

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

NORTH LEIGH – NEW YATT ROAD – PROPOSED SPEED CUSHIONS

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce three pairs of speed cushions on new Yatt Road over a 250m length of the road south west of its junction with Green Lane.

Background

2. The above proposals have been put forward to mitigate concerns over road safety and the wider adverse impact of traffic on residents and road users (in particular pedestrians) arising from residential development adjacent to the road. A plan showing the proposals is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 18 April and 18 May 2018. A notice was placed in the Witney & West Oxfordshire Gazette newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, North Leigh Parish Council and the local County Councillor. Letters were also sent directly to approximately 55 properties in the immediate vicinity of the proposals.
4. Six responses were received. Three objections, one in support and two expressing no objection. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.
5. Thames Valley Police did not object to the proposals and were satisfied that the design complied with Department for Transport guidance.
6. Three objections were received from residents in the vicinity of the proposals. The grounds for objection included concerns over increased noise and vehicle emissions, risk of damage to vehicles, cushions could present maintenance issues and that alternative measures such as vehicle activated signs, chicanes/build-outs, gateway signing or a 20mph speed limit would be more appropriate. One of the objections, however, cited no concerns over the use of cushions in principle but that any such scheme should cover all roads in the

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village, as a limited scheme as currently proposed could exacerbate difficulties elsewhere.

7. A response from a resident expressing no objection did however request that the scheme be extended.
8. One response expressing strong support for the proposals was received from a resident.

Response to objections and other comments

9. The response of Thames Valley Police expressing no objection is noted together with the expression of support and no objection respectively from residents.
10. The concerns raised by the three residents objecting to the proposals in relation to the noise, pollution and possible vehicle damage are noted. The design of the proposed cushions and in particular their quite narrow width (1.6m) are intended to ensure that the features do not present difficulties for bus services which use this road. It is highly unlikely that noise or vehicle emissions will increase as traffic passes over them. It is acknowledged that maintenance of speed cushions can sometimes be an issue but providing the initial construction is to a good standard such schemes have not, in the main, proved problematic in this respect.
11. Alternative traffic calming measures suggested by those objecting including build outs/chicanes, vehicle activated signs, gateway signing and a 20mph limit would, in principle, all be possible here subject to consultation, but the scheme as proposed is considered to be the most appropriate form of calming adjacent to the residential development.
12. The request for the scheme to be extended is noted but the costs would be considerable and there is no identified funding for doing that.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

14. Funding for the proposed speed cushions has been provided by the developers of adjacent land.

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of three pairs of speed cushions on new Yatt Road over a 250m length of the road south west of its junction with Green Lane as advertised.**

