

**CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017**  
**PROPOSED RELOCATION OF ROAD HUMP – SPAREACRE LANE,  
EYNSHAM**

**Report by Director for Infrastructure Delivery**

**Introduction**

1. This report presents responses received in the course of a statutory consultation to remove an existing road hump at the eastern end of Spareacre Lane and to construct a new road hump to the same specification approximately 15 metres to the west.

**Background**

2. The above modification to the traffic calming measures in Spareacre Lane - originally constructed in 1993 - has been proposed by developers as part of works to create a new access for a residential development on the north side of Spareacre Lane. A plan showing the location of the proposal is shown at Annex 1, with the technical details of the proposal show at Annex 2.

**Consultation**

3. Formal consultation on the proposal was carried out between 23 March and 21 April 2017. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Eynsham Parish Council and the local County Councillor. Additionally letters were sent to approximately 20 nearby properties.
4. One response was received. This is summarised at Annex 3. A copy is available for inspection in the Members' Resource Centre.
5. The response comprised an objection from the occupiers of a house adjacent to the site of the proposed road hump, on the grounds that it would prevent their carrying out an improvement to their driveway. A site meeting with the occupier and a member of the Oxfordshire County Council Traffic and Road Safety Team was held on 27 July at which verbal agreement was reached on a slightly revised location of the road hump which would not impact on the improvement to the driveway. However, no response was received from the occupier to an email sent following this meeting to confirm in writing their acceptance, and a follow-up telephone conversation indicated that the occupier still had some reservations over the proposal.

## **Response to objection**

6. While acknowledging the preference of the occupier that the road hump is not relocated to this revised location, it is considered that the adjustment as agreed at the site meeting constitutes an acceptable accommodation of their concerns in respect of the impact of the scheme on their planned improvements to their driveway.

## **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 removal of the existing road hump and construction of the proposed new road hump has been provided by the developer of land adjacent to Spareacre Lane.

## **RECOMMENDATION**

9. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:      Plan of proposed restrictions  
   Consultation responses

Contact Officers:            Anthony Kirkwood 07392 318871

September 2017





Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright  
 Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings.  
 Oxfordshire County Council. © Crown Copyright and database rights 2017. 100023343



