

CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017
PROPOSED ONE WAY RESTRICTION, LAMBS CRESCENT,
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 introduce a one-way restriction on Lamb's Crescent between its junctions with Hightown Road and Kilbale Crescent.

Background

2. The above restriction – as shown at Annex 1 - is being proposed in conjunction with the planned introduction of traffic signals at the junction of Hightown Road and Bankside, which is intended to increase the capacity of this junction to accommodate additional transport demands in this part of Banbury arising from nearby development. The implementation of the proposals, if approved, would be funded by the developers of the Longford Park residential development.

Consultation

3. The formal consultation on the proposal was carried out between 8 June and 7 July 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Cherwell District Council and Banbury Town Council, as well as the local County Councillor. Street notices were also placed on site, and letters sent to all properties in Lamb's Crescent and Kilbale Crescent.
4. Twelve responses– including one petition with 14 signatures – were received. These are summarised at Annex 2 with copies of the full responses received available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposal.
6. Eleven responses (including the above petition) were received from members of the public, all of whom (with the possible exception of one response where an address was not supplied) - were residents in the immediate vicinity of the proposals. Seven of these responses – including the petition- were objections, with the remaining four raising queries or concerns.

7. The grounds for the objections and concerns (including as raised in the petition) relating to the proposal included that it would lead to the use of the road by 'rat running' traffic, and that it would be detrimental to safety, in particular on account of concerns over visibility at the junction of Lamb's Crescent with Hightown Road, Swan Close Road and Tramway, which would be the only means of exiting the road if the proposal is approved.
8. Additionally some concerns were raised that the one-way restriction would, in conjunction with the parking pressures in the road make it difficult or impossible for larger vehicles (including emergency service vehicles) to access all properties in Lamb's Crescent and also that the proposal would make it more difficult for users to access a disabled parking place in the road.
9. A majority of the responses, including those in the petition, also expressed very strong concerns about the parking pressures in Lamb's Crescent due to commuters using the road to park given its proximity to the rail station and nearby offices and other employment; two of the objections were solely on the grounds that the proposals did nothing to address this matter. Suggestions for addressing the parking problems included the introduction of a residents parking zone, and the introduction of waiting restrictions (from which residents would be excluded) for a short period in the middle of the working day to deter commuter parking.
10. A response from a resident of Hightown Road raised concerns over the potential for the proposed signals to result in noise disturbance for nearby houses, and also raised a more general concern over speeding on Hightown Road, requesting that a speed camera is installed.

Review of responses

11. The response of Thames Valley Police is noted.
12. It is not considered that the proposal would lead to any appreciable increase in 'rat running' traffic as the signal stop line for the proposed new signals on the northbound approach of Hightown Road would be just south of the Lambs Crescent junction, and so traffic passing a green signal here continuing to Swan Close Road would typically be disadvantaged by the extra distance and time required to travel along Lamb's Crescent.
13. The concerns over visibility at the Lamb's Crescent junction with Hightown Road are noted, and it is accepted that it is somewhat restricted due to the alignment of the road, and also due to planting adjacent to the Morrisons Store, and the placing of some existing street furniture in the vicinity of the junction. A check of the longer term accident history (January 1995 to April 2017) shows only one slight injury accident involving a vehicle turning from Lamb's Crescent in this period, which indicates an acceptable level of safety (while also acknowledging that some respondents stated that when travelling to Hightown Road or Bankside they avoided using this junction). Should the proposal be approved, the scope for improving visibility will be investigated, including liaison with the adjacent Morrisons Store in respect of the maintenance of their planting and the possible relocation of street furniture.

14. It is accepted that Lamb's Crescent does experience significant parking pressure, in particular during the working day, due to both nearby offices and other employment, and also its proximity to the rail station. Noting also the comment that the proposed one-way restriction could - also taking account of the parking - result in difficulties for some vehicles to access properties in the road, it is proposed to carry out a review of possible waiting restrictions here, with measures likely to comprise consideration of the use of single yellow lines imposing a restriction for a short period in the middle of the working day to deter commuter parking. However, a residents parking scheme is not at present considered viable due to the absence of a civil enforcement regime for parking offences in the Cherwell district.

How the Project supports LTP4 Objectives

15. The proposals would help facilitate the safe movement of traffic in conjunction with the planned provision of traffic signals at the junction of Hightown Road and Bankside

Financial and Staff Implications (including Revenue)

16. Funding for the proposed one-way restriction has been provided by the developer of land adjacent to Bankside and the Oxford Road at Banbury and Bodicote.

