

## **TRANSPORT DECISIONS COMMITTEE - 26 NOVEMBER 2009**

### **BANBURY, SPRINGFIELD AVENUE PROPOSED TRAFFIC CALMING ALTERATIONS FOR PREMIUM BUS ROUTE B1**

**Report by Head of Transport**

#### **Introduction**

1. This report describes the proposed scheme and its contribution to the improvement of the Premium Bus Route B1, presents the responses that have been received to public consultation with comments from County Council officers on the one objection and recommends implementation of the scheme.

#### **Background**

2. This scheme is part of the Banbury Town Premium Bus Routes project. A separate scheme for a humped zebra crossing in Springfield Avenue (part of the Better Ways to School project) was approved by the Transport Decisions Committee on 1 October 2009 and is programmed for construction in February 2010. There is no conflict between the two schemes and the Banbury Town Premium Bus Routes project is programmed for implementation in 2010/11. However, in order to improve construction efficiency and also inspire confidence from the residents of Springfield Avenue, construction of this scheme is planned for construction slightly earlier, in March 2010, immediately after completion of the humped zebra crossing scheme.

#### **Description of the Scheme**

3. There are seven existing round-top humps on the length of Springfield Avenue used by the B1 Premium Bus Route (between Grange Road junction and Horton View junction). The humps are very effective in keeping speeds almost entirely below 30mph. However, they do cause discomfort for bus drivers and passengers. Therefore, this scheme is for removal of five of the humps and installation of five sets of speed cushions. Each set will comprise three speed cushions, spread across the carriageway, because extensive roadside parking in Springfield Avenue makes it necessary for buses to travel along the middle of the road except when passing oncoming vehicles. Buses will be able to straddle the speed cushions; cars and light commercial vehicles will not.
4. A layout/location plan is shown at Annex 1. An enlarged copy will be available in the Members' Resource Centre and on display at the Meeting.

5. The speed cushions were described in public consultation as approximately 1.6 metres wide, with approximately 0.5 metres width between them. Advice from our County Traffic Engineer is to increase the width to 1.7 metres to make them more effective in restraining the speed of cars. Buses would still be able to straddle them. On each side of the road, the gap between the kerb and the edge of the nearest speed cushion would be reduced to about 550 millimetres (22 inches). This would not adversely affect drainage or movement of cyclists. Therefore, the slightly increased speed cushion width of 1.7 metres is recommended.
6. Of the other two existing round-top humps, one will be converted to a flat-top hump as part of the humped zebra crossing scheme. The other, the hump nearest to the Horton View junction, would remain as it is. That is because south-bound buses would not be able to straddle speed cushions at that point (as they would be straightening up after turning left into Springfield Avenue) and they would not be able to straddle speed cushions located at an alternative location a short distance further south (as they would be approaching/leaving the bus stop and moving towards/away from the edge of the road). Northbound buses would go slowly where the existing hump is even if it were removed, as they are preparing to make the sharp right turn into Horton View.

### **Public Consultation**

7. A Public Notice was published in September 2009 and copies sent to representative organisations, emergency services, bus operators, elected representatives, Blessed George Napier School and local homes. A copy of the Public Notice is attached at Annex 2. Of the four responses received, two (from the bus route operator and from Cherwell District Council) supported the proposal, one (from a resident of the Crouch Hill area north of Bloxham Road) opposed it and the Police were neutral. Councillor Mallon, County Councillor for the Banbury Easington area, supports the scheme. Copies of the responses are available in the Members' Resource Centre.
8. The one objection received was not against the scheme as a whole, but wanted all the humps in Springfield Avenue replaced by speed cushions (including those on the length north of Horton View junction) and the proposed set of speed cushions immediately north of the Farmfield Road junction omitted.
9. The route between Oxford Road and Bloxham Road via Horton View and the northern section of Springfield Avenue is used by many drivers as a short cut. In order to continue discouragement of this, the existing humps on the northern section of Springfield Avenue (which is not a bus route) would best be left as they are.
10. The proposed set of speed cushions immediately north of the Farmfield Road junction are desirable because the existing hump 34 metres further north will have been converted to a flat-top hump (with a zebra crossing on it), with ramps limited to 1 in 25 gradient as required on Premium Bus Routes by the Public Transport Development Team. With the reduced traffic calming effect

there, and the low density of car parking in the vicinity of the Farmfield Road junction, some northbound drivers might increase speed as they approach the zebra crossing if the proposed set of speed cushions were omitted.

