

CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017

PROPOSED AMENDED TRAFFIC CALMING MEASURES HANNEY ROAD STEVENTON

Report by Interim Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to amend an existing traffic calming feature on the Hanney Road at Steventon.

Background

2. Approved development of land on the south side of the Hanney Road at Steventon will create a new junction, and to safely accommodate the new road layout it is proposed to amend the existing traffic calming chicane by removing the existing build out close to the new junction and construct a speed cushion adjacent to the remaining build out as shown at Annexes 1 & 2.

Consultation

3. Formal consultation on the above proposal was carried out between 13 October and 11 November 2016. A public notice was placed in the Oxford Times, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Steventon Parish Council and the local County Councillor. Additionally, street notices were placed in the vicinity of the proposed calming feature.
4. Two responses were received during the course of the consultation period, including one from a local resident and another from Thames Valley Police. The responses are summarised at Annex 3. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Review of responses

5. The response from Thames Valley Police welcomed the opportunity the proposal presented to address the removal of one of the current build outs that has been prone to maintenance issues, and raised no objection to the proposed speed cushion, on the understanding (as is the case) that the proposal would not restrict the use of the road by for use by abnormal loads unable to use the A34 due to restricted bridge clearances.

6. An objection was received from a resident of Hanney Road on the grounds that the proposed change would not be sufficient mitigation for the impact of additional traffic from the development, also taking account the current level of speeding and that further calming measures should be introduced on the Hanney Road. A concern was also expressed over the lack of provision for pedestrians wishing to walk along the Hanney Road to and from village amenities from the new access. While these concerns are noted, they are not considered material to the objective of the proposal under consideration to amend the existing traffic calming to provide a safe means of access to the development. In addition, the new development will provide a new footway on the south side of Hanney Road to link with the existing provision in the village.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

8. Funding for the amendment to the traffic calming feature has been provided by the developer of the adjacent land.

RECOMMENDATION

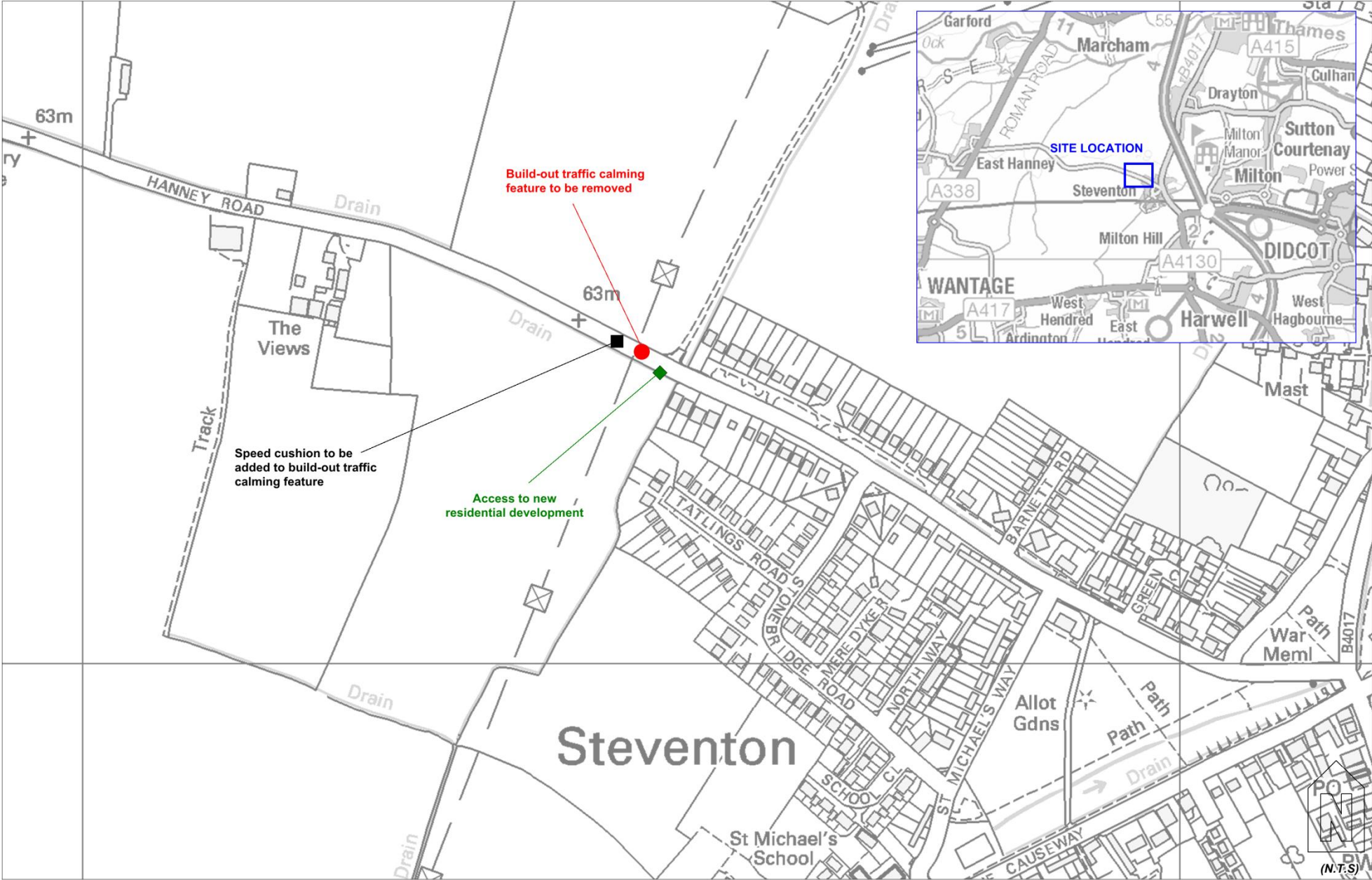
9. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised and described in the report.**

