



***Delegated Decisions by Cabinet Member for
Environment (including Transport)***

Thursday, 7 June 2018 at 10.00 am

Committee Rooms 1 & 2, County Hall, New Road, Oxford

Items for Decision

The items for decision under individual Cabinet Members' delegated powers are listed overleaf with related reports attached. Decisions taken will become effective at the end of the working day on Friday 15 June 2018 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

These proceedings are open to the public

A handwritten signature in black ink that reads "Peter G. Clark".

Peter G. Clark
Chief Executive

May 2018

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 12 July 2018

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. Declarations of Interest

2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. Petitions and Public Address

4. Oxford: Controlled Parking Zones - Future Programme (Pages 1 - 6)

Forward Plan Ref: 2018/051

Contact: Martin Kraftl, Locality Manager, Oxford Tel: 07920 084336

Report by Director for Planning & Place (**CMDE4**).

The report sets out a programme for the implementation of controlled parking zones (CPZs) in Oxford to be jointly funded by Oxfordshire County Council and Oxford City Council and overseen through the joint parking management arrangements now established between the two councils.

The Cabinet Member for Environment is RECOMMENDED to approve the programme of new controlled parking zones at Annex 1 and instruct officers to progress the priority 1 and 2 schemes.

5. B4450 at Kingham and Bledington - Proposed Extension of 30mph Speed Limit and Road Narrowing (Pages 7 - 16)

Forward Plan Ref: 2018/058

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE5**).

The report presents responses received to a statutory consultation to extend the

30mph speed limit on the B4450 at Bledington (Gloucestershire) eastwards by 75 metres into Kingham parish and provide a road narrowing with priority working covering the extent of Chipping Bridge over the Evenlode River to permit only a single lane of traffic to pass over the bridge.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on the B4450 at Bledington (Gloucestershire) eastwards by 75 metres into Kingham parish and provide a road narrowing with priority working covering the extent of Chipping Bridge over the Evenlode River so as to only permit a single lane of traffic to pass over the bridge as advertised.

6. North Leigh - New Yatt Road - Proposed Speed Cushions (Pages 17 - 22)

Forward Plan Ref: 2018/059

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE6**).

The 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 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.

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.

7. Shipton-under-Wychwood - Proposed 30mph Speed Limit (Pages 23 - 28)

Forward Plan Ref: 2018/060

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing 40mph limit on the A361 at the east end of the A361 at Shipton under Wychwood which have been put forward by Shipton-under-Wychwood Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents and visitors to the village.

The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of a 30mph speed limit in place of the existing 40mph limit on the A361 at the east end of the A361 at Shipton under Wychwood as advertised.

8. West Witney Area - Proposed Speed Limits and Weight Limit

(Pages 29 - 42)

Forward Plan Ref: 2018/046

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE8**).

The report presents responses received to a statutory consultation to introduce lower speeds limits on the A40 Witney bypass and Downs Road, and a 7.5 tonne environmental weight on the B4047 between its junction with the A40 at the west end of the Witney bypass and Downs Road put forward as part of the major West Witney residential and commercial development.

The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce lower speeds limits on the A40 Witney bypass and Downs Road, and a 7.5 tonne environmental weight on the B4047 between its junction with the A40 at the west end of the Witney bypass and Downs Road as advertised

9. A417 Reading Road (Crab Hill) - Proposed Speed Limit and One-Way Restriction (Pages 43 - 48)

Forward Plan Ref: 2017/055

Contact: Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE9**).

The report presents objections and comments received to a statutory consultation to lower speeds limits on the A417 Reading Road between Wantage and Lockinge, and to also introduce a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn put forward as part of the major development at Crab Hill adjacent to the A417 Reading Road.

The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of lower speed limits on the A417 Reading Road between Wantage and Lockinge and also introduction of a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn as advertised,

Division(s): All Oxford divisions

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

OXFORD: CONTROLLED PARKING ZONES - FUTURE PROGRAMME

Report by the Director for Planning & Place

Introduction

1. This report sets out a programme for the implementation of controlled parking zones (CPZs) in Oxford to be jointly funded by Oxfordshire County Council and Oxford City Council and overseen through the joint parking management arrangements now established between the two councils.
2. The Cabinet member is asked to approve the proposed programme.

Background

3. Controlled Parking Zones have three main functions:
 - **Transport management** – to remove free on-street commuter and other non-residential car parking spaces from the city, thereby reducing traffic levels and helping boost use of non-car modes
 - **Development management** – to support the city and county councils' policies to limit the number of car parking spaces provided as part of new developments by ensuring restricted off-street provision does not lead to overspill parking in surrounding streets
 - **Protecting residential streets** – by removing intrusive or obstructive non-residential on-street car parking and, where necessary, limiting the number of on-street spaces occupied per dwelling by residential and visitor parking.
4. CPZs will become increasingly important if policy proposals such as demand management mechanisms e.g. traffic restrictions, or promoting higher density development in the city, are agreed.
5. Much of Oxford is already covered by controlled parking zones, as shown on the map at Annex 1.
6. Three new zones (Iffley Fields, Magdalen South and Wood Farm) are already in the council's capital programme and are at various stages of development. These are also shown at Annex 1.
7. City and county councillors have asked for a clear programme for future CPZs. Oxford City Council has provisionally earmarked £200,000 from its Community Infrastructure Levy funds to contribute to this programme. However, for this

funding to be secured the two councils will need to agree a specific programme of new zones to which the funding can be allocated.