11. The Police had no objection, but pointed out that, in order to be effective, traffic calming features should not be more than 100 metres apart. South of Farmfield Road junction, there will be a distance of 106 metres between two consecutive sets of speed cushions because of the need to avoid conflict with vehicular accesses to properties. However, this will be the only instance along Springfield Avenue of the preferred 100 metres maximum being exceeded, and, therefore, it is not expected to result in significantly increased speeds.

### **How the project supports LTP Objectives**

12. The traffic calming alterations will reduce wear and tear on buses and will improve comfort and safety for bus passengers and drivers. This is expected to increase bus usage (particularly by elderly and disabled people) and reduce private car usage, which will reduce congestion, air pollution and carbon emissions.

### **Financial and Staff Implications**

13. The construction cost would be approximately £30,000. Sufficient finance is allocated in the Local Transport Plan for the financial year 2010/11 for Banbury Premium Bus Routes. It is intended to carry out the construction in March 2010, but payment would not be due until April. Preparation and supervision work required can be accommodated within existing staff resources in Oxfordshire Highways. All of this work except drawings would be by County Council staff. Drawings are being prepared by Jacobs (a partner with the County Council in Oxfordshire Highways) and the fees for that are expected to total approximately £1,000.

### **RECOMMENDATION**

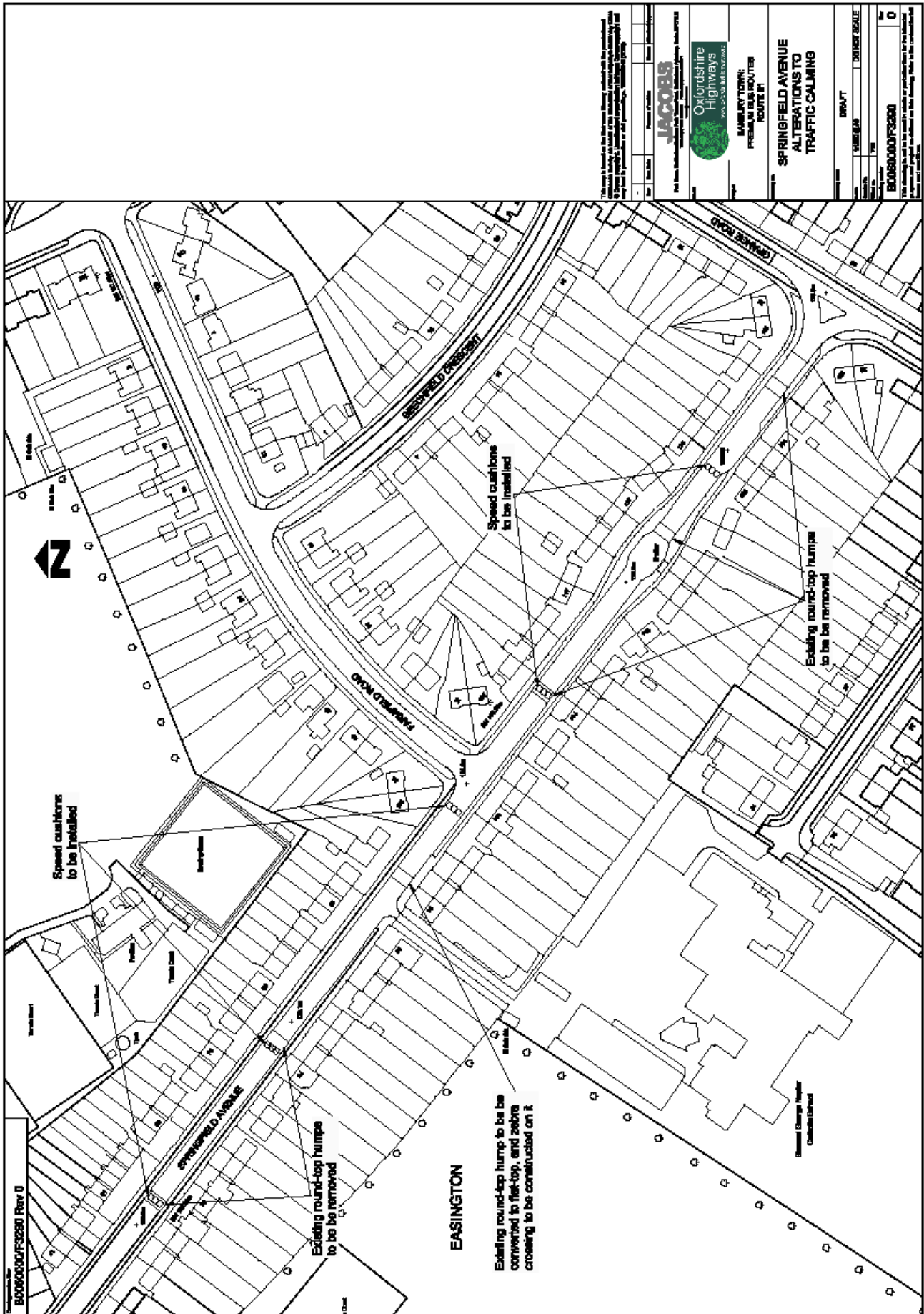
14. **The Committee is RECOMMENDED to authorise implementation of the proposed traffic calming alterations in Springfield Avenue, Banbury as set out in this report.**

