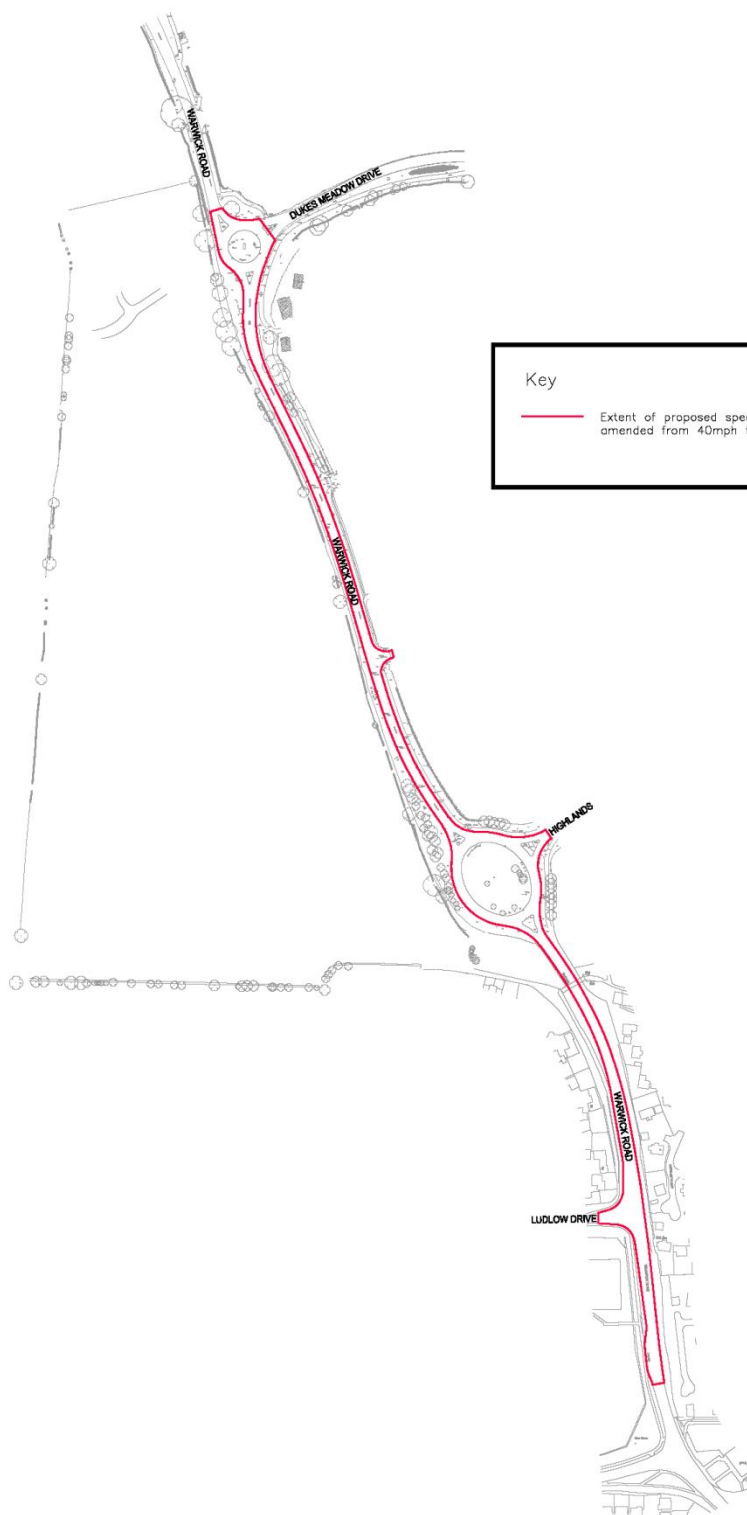
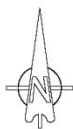
17. **The Cabinet Member for Environment is RECOMMENDED to approve proposals to extend northwards the 30mph speed limit on the B4100 Warwick Road from its current terminal position just north of its junction with the A422 Stratford Road northwards to just north of its roundabout junction with Dukes Meadow Drive, replacing the current 40mph speed limit and to install a toucan crossing on the B4100 Warwick Road approximately 30 metres north of its junction with Firtree Close as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:            Plan of proposed zebra crossing  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704