Funding for new CPZs

8. The county council has identified around £661,000 for new CPZs - £250,000 from its own capital programme (agreed in previous years) and £411,000 from held or secured planning (S106) or highways (S278) agreements linked to new developments. Some of these planning and highways agreements are subject to completion of legal agreements, or will only be received if and when developments actually start on site. The £411,000 total should therefore be treated as a guide.
9. The city council has provisionally earmarked £200,000 Community Infrastructure Levy (CIL) funding, bringing the total available for future CPZs to around £861,000.
10. Further funding is expected from developments across the city over the next few years, through S106/S278 agreements and/or CIL.

Costs of CPZs

11. The costs of CPZs varies significantly from one zone to another and depends on the size and complexity of the zone and the extent of the road markings and signage required. These often change as a result of public consultation, making costs difficult to estimate accurately at this early stage in the process.
12. Based on recent experience of implementing CPZs, the likely costs of implementing each of the proposed new zones has been estimated. An allowance has been made for savings arising from developing schemes collectively rather than individually.
13. The total cost of implementing all remaining zones in the city is estimated at approximately £3m. Some prioritisation is therefore necessary to bring this figure closer to the £861,000 available.

Prioritisation

14. The following criteria have been used to prioritise the proposed programme:
 - Current parking pressures.
 - Known future parking pressures (e.g. planning permissions, proximity to another planned CPZ, proximity to employment sites).
 - Deliverability (availability of funding, likely local support, likely cost and complexity of implementation).
15. Parking survey data is not available in most cases, so the assessment of current parking pressures is a judgement based on local knowledge, including input from local members. Likewise, future parking pressures and

deliverability are hard to quantify and are based on officers' previous experience and local members' input.

16. There is a realistic proposition of future funding and some of the zones given a high priority by officers may be poorly supported in informal consultation, which could lead them being put on hold, or being reduced in size. The prioritisation exercise has therefore aimed to significantly "over-programme" the available budget at this stage.
17. The priority schemes will proceed to the next stage of work, which in most cases means parking surveys and informal public consultation. Depending on the outcome of this initial work, schemes will be entered in to the council's capital programme to release funding for detailed design, formal consultation, and (subject to consultation) construction.
18. Annex 1 shows the priority given by officers to each of the potential new CPZs, following consultation with local members. It is recommended that the zones marked as priorities 1 and 2 (coloured red and yellow on the map) should be developed further, which for most zones will mean proceeding with parking surveys and informal consultation. No further work is proposed at this stage on the zones marked as priority 3 or 4 (green and blue on the map) but that could change if more funding becomes available.

Reviews of existing CPZs

19. Requests are made from time to time for existing CPZs to be amended, for example to adjust the hours of operation in response to changes in circumstances. There may be good reasons to review some existing CPZs, but the funding available for this programme (including the city council's contribution) is available specifically for the development and implementation of *new* CPZs (rather than amendments to existing zones).
20. However, if implementing a new zone requires a nearby zone to be amended, this could be regarded as a consequential cost of introducing the new zone and can be funded from the funding identified for this programme.

Financial and Staff Implications

21. The parking surveys and initial informal consultation on the priority schemes will be revenue funded, from existing operational budgets (the Oxford locality budget and/or safety camera maintenance budget). Parking surveys are expected to cost approximately £20,000 and informal consultations £35,000.
22. Schemes taken forward beyond the initial informal consultation will be entered into the council's capital programme through completion of an appropriate capital business case. This will be subject to separate approval in line with the council's capital governance processes.
23. It is anticipated that the management of parking surveys and informal consultation can be accommodated within existing staffing levels. Once

schemes move to the capital-funded stage, additional staff or external consultant resources may be required but this will be funded from the capital allocated to individual schemes.

24. Implementation of all CPZs will be subject to formal consultation and approval of a Traffic Regulation Order by the council. The only exception to this is Iffley Fields, which has already been approved by the Cabinet Member for Environment.

Equalities Implications

25. Controlled parking zones generally improve the ability of residents and their visitors (including carers) to park near their homes. They can also help to reduce parking on footways, which can cause problems for people with sensory or mobility impairments. The impacts of each CPZ will depend on the particular characteristics of the zones, including hours of operation, and will, therefore, need to be considered in more detail as each zone is developed and consulted on.

Sustainability implications and links with corporate policies

26. Controlled parking zones help reduce congestion and pollution and encourage use of sustainable transport, by removing free on-street commuter parking in the city. They also improve the street scene and can make streets safer and more accessible for all road users by removing obstructive parking. These benefits support a number of sustainability and corporate objectives, including the aims of the Local Transport Plan.