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

January 2017



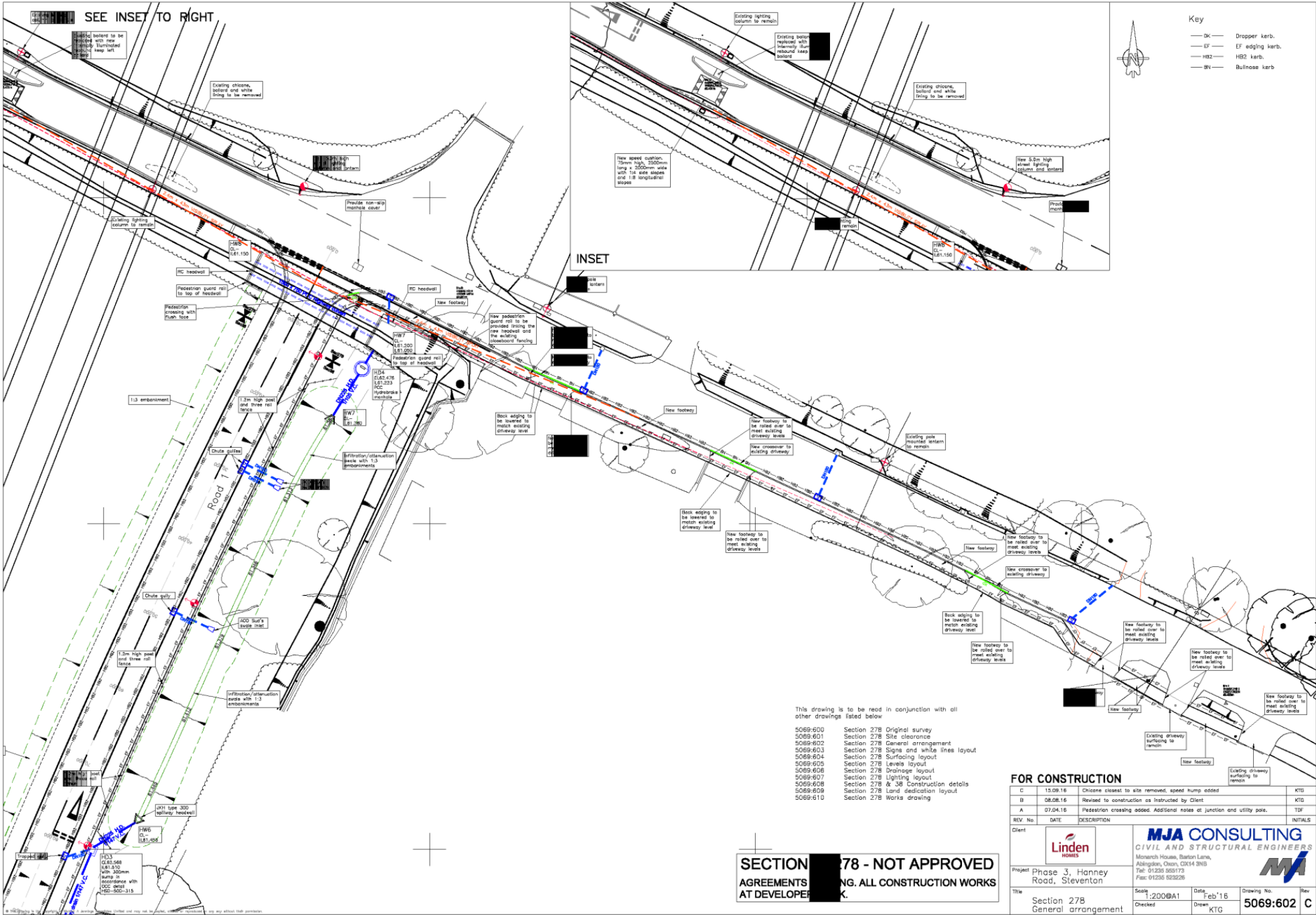
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Date drawn: 02/10/2016
 Drawn by: CJM

