

CABINET MEMBER FOR ENVIRONMENT – 8 FEBRUARY 2018
BANBURY: EDINBURGH WAY – PROPOSED TRAFFIC CALMING MEASURES

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to provide traffic calming measures on Edinburgh Way Banbury, comprising seven pairs of speed cushions spaced at approximately 70 metre intervals.

Background

2. The above proposals have been put forward as part of wider works associated with new residential development to the west of Edinburgh Way. A plan showing the proposals is provided at Annex 1.

Consultation

3. The formal consultation on the proposal was carried out between 7 December 2017 and 12 January 2018. 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, Cherwell District Council, Banbury Town Council and the local County Councillor. Street notices were also placed in the vicinity of the proposed crossing location. Letters were also sent to approximately 110 premises in the vicinity of the proposals.
4. Seven responses were received. Thames Valley Police and Banbury Town Council did not object and there were two expressions of support – one from the local member and one from a resident. There were three objections from residents. The responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

5. The responses from Thames Valley Police and Banbury Town Council are noted.
6. County Councillor Mark Cherry, the local member, expressed support for the scheme with the proviso that speed cushions should not be constructed in front of driveways. It is understood that none of the proposed cushions are so sited but this will be checked and minor adjustments to their siting made

ahead of construction as required if the scheme is approved. The support of the resident for the scheme is also noted.

7. Three objections were received from residents, all of which expressed the view that speeding was not an issue in the road, particularly given the amount of on-street parking and that the funding would be better spent on maintaining the roads given the number of maintenance defects needing repair. One respondent also expressed the concern that the cushions would damage vehicles. While it is accepted that parking does help reduce speeds, the cushions would help ensure compliance with the 20mph speed limit zone here which was introduced in particular with regard to the safety of child pedestrians in this part of Banbury, noting that the proposals are intended to mitigate the potential adverse impact of additional traffic as a result of the nearby residential development. The scheme is being funded by that development as a mitigating measure and it would not be possible to use the funds for maintenance. In respect of the concern over cushions damaging vehicles, there is no evidence that in practice cushions result in such damage, noting that they have been widely used both in Oxfordshire and by other authorities.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