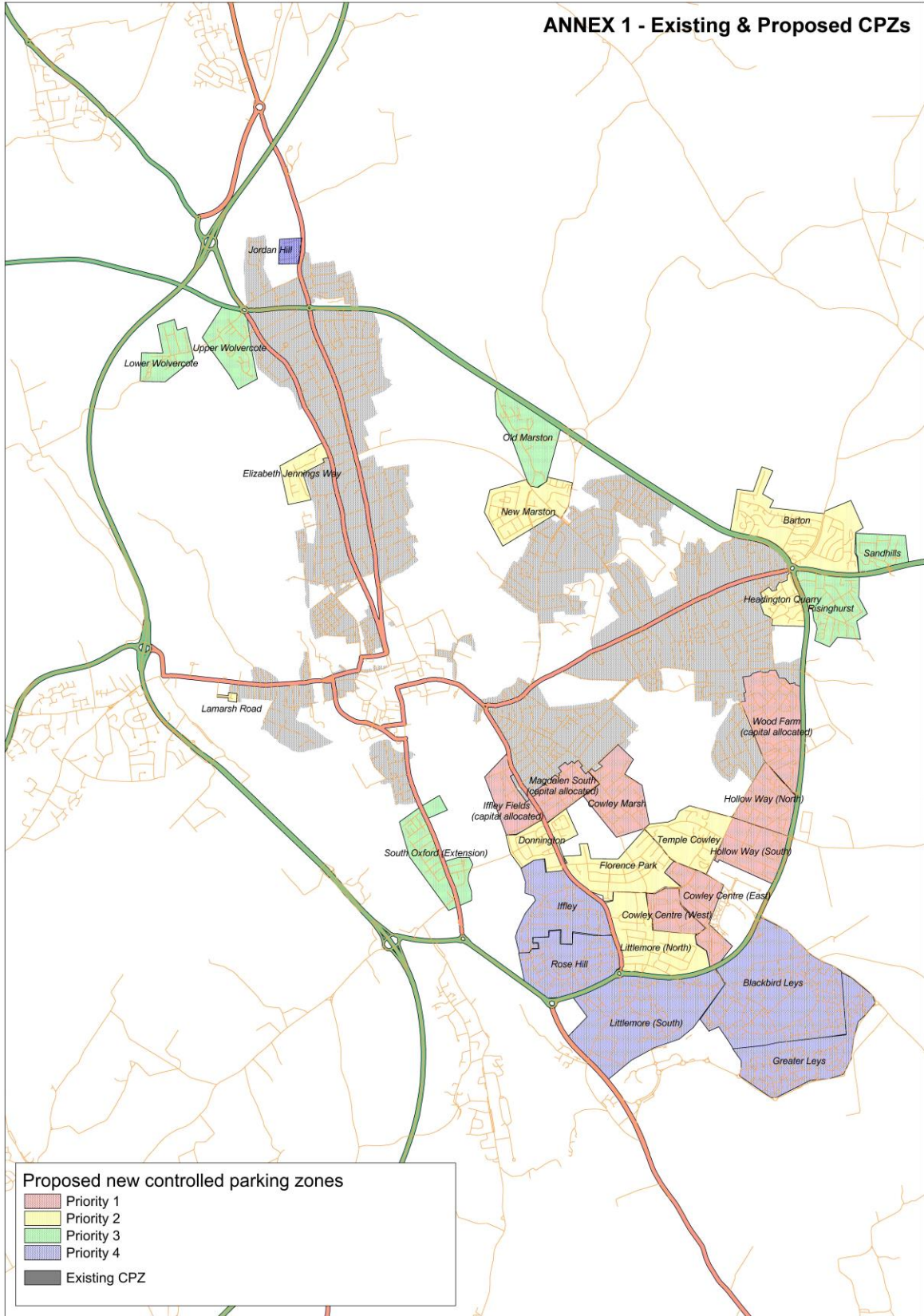
RECOMMENDATION

27. **The Cabinet Member for Environment is RECOMMENDED to approve the programme of new controlled parking zones at Annex 1 and instruct officers to progress the priority 1 and 2 schemes.**

SUSAN HALLIWELL
Director for Planning & Place

Contact Officer: Martin Kraftl

May 2018



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Division(s): Charlbury and Wychwood

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

B4450 AT KINGHAM AND BLEINGTON – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND ROAD NARROWING

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to extend the 30mph speed limit on the B4450 at Bledington (Gloucestershire) eastwards by 75 metres into Kingham parish and provide a road narrowing with priority working covering the extent of Chipping Bridge over the Evenlode River so as to only permit a single lane of traffic to pass over the bridge.

Background

2. The above proposals have been put forward to ensure the safety of road users due to the current bridge structure not meeting current standards. A plan showing the proposals is provided at Annexes 1 & 2.

Consultation

3. Formal consultation on the proposal was carried out between 9 November and 8 December 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, West Oxfordshire District Council, Churchill & Idbury Parish Councils as well as the local County Councillor, Gloucestershire County Council and Bledington Parish Council. Street notices were also placed in the vicinity with letters sent directly to 94 properties in the surrounding area.
4. Nine responses were received. Thames Valley Police did not object. Gloucestershire County Council – while expressing no objection - did query whether the proposed extension of the 30mph speed limit was consistent with Department for Transport guidelines on setting local speed limits taking account of the absence of roadside development and expressed a concern that the proposals should not reduce the 'gateway' impact of the existing 30mph terminal signs at the entry to Bledington village.
5. Idbury Parish Council did not object to the proposed 30mph speed limit and supported the proposed road narrowing.
6. A local agricultural business operating on five sites in the area, while not objecting to the 30mph speed limit, objected to the proposed road narrowing,

as the width of the latter (3 metres) would not permit their continued operation under police dispensation of agricultural vehicles up to 3.8 metres in width. The business expressed the view that the alternative route that would be available for the latter vehicles would not only be longer but also less safe for their own vehicles and other road users.