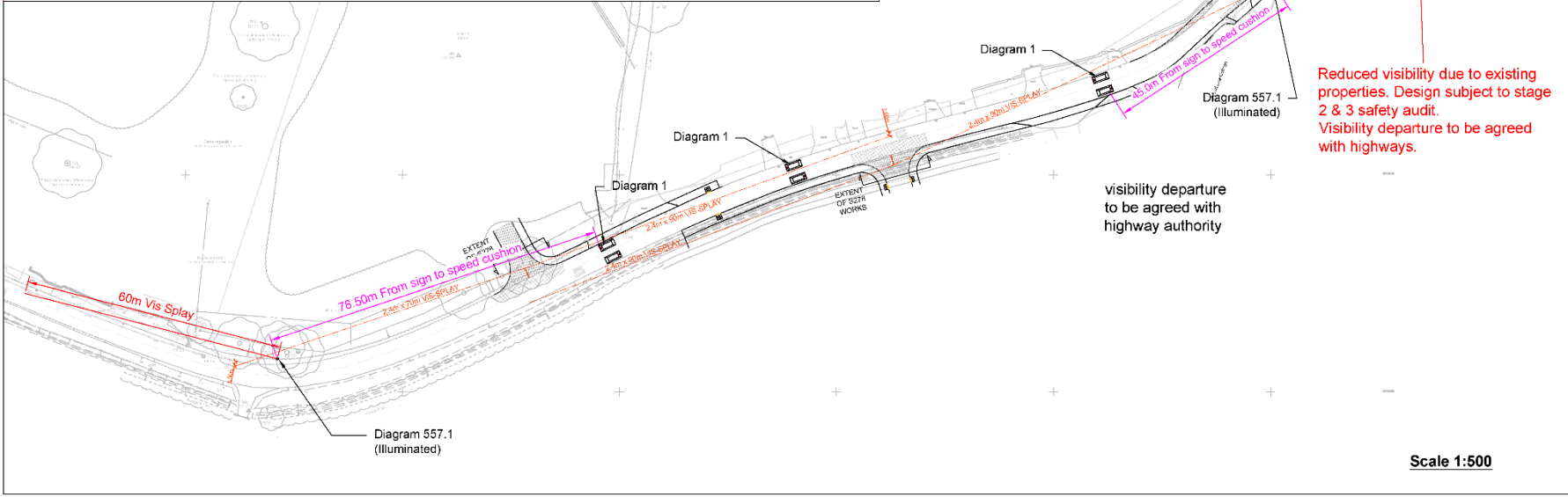
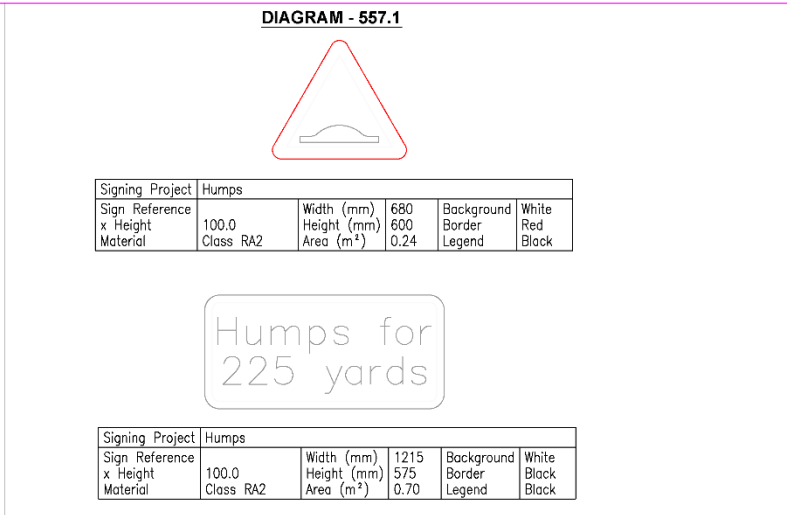
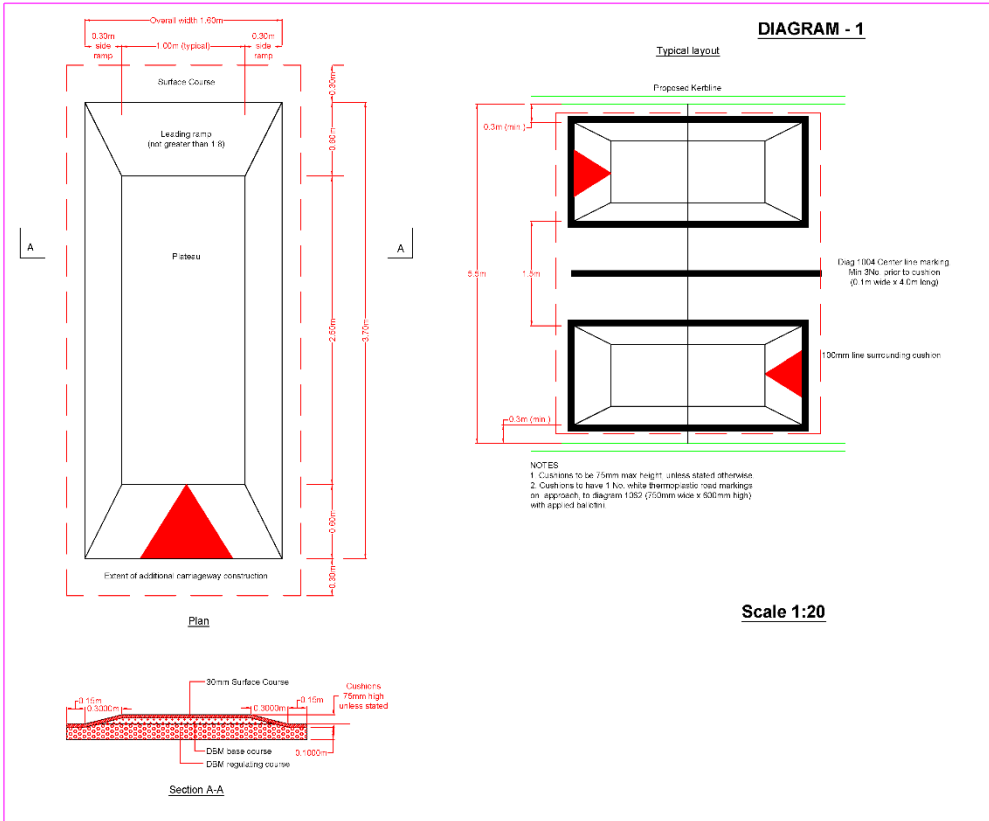
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OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed speed cushions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2018