RECOMMENDATION

17. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal as advertised.**

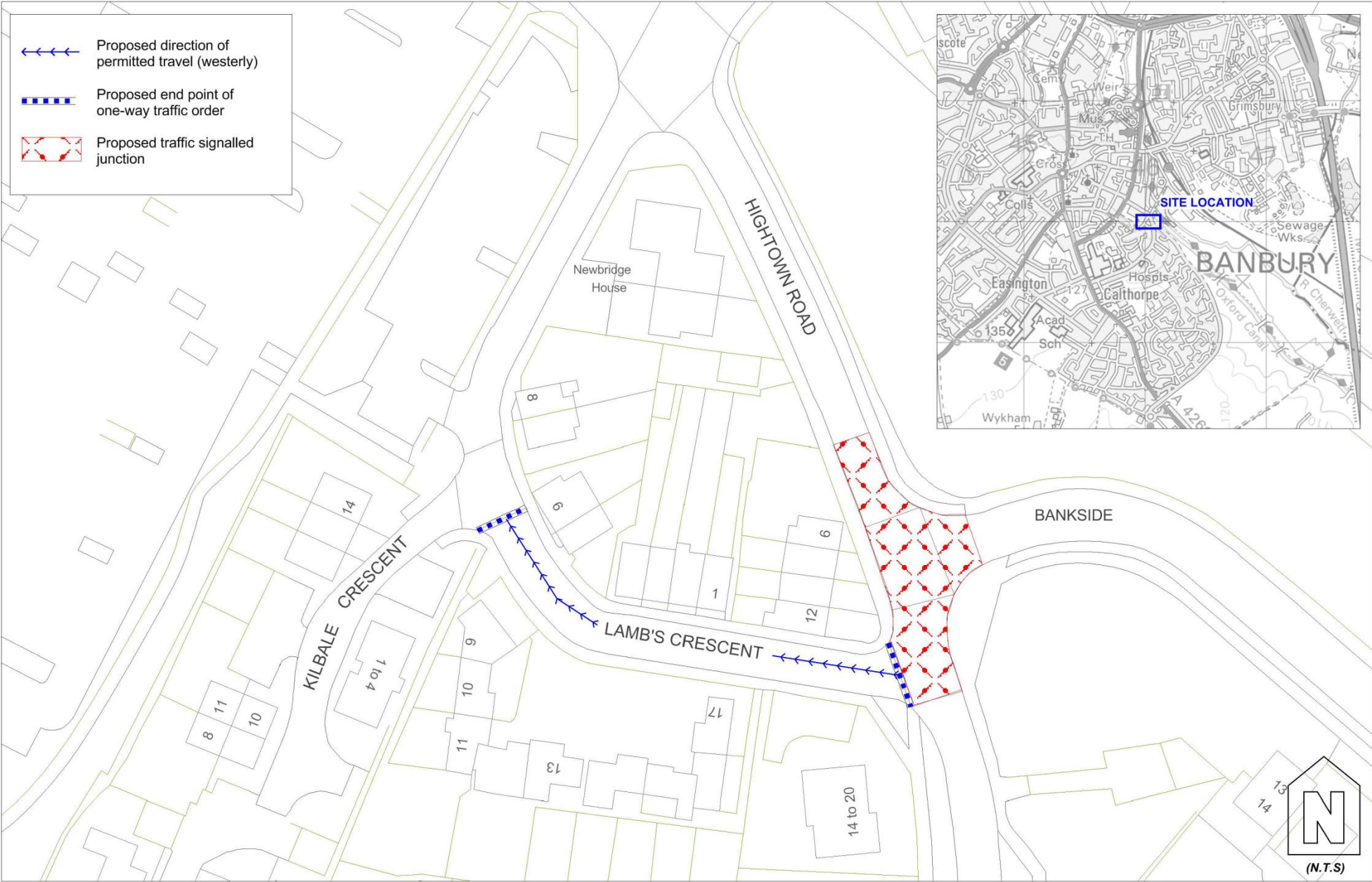
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

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July 2017

LAMNBS CRESCENT - PROPOSED ONE-WAY TRAFFIC ORDER OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



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RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection.
(2) Petition from 14 residents of Lamb's Crescent	Object - The proposal is very disappointing that what is proposed is so completely at odds with what is needed. The commuter parking results in dangerous traffic situations and misery to residents, and the proposal would make the road a dangerous rat-run which would increase the likelihood and risk of serious injury to children, the elderly, pets and our cars. Exiting Lambs Crescent at the westerly end is by far the safest as visibility is significantly better and it avoids further congestion to traffic at Bankside and Tramway. We urgently demand that parking be restricted for residents only between 11am and 12 noon.
(3) Resident, (Lambs Crescent, Banbury)	Object – Parking by rail users and staff at nearby offices present a real problem to residents.
(4) Resident, (Lambs Crescent, Banbury)	Object – Commuter parking, by rail users and employees at adjacent offices often for long periods (some from 7am to 7.30pm) causes parking problems for residents in this road to be able to park near their own houses when they return from work etc., and suggests a residents parking scheme for the residents of Lambs Crescent and surrounding roads. The installation of the traffic lights Lambs Crescent will become a 'rat run' cut through – an eastbound rather than a westbound one-way restriction would reduce the chance of this happening.
(5) Resident, (Kilbale Crescent, Banbury)	Object - the one system would be flowing the wrong way - at peak times it would be near impossible to turn right onto Hightown Rd from Lambs Crescent at the junction opposite the Tramway Rd – if heading towards the hospital or toward Bankside we leave via the Hightown road exit as it is safer. I would like a one way system but it should be East bound as this would be safer.