7. An objection to both the speed limit and the road narrowing was also submitted by a member of the public on the grounds that the bridge should be repaired so as to avoid the need to introduce these proposals.
8. Three members of the public expressed support for both proposals. A further response from a member of the public expressed support for the proposed speed limit and no objection to the proposed road narrowing.
9. The above responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments.

10. The response of Gloucestershire County Council is noted and although it is accepted that the character of the road to the east of Bledington village is rural, the extent of the proposed speed limit is modest and the provision of the priority road narrowing - with westbound traffic approaching Bledington village being required to give way to oncoming traffic – should help improve rather than detract from the speed reducing effect of the other gateway signing and road markings at the entry to the village.
11. It is accepted in respect of the objection from the agricultural business that some over-size agricultural vehicles which need special police dispensation to operate on the highway will be required to use an alternative route as a consequence of the proposed road narrowing. However, the latter is integral to the scheme which is required on safety grounds given the structural condition of the bridge, noting that at present there is no funding to reconstruct the bridge to avoid the need to implement the current proposals. The latter comments on funding also apply to the member of the public objecting to the proposals on the grounds that the bridge should be brought up to meet the required standard without the need to implement the speed limit or road narrowing.
12. The support of Idbury Parish Council for the road narrowing is noted, along with the responses from members of the public expressing support or no objection to the proposals.

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 amended speed limit and carriageway narrowing has been provided as the Oxfordshire County Council's bridge maintenance budget.

RECOMMENDATION

15. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on the B4450 at Bledington (Gloucestershire) eastwards by 75 metres into Kingham parish and provide a road narrowing with priority working covering the extent of Chipping Bridge over the Evenlode River so as to only permit a single lane of traffic to pass over the bridge as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

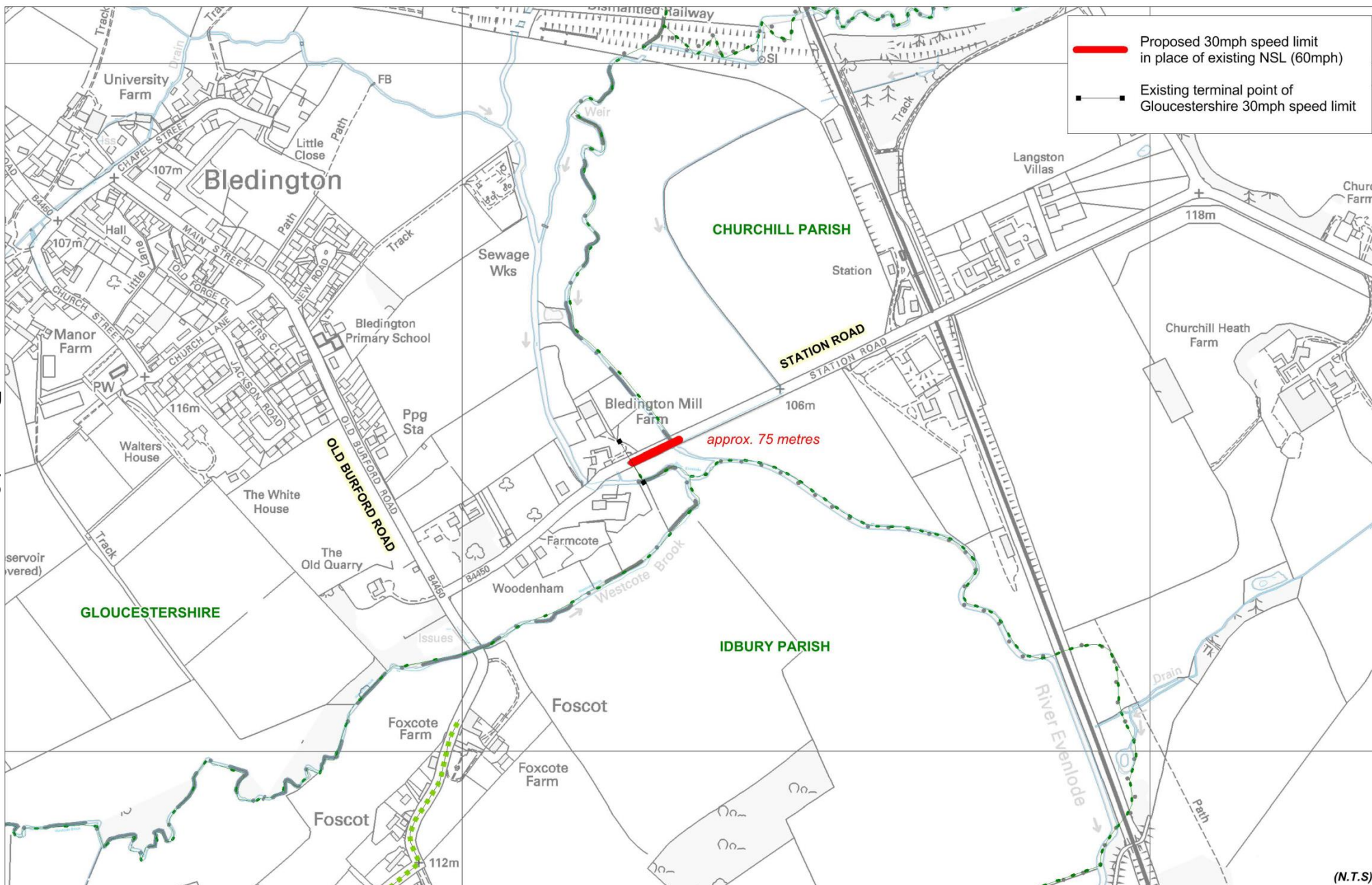
Background papers: Plan of proposed speed limit & road narrowing
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2018