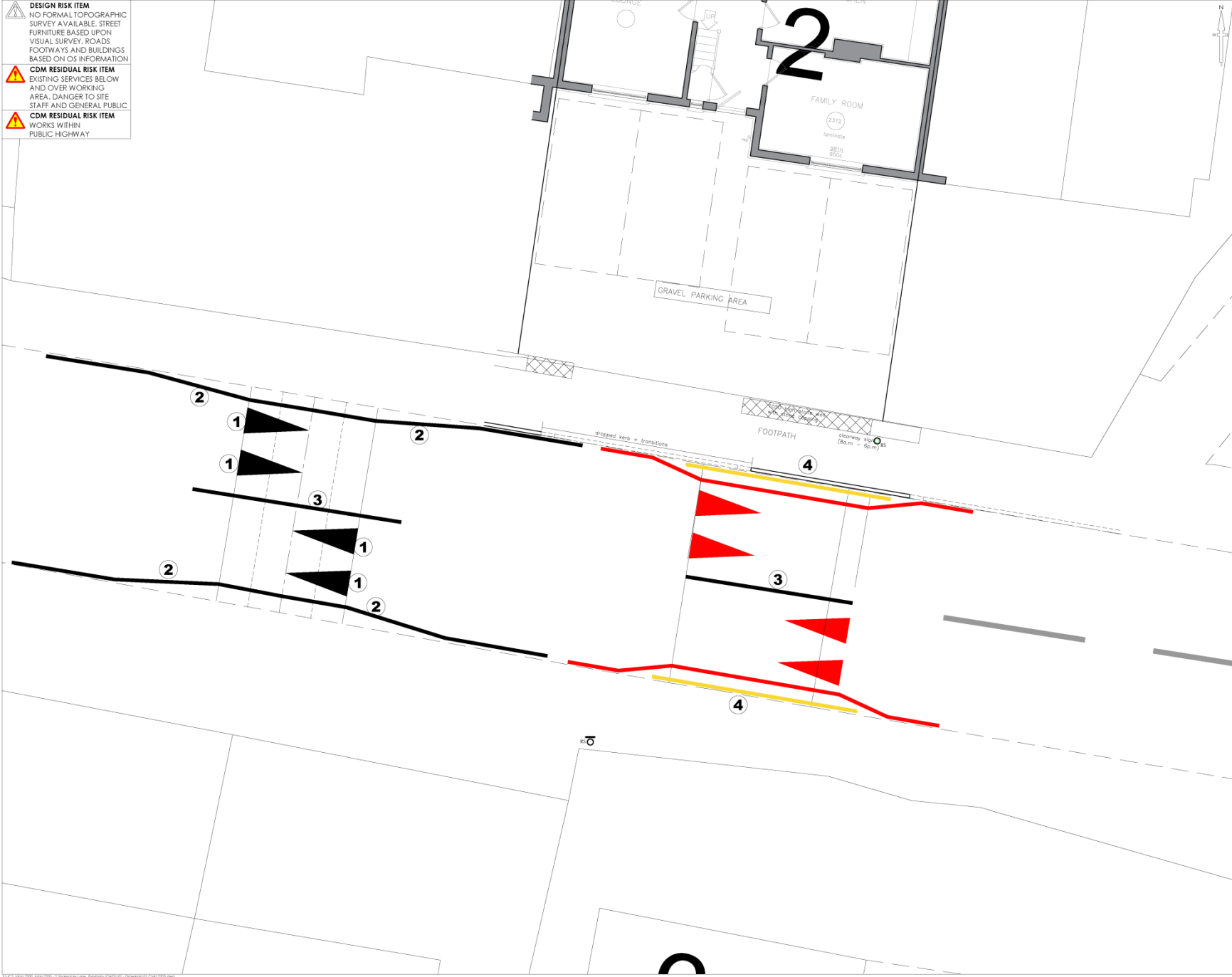
Date drawn: 20/03/2017  
 Drawn by: CJM

Map centre:  
 easting, 443239, northing, 209748

- DESIGN RISK ITEM**  
NO FORMAL TOPOGRAPHIC SURVEY AVAILABLE. STREET FURNITURE BASED UPON VISUAL SURVEY. ROADS FOOTWAYS AND BUILDINGS BASED ON OS INFORMATION
- CDM RESIDUAL RISK ITEM**  
EXISTING SERVICES BELOW AND OVER WORKING AREA. DANGER TO SITE STAFF AND GENERAL PUBLIC
- CDM RESIDUAL RISK ITEM**  
WORKS WITHIN PUBLIC HIGHWAY

- NOTES**
- All dimensions and levels are in metres unless otherwise noted
  - This drawing is to be read in conjunction with the relevant Architect/Engineer's drawings, specifications and CDM documentation
  - This drawing has been produced electronically and may have been photo reduced or enlarged when copied. Work to figured dimensions only (DO NOT SCALE). All dimensions to be checked on site. Any errors or omissions to be reported to the engineer immediately.
  - This drawing contains coloured lines / information that may not be clear if reproduced in black and white.
  - Digital copies of the data can only be considered accurate if supplied directly by the relevant CS Ltd.

- White Lining Key**
- Existing White lining to be removed
  - Proposed White lining
  - Existing yellow lines to be re-applied
  - Existing White lining to be retained
- ① Road Hump Marking to TSRGD Diag.1042
  - ② Carriageway Edge Marking to TSRGD Diag.1012.1 (1:50) (4000,3000,100)
  - ③ Centre Line Marking to TSRGD Diag.1004
  - ④ Single Yellow Line Marking to TSRGD Diag.1017 (1:5)



PS1	ATD	RJW	Initial Issue	10/02/17
Rev	Drawn by	Checked by	Comments	Date
DRAWING TITLE				
White Lining Plan				
PROJECT				
No.2 Spareacre Lane Eynsham Oxfordshire				
DESIGNED BY	DRAWN BY	APPROVED BY		
RJW	ATD	DJ		
DATE	SCALE	<b>SUBJECT TO TECHNICAL APPROVAL</b>		
10/02/2017	1:50 @ A1			
CLIENT				
Oxford Architectural Design Ltd				
JOB NUMBER	DRAWING NUMBER	REVISION		
ICS-2203	05	P01		

RESPONDENT	SUMMARISED COMMENTS
(2) Resident, (Spareacre Lane, Eynsham)	<p><b>Object</b> - We strongly object to having the new road hump outside our house we were granted permission to have our extension May 2016 and with the planning permission that was granted by West Oxfordshire district council we were told that we have to open our driveway which means dropping two road kerbs which we intend to do in the very near future and this is where your proposing to put the new road hump this would make this very difficult to pull in and out of the driveway and also means that we lose our parking on the road outside our property as with the new road hump also mean new white lines which you're not allowed to park on we feel this is very unfair on us and this should have been brought to our attention at the time that the owner of Number 2 put their plans in as we would have strongly objected to their planning permission.</p>