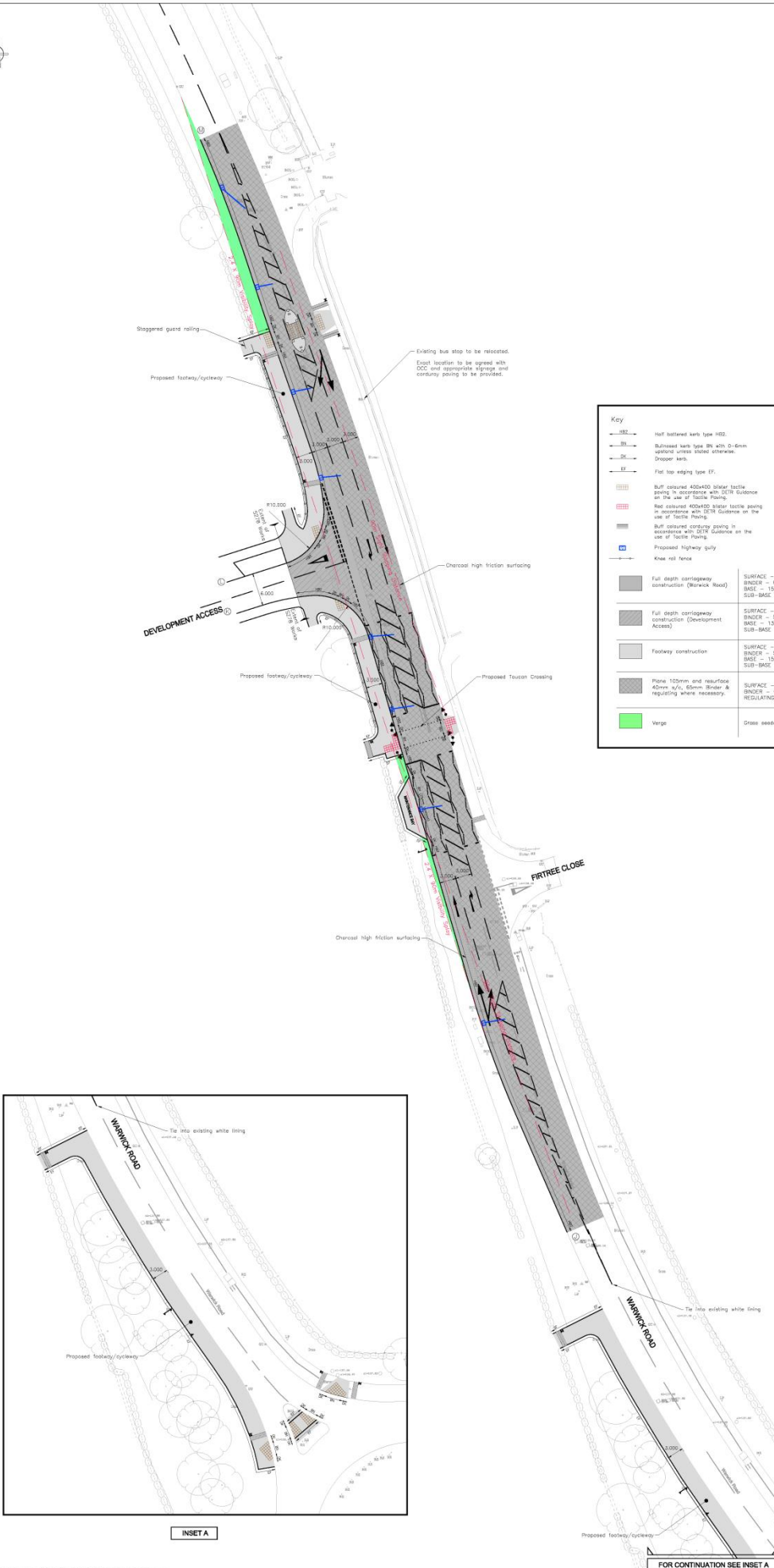
November 2017



Key

— Extent of proposed speed limit to be amended from 40mph to 30mph

REV. No.	DATE	DESCRIPTION	INITIALS
Client		<b>MJA CONSULTING</b> CIVIL AND STRUCTURAL ENGINEERS Monarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 555173 Fax: 01235 523226	
Project			
Title		Scale	Date
TRO Plan Proposed Speed Limit		1:2500@A2	July '17
		Checked	Drawn
		AMc	WSR
Drawing No.			Rev
5536:612			—



Key	
— 2B2 —	Half tapered kerb type H22
— 2B —	Subsided kerb type B6 with 0-6mm tapered unless stated otherwise. Dropper kerb.
— 2K —	Flat top edging type E7.
[Pattern]	Buff coloured 400x400 blinder tactile paving in accordance with S191 Guidance on the use of Tactile Paving.
[Pattern]	Red coloured 400x400 blinder tactile paving in accordance with S191 Guidance on the use of Tactile Paving.
[Pattern]	Buff coloured courtesy paving in accordance with S191 Guidance on the use of Tactile Paving.
[Symbol]	Proposed highway gully
[Symbol]	Knee roll fence
[Pattern]	Full depth carriageway construction (Warwick Road)
[Pattern]	Full depth carriageway construction (Development Access)
[Pattern]	Footway construction
[Pattern]	Pave 100mm and resurface 40mm 150mm Blinder & resurrounding where necessary.
[Color]	Verge