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

Page 10



- Proposed 30mph speed limit in place of existing NSL (60mph)
- Existing terminal point of Gloucestershire 30mph speed limit

(N.T.S)

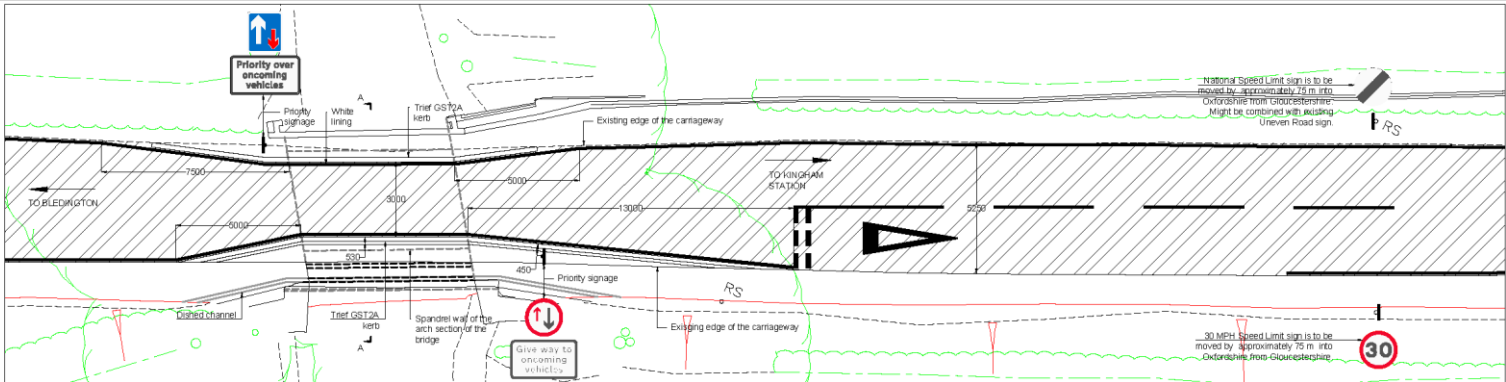
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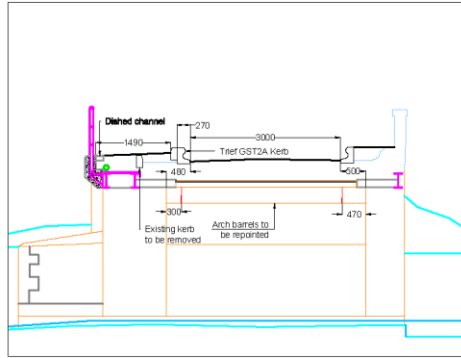
Date drawn: 07/11/2017
 Drawn by: CJM

Map centre:
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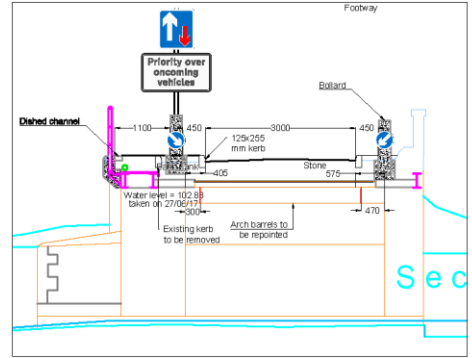
CMDE5