STEVE HOWELL  
Head of Transport  
Environment & Economy

Background papers: Public Notice, and responses to it. Drawing No. B0060000/F3920. Project Brief for Banbury Town Premium Bus Routes.

Contact Officer: David Deriaz Tel: 01865 815666

October 2009



**BANBURY, SPRINGFIELD AVENUE  
PROPOSED TRAFFIC CALMING ALTERATIONS**

**ANNEX 2**

**LOCATION / LAYOUT PLAN  
COPY OF PUBLIC NOTICE**

**Banbury, Springfield Avenue: Road Humps**

Notice is hereby given that Oxfordshire County Council proposes to implement a traffic calming scheme comprising five trios of road humps (each trio being three speed cushions, side by side across the width of the road) under The Highways (Road Humps) Regulations 1999, in Springfield Avenue, Banbury.

The road humps shall be speed cushions, and shall be at the following locations:

1. 202 metres north-west of the junction of Springfield Avenue with Farmfield Road
2. 129 metres north-west of the junction of Springfield Avenue with Farmfield Road
3. 14 metres north-west of the junction of Springfield Avenue with Farmfield Road
4. 41 metres south-east of the junction of Springfield Avenue with Farmfield Road
5. 147 metres south-east of the junction of Springfield Avenue with Farmfield Road

Each speed cushion will be approximately 65mm high, 1.6 metres wide and 2.0 metres long. The distance between the edges of speed cushions will be approximately 0.5 metre.

If the above scheme is implemented, existing humps shall be removed at the following locations:

6. 202 metres north-west of the junction of Springfield Avenue with Farmfield Road
7. 126 metres north-west of the junction of Springfield Avenue with Farmfield Road
8. 41 metres south-east of the junction of Springfield Avenue with Farmfield Road
9. 117 metres south-east of the junction of Springfield Avenue with Farmfield Road
10. 187 metres south-east of the junction of Springfield Avenue with Farmfield Road

Independently of the above, the existing round-top hump located 48 metres north-west of the junction of Springfield Avenue with Farmfield Road will be re-constructed as a flat-top hump, and a zebra crossing will be constructed on top of it.

A plan showing the proposal is available for inspection at the offices of Oxfordshire County Council, Environmental Services, Speedwell House, Speedwell Street, Oxford OX1 1NE, and at Banbury Town Council, Town Hall, Bridge Street, Banbury OX16 5DB, from 9.00am to 4.00pm Monday to Friday, and also at Banbury Library, Marlborough Road, Banbury during normal opening hours.

Objections to the proposal, specifying the grounds on which they are made, and any other representations, should be sent in writing to the Director for Environment and Economy (quoting ref. DD.12.6.120) at the address given below no later than the 12<sup>th</sup> October 2009. The County Council will consider objections and representations received in response to this Notice. They may be disseminated widely for these purposes and made available to the public.

Date: 17<sup>th</sup> September 2009

Huw Jones  
Director for Environment and Economy  
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