Map centre:
 easting. 446550, northing. 192203

(N.T.S)



SEE INSET TO RIGHT

INSET

Key
 — DK — Dropper kerb.
 — EF — EF kerb.
 — HB2 — HB2 kerb.
 — BN — Bullnose kerb

This drawing is to be read in conjunction with all other drawings listed below

5069-600	Section 278	Original survey
5069-601	Section 278	Site clearance
5069-602	Section 278	General arrangement
5069-603	Section 278	Signs and white lines layout
5069-604	Section 278	Surfacing layout
5069-605	Section 278	Levels layout
5069-606	Section 278	Drainage layout
5069-607	Section 278	Lighting layout
5069-608	Section 278 & 38	Construction details
5069-609	Section 278	Land dedication layout
5069-610	Section 278	Works drawing

SECTION 278 - NOT APPROVED
 AGREEMENTS FOR ALL CONSTRUCTION WORKS AT DEVELOPER'S RISK.

FOR CONSTRUCTION

C	15.08.16	Chisne closest to site removed, speed hump added	KTG
B	08.06.16	Revised to construction as instructed by Client	KTG
A	07.04.16	Pedestrian crossing added. Additional notes at junction and utility post.	TDF
REV No	DATE	DESCRIPTION	INITIALS

Client		
Project	Phase 3, Hanney Road, Steventon	Monsarch House, Barton Lane, Abingdon, Oxon, OX14 3NB Tel: 01235 959173 Fax: 01235 923226
Title	Section 278 General arrangement	Scale: 1:200@A1 Checked: [initials] Date: Feb'16 Drawing No: 5069:602 Rev: C

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection – with the following comments:</p> <ul style="list-style-type: none"> ▪ It is pleasing to see that at last some improvement is proposed for this traffic calming scheme. Over the years the existing features have suffered from serious neglect in maintenance and currently still in a poor state of repair with bollards missing and cycle by pass overgrown, ▪ The Hanney to Steventon road has for many years been an important strategic route for abnormal loads movements unable to use the A34 due to height restrictions, it is important that any amendments to the existing traffic calming features are sensitive to this fact and that any new feature is open to overrun. That will include any bollards upon the feature. No permanent fixed bollards please and any new kerbing again open to overrun by large heavy vehicles.
(2) Resident, (Hanney Road)	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ The proposed traffic calming measures make absolutely no allowance for the additional vehicles turning onto the Hanney Road and heading into the village. This is a road which vehicles already speed along, and has already had increased traffic due to the Barnet road development. I would wish to see additional traffic calming measures introduced between the proposed new speed cushion and the centre of the village aimed at reducing the existing speed problem which will only be getting worse as a consequence of the new development. ▪ The proposed traffic calming measures make no allowance for any pedestrian access from the new development into the village, as there is no curb side footpath from the new entrance into the village.