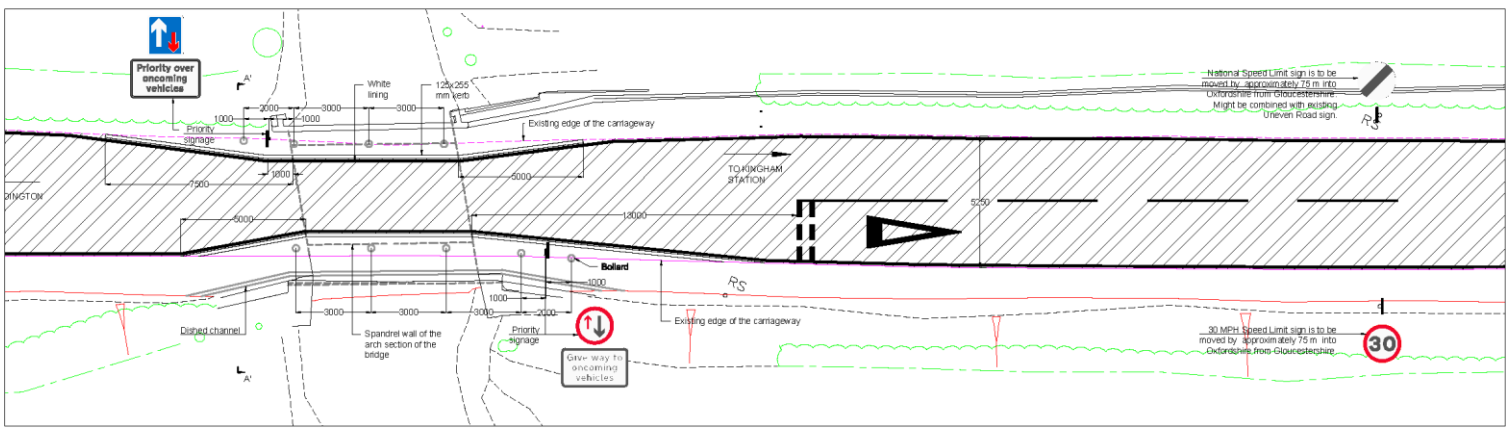
Proposed Road Layout with Trief Kerbs (Option 3)
Scale 1:200



Section A-A
Scale 1:100



Section A'-A'
Scale 1:100



Proposed Road Layout with Bollards (Option 3a)
Scale 1:200

Drawing No. 8016225-0035-NRW-000 Revision 0

- Notes:
1. All dimensions are given in millimeters unless stated otherwise.
 2. This drawing is produced as a part of feasibility study for consultation purposes only.
 3. The traffic flows is approximately 2,500 veh/day.

SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



Project title
Chipping Bridge
(OCC No. 0035)
Feasibility Study

Drawing title
Road Narrowing
Option 3 and 3a

Drawing Status Feasibility

Scale @ A3	Drawn by GJ	Checked by	Approved by
As shown	Date drawn 07/08/2017	Date checked	Date approved

Oxfordshire Project No. & File Ref HQ/275879
Drawing No. 8016225-0035-NRW-000 Revision 0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection - It is unlikely this will bring an enforcement burden on TVP and the physical regulatory feature will reduce speeds in any event.
(2) Highways Commissioning Team, (Gloucestershire County Council)	<p>No objection - don't feel particularly strongly either way really but as long as there is no impact on Bledington village entrance 'feel':</p> <ul style="list-style-type: none"> • We have reservations that this speed limit proposal does not appear to meet national guidance in Setting Local Speed Limits to implement a 30mph limit. • The current signs are placed at the boundary to the county and the village of Bledington in the style of a yellow backed village sign, in a gateway feel to the entrance of the village. The signing of this limit must not take away this village entrance/ gateway feel from Bledington. • We think that the priority set up and narrowing will suffice on protecting bridge without the change in speed limit. A vehicle will not physically be able to travel at 30mph anyway. • Are there mean speeds taken on the bridge to establish what speeds people are travelling at?
(3) Idbury Parish Council	<p><u>30mph Speed Limit</u> – No comment.</p> <p><u>Road narrowing</u> – Support – The local community are finding it very frightening the amount and increased volume of traffic, both speeding and quantity using these tiny road and lane to get to the station, because of the huge amount of housing going up out of towns and villages. Anything to save our lanes and bridges.</p>
(4) Online response, (unknown)	<p><u>30mph Speed Limit</u> – Object – The 30mph speed limit will be unnecessary if the bridge is repaired properly. The speed limit would involve excessive signage and road markings in this rural location.</p> <p><u>Road narrowing</u> – Object – The road narrowing will be unnecessary if the bridge is repaired properly. The road narrowing would involve excessive signage and road markings in this rural location.</p>

CMDE5

<p>(5) Local Resident, (Foscot, Chipping Norton)</p>	<p><u>30mph Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Road narrowing</u> – Support – <i>No comment.</i> Would prefer the 'Trief' style kerbs narrowing option.</p>
<p>(6) Local Resident, (Station Road, Bledington)</p>	<p><u>30mph Speed Limit</u> – Support – <i>No comment.</i></p> <p><u>Road narrowing</u> – Support – I support the road narrowing but would not want to have noisy speed bumps. A weight limit on the bridge would also be a good idea as the size of lorries using the bridge is increasing - often with non local traffic. Would prefer the bollard narrowing option.</p>
<p>(7) Online response, (unknown)</p>	<p><u>30mph Speed Limit</u> – Support – This is an excellent idea and I totally support it. Cars travel far too fast along this stretch of road and 30mph would be good.</p> <p><u>Road narrowing</u> – Support – An excellent idea. It would also be useful to put a weight limit on the bridge to protect it from very large vehicles. Would prefer the 'Trief' style kerbs narrowing option.</p>
<p>(8) Local Business, (Foscot, Chipping Norton)</p>	<p><u>30mph Speed Limit</u> – Neither – From our companies position the Speed Limit variation would appear to make sense..</p> <p><u>Road narrowing</u> – Object – In principal the narrowing does also make sense as it is a potentially dangerous meeting point for vehicles as witnessed by fairly frequent wing mirror debris & fast Station related traffic. This said if I understand your plan correctly you are suggesting a reduction to 3.0mts. We operate on 5 local farm sites & frequently need to move AMV's of up to 3.8mts along the stretch of road concerned. This has been the case over many years & I attach evidence of this by means of our current Thames Valley Police Dispensation.</p> <p>If this route were effectively closed to us then we would be forced to take what in my view would be a less safe & higher risk alternative over a greater distance.</p>
<p>(9) Email response, (unknown)</p>	<p><u>30mph Speed Limit</u> – Support – strongly recommend that the speed limit runs all the way from Bledington, past the train station to the three-way junction (near Langston Villas). In the last year (approx.) three cars have crashed at that junction, where speed was the main contributing factor, as they overran the bend, ending up in hedge and/or verge.</p>