SURFACE — 40mm of AC10 close surf 40/60 rec to EN 13108-1	BINDER — 50mm of AC20 dense base 40/60 rec to EN 13108-1	BASE — 150mm of AC32 dense base 40/60 rec to EN 13108-1	SUB-BASE — Type 1 granular sub-base material (Thickness to match existing)
SURFACE — 35mm of AC10 close surf 40/60 to EN 13108-1	BINDER — 50mm of AC20 dense base 40/60 rec to EN 13108-1	BASE — 120mm of AC32 dense base 40/60 rec to EN 13108-1	SUB-BASE — (Subject to CSM testing)
SURFACE — 20mm of AC8 close surf 70/100 to EN 13108-1	BINDER — 20mm of AC20 dense base 70/100 rec to EN 13108-1	BASE — 150mm CBM 3 non mix	SUB-BASE — 75mm Type 1 (150mm if vehicle crossover)
SURFACE — 40mm of AC10 close surf 40/60 rec to EN 13108-1	BINDER — 40mm of AC20 dense base 40/60 rec to EN 13108-1	REGULATING — AC20 dense base 40/60 rec to EN 13108-1	
			Grass seeded only.

- This drawing is to be read in conjunction with all other drawings (refer below)
- 5336.600 Topographical Survey
  - 5336.601 Site Description
  - 5336.602 Scheme Arrangement
  - 5336.603 Signs & Lines
  - 5336.604 Drainage Layout
  - 5336.605 Levels Layout
  - 5336.606 Control Layout
  - 5336.607 Crown and Channel Profiles
  - 5336.608 Cross Sections
  - 5336.609 Construction Details
  - 5336.610 Street Furniture
  - 5336.611 Works and Lane Deviation Plan
  - 856421341/0/001 Traffic Signal Design

Notes:  
All works to be in accordance with the Design Manual for Roads and Bridges and the specifications issued by Gloucestershire County Council.