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<p>(6) Email response</p>	<p>Seeks clarification on the position of the stop line at the proposed signals on Hightown Road. Considers that a roundabout would result in less delay as compared to traffic signals. The proposed one-way restriction may make it harder for a disabled resident to use the disabled parking place on Lamb's Crescent.</p>
<p>(7) Resident, (Lambs Crescent, Banbury)</p>	<p>No objection to the one-way proposal, but very concerned over the obstructive parking - consideration should be made to restrict parking to one side of the road or restrict the number of cars. Larger vehicles, delivery drivers, emergency services (this list is not extensive) can find it very difficult to enter / exit from Hightown Road due to cars blocking the entrance / exit.</p>
<p>(8) Resident, (Lambs Crescent, Banbury)</p>	<p>Object – a one-way restriction will prevent larger vehicles including emergency services due to obstructive parking - being able to access Lambs Crescent from both directions is essential to allow access. The proposal will also result in the only means of exit being the crossroads with Hightown Road, Lambs Crescent, Swan Close Road and Tramway, which can prove very difficult and dangerous to exit, especially at times such as 15:30 and 17:00, when school runs and workers leaving Tramway fill the roads. The backlog from the traffic lights on Swan Close Road often mean the traffic is built up all the way past the Lambs Crescent, often with no break for the exit and entrance, and the visibility is also restricted by parking close to the junction and by the bend.</p> <p>The proposal will also encourage rat running traffic to avoid the proposed traffic signals, presenting a real hazard to the young children and elderly residents on our street.</p> <p>The obstructive parking - mainly by train commuters and Council office workers - has significantly worsened in the last year, with increasingly un-sustainable numbers of non-residents using the road and making residential parking often impossible, causing significant inconvenience and also a serious on-going risk of emergency vehicles, in particular the Ambulance Service and Fire Service, being prevented from access. The one-way proposal will only exacerbate this.</p> <p>A Resident's Parking Scheme that will fundamentally reduce the number of parked cars must be introduced in on Lambs Crescent. This would make the road safer and easy to manage as a pedestrian, ensure full access for residents and emergency vehicles by preventing blockages by non-residential dangerous parking, and ensure that that traffic that does attempt to use Lambs Crescent as a means to skip past the traffic lights can do so safely, with full vision down a narrow street, and allowing pedestrians full vision of any on-coming traffic. . A Monday-Friday restriction in the middle of the day (perhaps 11:00-12:00/13:00) for non-residents for example, is a simple and cost effective way to police the system.</p>

CMDE5

<p>(9) Resident, (Lamb's Crescent, Banbury)</p>	<p>Object - the proposed one way system is either safe or what is needed; exiting Lamb's Crescent on the westerly direction can often be dangerous due to the blind corner, particularly during busy times of the day. Obstructive parking by commuters using the rail station and from adjacent office buildings is a major issue and the one-way restriction could result in drivers having to break the law in order to exit the road. Entering Lamb's Crescent from Hightown Road, can also be an issue, due to the angle of the road, and cars parked too close to the junction. A resident-only parking on weekdays between say 10am-11am for example, with permits available for residents who have visitors during this time.</p>
<p>(10) Resident, (Lamb's Crescent, Banbury)</p>	<p>Object - I recently moved into the road but have already had problems due to the commuter parking.. A one way system would make matters worse. Parking should be restricted for residents only between 11 and 12 noon. We feel that this would be enough to stop commuters and office worker from parking here and affecting our quality of life on the street.</p>
<p>(11) Resident, (Lamb's Crescent, Banbury)</p>	<p>Concerned about the existing parking pressures in Lamb's Crescent, mainly from staff working at the nearby Council offices. The stop line for the proposed traffic lights in Hightown Road must be on the upper side of the junction with Lamb's Crescent to stop making the Crescent into a short "rat-run" to beat the lights and double-yellow lines provided at the same junction to stop cars parking on the end of the Crescent.</p>
<p>(12) Resident, (Hightown Road, Banbury)</p>	<p>Seeks clarification on the positioning of the proposed signal stop line on Hightown Road, as if this is placed north of the Lamb's Crescent junction, this will encourage the use of the latter as a rat run. Also requested that speed cameras are provided in Hightown Road due to concerns over speeding, and also the employment of a traffic warden to enforce existing waiting restrictions where parking occurs near junctions etc. and resulting in hazards.</p>