CMDE5

	<p>In addition the many pedestrians who walk over the train line bridge would welcome the idea of a speed reduction, rather than experiencing the scary narrow misses as cars speed past.</p> <p>Finally as you're probably aware there are lots of horse riders around this area and I've witnessed a number of occasions where cars have sped past horse riders. Again 30 mph would introduce a more appropriate speed limit and provide a safer environment.</p> <p>Can you confirm where the 30 mph section will be extended to? If not to the three-way junction, can this be requested?</p> <p><u>Road narrowing</u> – Neither – <i>No comment.</i></p>
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Division(s): Hanborough and Minster Lovell

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

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

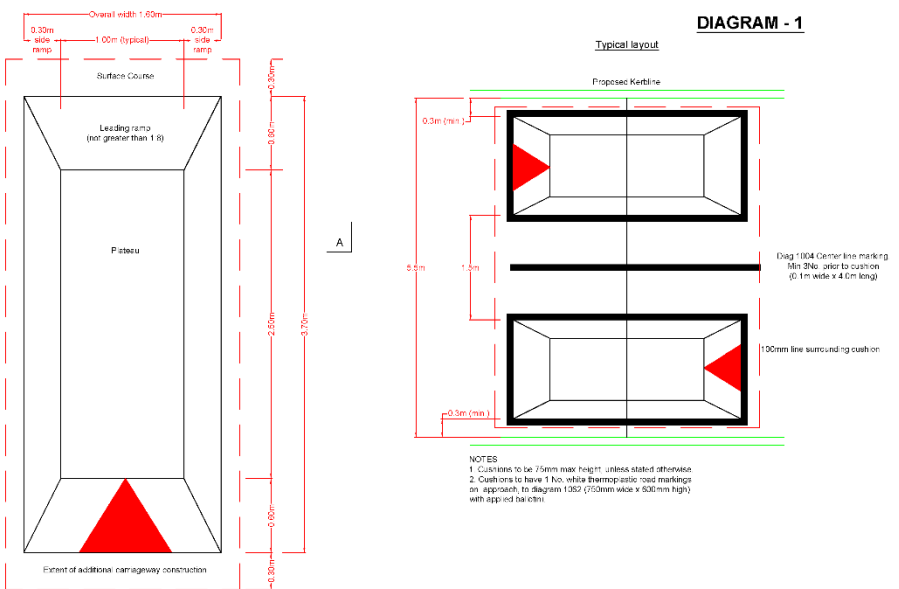
15. **The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of three pairs of speed cushions on new Yatt Road over a 250m length of the road south west of its junction with Green Lane as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