9. Funding for the traffic calming measures has been provided by the developers of land adjacent to Edinburgh Way.

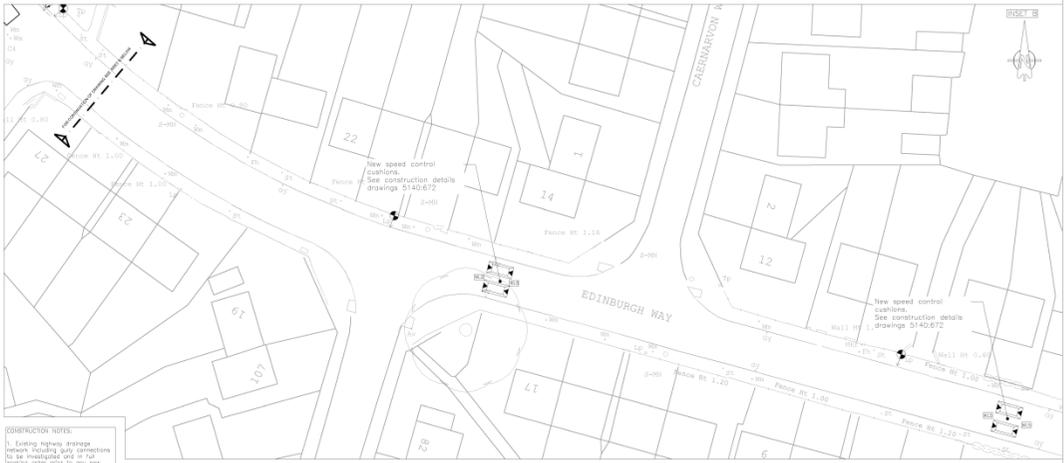
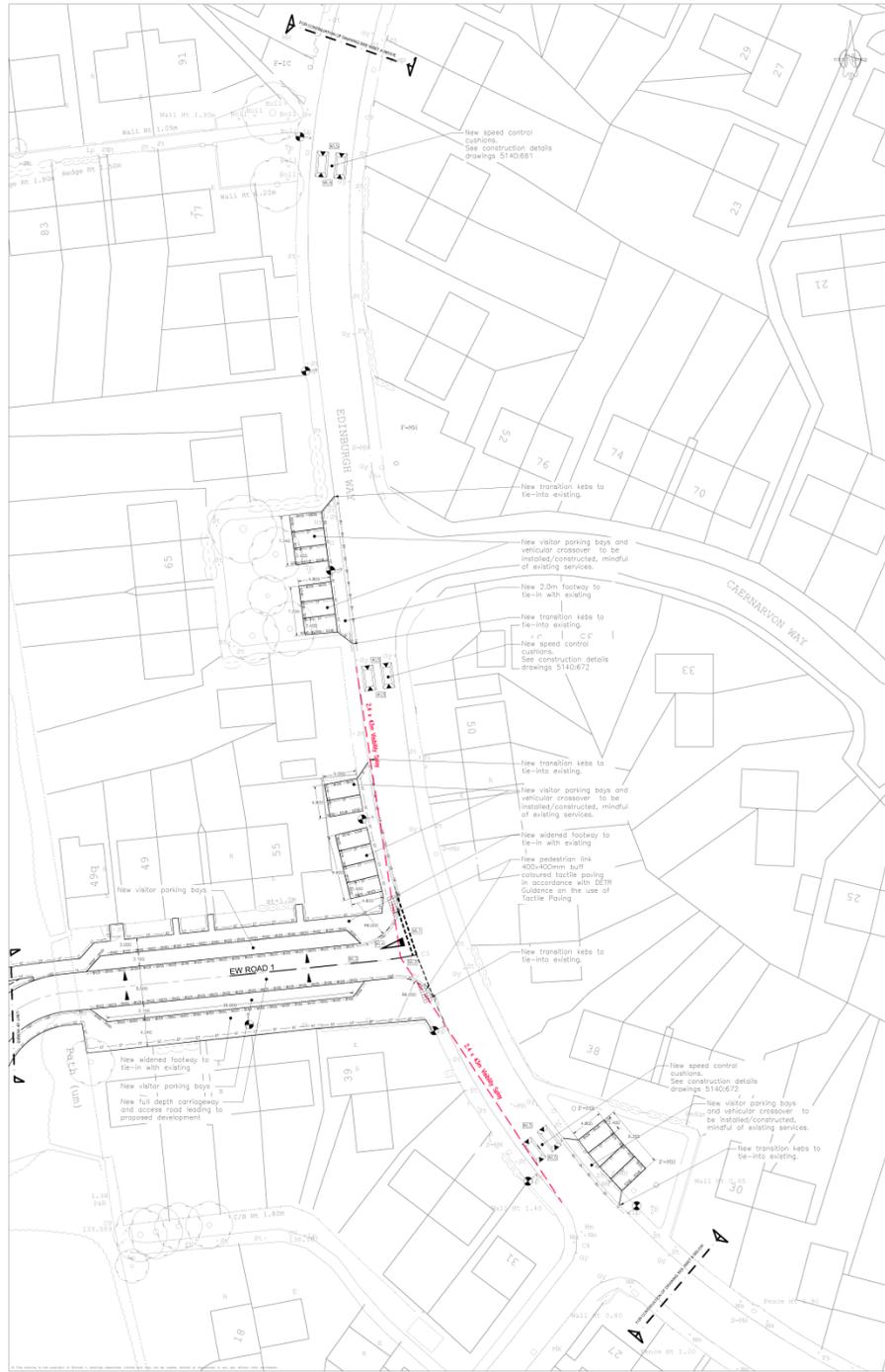
RECOMMENDATION

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to provide traffic calming measures on Edinburgh Way Banbury, comprising seven pairs of speed cushions spaced at approximately 70 metre intervals as advertised.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed traffic calming measures
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
February 2018



- CONSTRUCTION NOTES**
- Existing highway drainage channels including gully connections to be investigated and if not meeting current standards to be replaced with gullies with 150mm gully connections to be installed.
 - Any existing services correctly shown on the proposed drawings and require lowering/entering or diverting to the satisfaction of the authority responsible for the maintenance of the existing services to be installed/constructed, mindful of existing services.
 - All new drainage in highway to be 600mm standard.
 - All road markings to be removed by water blasting and new lines to be applied in accordance with the Highway Code.
 - Lighting levels on Edinburgh Way to be maintained during works.
 - Any gullies or gully connections found damaged prior to starting works to be replaced.