**PRELIMINARY**

Rev	Date	Description	By
1	16.07.17	Drawing amended in line with Gloucestershire County Council recommendations.	SPF
2	16.08.17	Drawing amended in line with Road Safety Audit recommendations.	SPF
3	02/09/2018		

Client: **miller homes**

Project: Warwick Road, Banbury

The: Section 278 Works Site Access General Arrangement

Scale: 1:250 (Plan) 1:10 (Profile)

Drawn: [Name] Check: [Name] Date: 16/08/18

Project No: 5336.602

Sheet No: 5336.602

Sheet of: 16

Drawing No: 5336.602

Scale: B

INSET A

FOR CONTINUATION SEE INSET A

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police, (Traffic Management Unit)	<b>No objection</b> - I have visited the location and note the increased development in the area. Early informal consultation was undertaken on this matter in 2016. I am a little concerned as what residual speeds will be with the lowered limit but until the full impact of the additional traffic movements will remain unknown.
(2) County Cllr, (Banbury Ruscote)	<b>Neither</b> – Noted.
(3) Local Resident, (Sussex Drive, Banbury)	<p><b>Speed Limit - Object</b> –No explanation is provided on the extent the proposal would make the road safer, given that it is a wide and relatively straight road (with potential to overtake a slow moving vehicle) with good visibility, and a right turn lane at the Ludlow Drive junction and there is a bus stop / layby used by temporary vehicles. Cars do not park on this stretch of road. There are also three pedestrian crossings – a signalled controlled crossing near the roundabout, the subway (also near the roundabout) and the pedestrian controlled crossing / junction lights at the Stratford Road. Considers crossing Ludlow Drive is more dangerous because the wall / hedge obscure visibility to the drop kerb. A reduced speed limit on the Warwick Road would further encourage vehicles to rush out without paying attention to the potential of pedestrians crossing. A redesign of the road would be needed to effectively deter cars and lorries from speeding given its character, noting that at peak times – and especially in the AM peak - , queuing at the junctions in any case reduces speeds, and that such queuing will increase with the additional traffic from the new developments in the area..</p> <p>•<b>Toucan Crossing – Neither</b> - but a better alternative would be to signalise the junction with the new development to include a pedestrian phase. This would also not only help drivers turning from the development but also a provide a better option for pedestrians and cyclists who may opt to turn right into town or cross over to the Hanwell Fields site, and would provide better access to the bus stop.</p> <p>.</p>
(4) Local Resident, (Ashmead Road, Banbury)	<p><b>Speed Limit - Object</b> – Not necessary to do this at this stage - there are no accidents here at the moment, so can't see the reason for it. Not many pedestrians (and I'm often one of them)</p> <p><b>Toucan Crossing - Object</b> – No point until doing this whilst there are no houses on the side where Drayton golf range was, especially as there is no path on this side - why would you be crossing! There's already a crossing near NOA</p>

CMDE7

	<p>which is the one I use. Would rather you extended the path to avoid the need to cross the road twice to get to the Barley Mow pub Feel. Another crossing would also affect the flow of traffic.</p>
<p>(5) Local Resident, (Hanwell Chase, Banbury)</p>	<p><u>Speed Limit</u> - <b>Support</b> – Being resident in Hanwell Chase that will have a through route to Hanwell Fields and has a crossing on the B100, I would like this extended north of the Hanwell Fields roundabout. <u>Toucan Crossing</u> - <b>Support</b> – <i>No comments.</i></p>
<p>(6) Local Resident, (Boxhedge Road, Banbury)</p>	<p><u>Speed Limit</u> - <b>Support</b> – <i>No comments.</i> <u>Toucan Crossing</u> - <b>Object</b> – I don't think this is necessary if there is to be a 30mph speed limit. A much better use of the money for a crossing near Firtree Close, would be a new pedestrian crossing, or a mini roundabout much further down Warwick Road at the junction of Warwick Rd/ Foundry St/ Boxhedge Road - near to the Texaco petrol station, noting t he increased demand to cross the road here due to the new Waitrose store.</p>