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Revised	By	Date	Reason

Revisions:

Bellway RACE
RESIDENTIAL & COMMERCIAL ENGINEERING

Client:
BELLWAY HOMES - SOUTH MIDS

Project:
NEW YATT ROAD, NORTH LEIGH

Title:
S278 SPEED CUSHION CONSTRUCTION DETAIL

Job Number:
RAC/CSM/RYZ

Drawing No.:
ENG-508

Revision:
A

Scale:
See DWG @ A1

Date:
Feb '18

Drawn by:
KG

Checked by:
#

Contact us:
Residential & Commercial Engineering Ltd,
Unit 17, Lakeside Business Park, Walskill
Lane, Carnock,
WS11 0XL,
Tel: 01922 411552

RESPONDENT	SUMMARISED COMMENTS
() Traffic Management Officer, (Thames Valley Police)	No objection - The road currently lends itself to inappropriate speeds something this physical calming may address. The design is within Dft (MRB) guidelines and therefore I have no further comments on the application.
() Local Resident, (New Yatt Road, North Leigh)	Support - OCC should never have not made any comment on the road in the case of the Gladman/Bellway appeal for housing in North Leigh. The site was never appropriate and possibly would never have won at appeal if a rep from OCC had actually taken proper time to consider how dangerous this many houses would be on a tiny windy road with blind bends such as this. So, in turn for the mess we now find ourselves in, speed cushions I would say would be the least that can be offered by way of trying to make this scheme as safe as possible. I therefore strongly support this idea.
() Local Resident, (Green Lane, North Leigh)	Object - We strongly object to these proposals for several reasons: Road humps are noisy and not all vehicles slow down for them. Our roads are already covered in life threatening pot holes which cause accidents and damage to cars, bicycles and other forms of transport. Road humps also get damaged (there are a number locally that have) - we need to decrease the damage not increase it. We would prefer Vehicle Activated Speed Signs and the introduction of a 20 mph speed limit. The introduction of chicanes with priority signs, would be another option. Gates (with speed signs) to mark the beginning of the village as in Long Hanborough would also help.
() Local Resident, (New Yatt Road, North Leigh)	Object - Restricting traffic calming to only this part of New Yatt Road increases the danger to residents in other parts of New Yatt Road from frustrated motorists who will drive all the more dangerously once they have navigated the traffic calming. You either have traffic calming all the way through the speed restricted areas of New Yatt and North Leigh or you have none. You are protecting only a favoured part of the population of the two villages and as part of the unprotected population whose life will be more at risk than it is at present from speeding traffic I object to only partial traffic calming.
() Local Resident, (Green Lane, North Leigh)	Object – cushions are only effective with the smaller vehicles / those with very low suspension, as most larger vehicles can straddle them with relative ease. They will increase vehicle emissions and noise as drivers who do have to slow right down for them then need to select a lower gear and almost always accelerate away until the need to brake for the next one. This noise etc. will probably have a minimal effect on me as I live some distance from their proposed location. Cushions can also present a maintenance issue. Accidents that do happen on New Yatt Road are usually on the series of bends in New Yatt and tend to occur when we have icy roads that are untreated. I would suggest that Vehicle Activated Speed Signs would be better and also a 20-mph speed limit from the entrance to the village coming from the direction of New Yatt and continuing through to Windmill Road junction on Park Road. Chicanes with priority signs, could also be considered. I suspect the cost of installing pinch points and VAS may well exceed that of the road

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	humps however I suspect that the initial cost of any engineering works will be borne by the contractors.
() Email Response, (unknown)	No objection - except that it doesn't extend far enough down New Yatt Road. New Yatt Road to the south west, after the bend (visible at the bottom-left of the plan ENG-508), is subject to constant speeding. Vehicles sometimes even manage to overtake on this short straight section. The road entrance to our property (Arden) is located roughly centrally along this stretch, which makes entering or exiting hazardous, particularly at peak times. The additional traffic from the 117 properties being added by Bellway Homes at "Shepherd's Walk" is bound to increase this risk. Is there any possibility that additional calming can be added further down New Yatt Road to the south west?