- Notes**
- Do not scale from this drawing.
 - All dimensions in metres.
 - Survey levels and grid based on AOD datum around 2025 & 2020. All measurements to reference datum and grid is the contractor's responsibility.
 - This drawing to be used in conjunction with all other relevant drawings.
 - Any discrepancies with any of the drawings shall be reported to the Contracting Engineer.
 - Survey levels and grid based on AOD datum around 2025 & 2020. All measurements to reference datum and grid is the contractor's responsibility.
 - The start and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
 - Contractor must comply with all current legislation relating to CDM, Health and Safety and CDM.
 - All traffic signs and road markings are to be in accordance with the Traffic Signs Regulations and General Directions 2016.

LEGEND

— H&E	125mm Face, 125x255 half bolster precast concrete kerb
— B&S	50mm Face, 255 x 150mm bolstered kerb
— B&S	25mm Face, 255 x 150mm bolstered kerb
— BK	Flush Face, 125 x 150mm kerb, flush face for crossings on radius
— TK	125x255mm precast concrete dropper kerb
— EF	50 x 150 EF edging

EXISTING STREET LIGHTING

TYPE	HEIGHT	SPACING	DESCRIPTION
HL	4.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting
HL	3.0m	300	Street Lighting



ALL WORKS TO BE COMPLETED IN ACCORDANCE WITH THE SURVEYOR'S NOTES AND DIMENSIONS, COURT QUARTERS.

FOR APPROVAL

REV. NO.	DATE	DESCRIPTION
01		ISSUED FOR APPROVAL

WHITE LIVING SCHEDULE

TYPE	NO.	DATE	DESCRIPTION
HL	101	2024	Street Lighting
HL	102	2024	Street Lighting
HL	103	2024	Street Lighting
HL	104	2024	Street Lighting
HL	105	2024	Street Lighting
HL	106	2024	Street Lighting
HL	107	2024	Street Lighting
HL	108	2024	Street Lighting
HL	109	2024	Street Lighting
HL	110	2024	Street Lighting

Project: Bretch Hill, Banbury, Oxfordshire
 Site: Section 27B, Edinburgh Way, General Arrangement
 Drawing No: 5140:662 P1
 Date: Jun '17
 Scale: 1:2500
 Author: WSR
 Check: LLW

MJA CONSULTING
 CIVIL AND STRUCTURAL ENGINEERS
 86-87 Oak Road, Abingdon
 Oxon OX14 4JG
 Tel: 01235 659713
 Fax: 01235 633238

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection.
(2) Banbury Town Council	No objection.
(3) Local County Councillor, (Banbury Ruscote)	Support - With one observation that cushions are not installed in front of any drive that has a dropped kerb drive.
(4) Local Resident, (Edinburgh Way, Banbury)	Support - This is very much needed.
(5) Local Resident, (Edinburgh Way, Banbury)	Object - With the number of parked vehicles along the road, there is no real issue with speeding vehicles along this road. I would suggest that money provided to the council should be used to correctly fix potholes on the roads throughout the area before even considering building useless and unnecessary "Traffic calming measures".
(6) Local Resident, (Edinburgh Way, Banbury)	Object - It is sometimes hard enough getting up and down Edinburgh Way with all of the parked cars, which in themselves act as speed restricters so, in my opinion, the money would be better spent repairing roads correctly (not just putting little patches of tarmac and gravel which make the potholes even bigger when they break up)
(7) Local Resident, (Edinburgh Way, Banbury)	Object - I have lived at my address for 10 years and in that time have never witnessed speeding problems on this road. I feel speed bumps on Edinburgh Way are totally unnecessary and would serve no purpose other than causing more damage to cars, in addition to the damage caused by the poor state of the roads. There are far more important issues with the roads in the area which the money should be put towards.