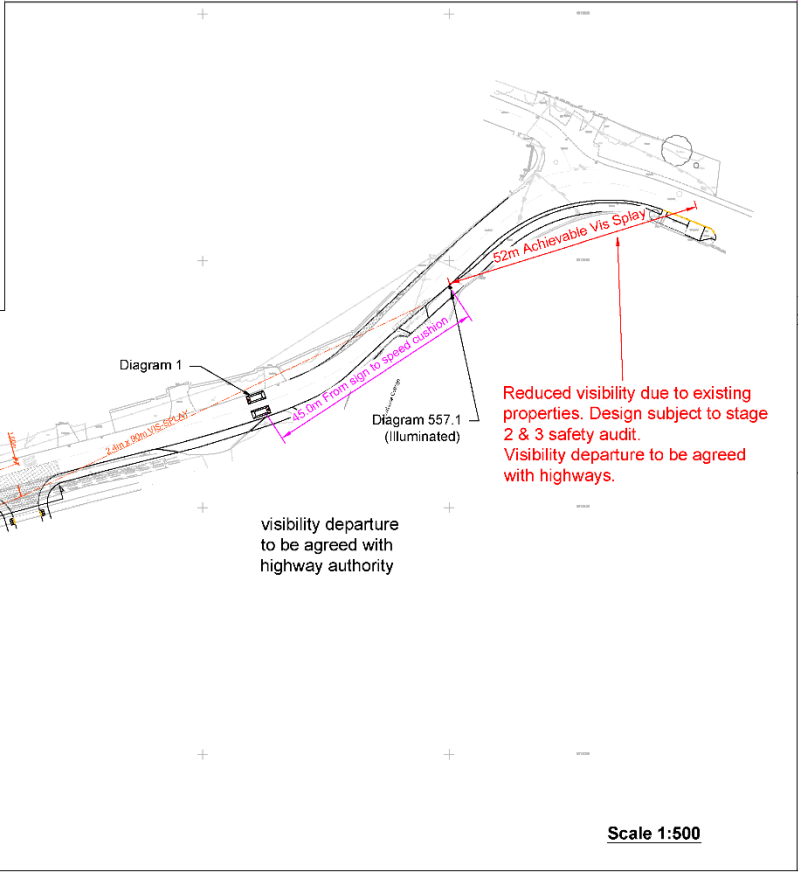
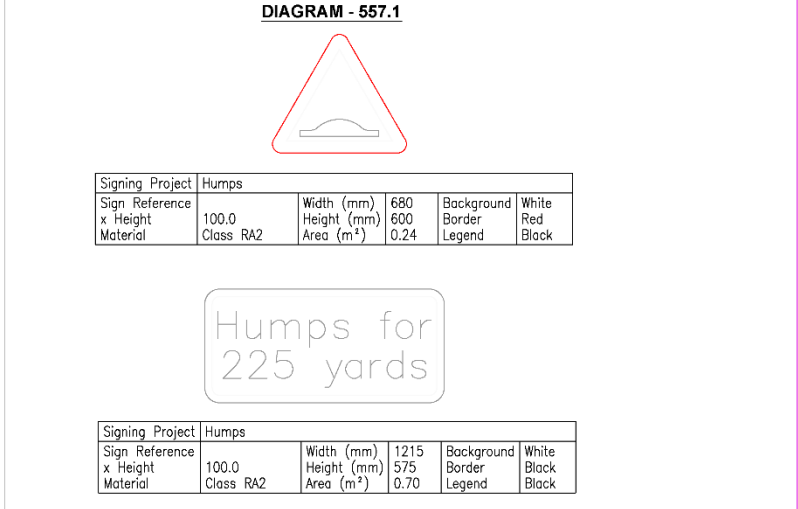
Background papers: Plan of proposed speed cushions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2018



Scale 1:20



The Contractor is to check and verify all building and site dimensions, levels and cover levels at construction points before work starts. The Contractor is responsible in all respects with current Building Regulations, British Standards, Specifications, Building Regulations, Construction (Design & Management) Regulations, Party Wall Act, etc. whether or not specifically stated on this drawing. This drawing must be read with and checked against any structural, geotechnical or other specialist documentation provided. The drawing is not intended to show details of foundations, ground conditions or ground contaminants. Earth area of ground must open to accept any structure. A suitable method of foundations should be provided allowing for existing ground conditions. Any support or load placed, maintenance on or within the ground, should be further investigated to a suitable extent. Any earthwork operations should indicate typical slopes for guidance only & should be further investigated by a suitable expert. Where existing trees of structures are to be retained they should be subject to a full specialist inspection for safety. All trees are to be retained as far as possible and a minimum of 5 metres from buildings. A suitable method of foundations is to be provided to accommodate the proposed tree planting.

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Revision No.	Date	Drawn	Checked
1			

Updated following comments from RCH

Revision:

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, Walswell
Lane, Cannock,
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

CMDE6

	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?

Division(s): Charlbury and Wychwood

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

SHIPTON UNDER WYCHWOOD – PROPOSED 30MPH SPEED LIMIT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce a 30mph speed limit in place of the existing 40mph limit on the A361 at the east end of the A361 at Shipton under Wychwood.

Background

2. The above proposals have been put forward by Shipton under Wychwood Parish Council in response to concerns over road safety and the wider adverse impact of traffic on residents and visitors to the village. A plan showing the proposals is provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 4 April and 4 May 2018. A public 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, Shipton under Wychwood Parish Council and the local County Councillor.
4. Six responses were received. Thames Valley Police objected on the grounds that current speeds appeared to be excessive for a 30mph speed limit and also noting the absence of any reported injury accidents here in recent years. Four expressions of support were received. From Shipton under Wychwood Parish Council and three local residents. West Oxfordshire District Council have not objected. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

Response to objections and other comments

5. The Thames Valley Police objection is noted. Three speed surveys have been carried out in recent years. One near the rail bridge showed average speeds to be around 41mph but surveys to the south west (i.e. further into the village) near the garage and river bridge showed average speeds to be 33 and 34mph respectively.

6. Department for Transport guidance on setting local speed limits would suggest this is a somewhat marginal site for a 30mph limit, with the level of road side development being close to, but not quite, meeting the threshold where a 30mph limit would be commended.
7. Noting the strong support from the parish council and the three responses in support from residents it is on balance recommended to approve this proposal, taking account of the fact that although there will likely be appreciable non-compliance with a 30mph in the vicinity of the rail bridge at the north end of the village, over a majority of the length of new limit, the speed of traffic should be comparable with that seen in many other village 30mph limits. However, it must be stressed (as noted in the police response) that police resources are under severe pressure and it is highly unlikely that enforcement can be carried out at a sufficient level to address the anticipated concerns over non-compliance with a 30mph limit here should this be approved.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

9. Funding for the proposed speed limit has been provided by Shipton under Wychwood Parish Council.

RECOMMENDATION

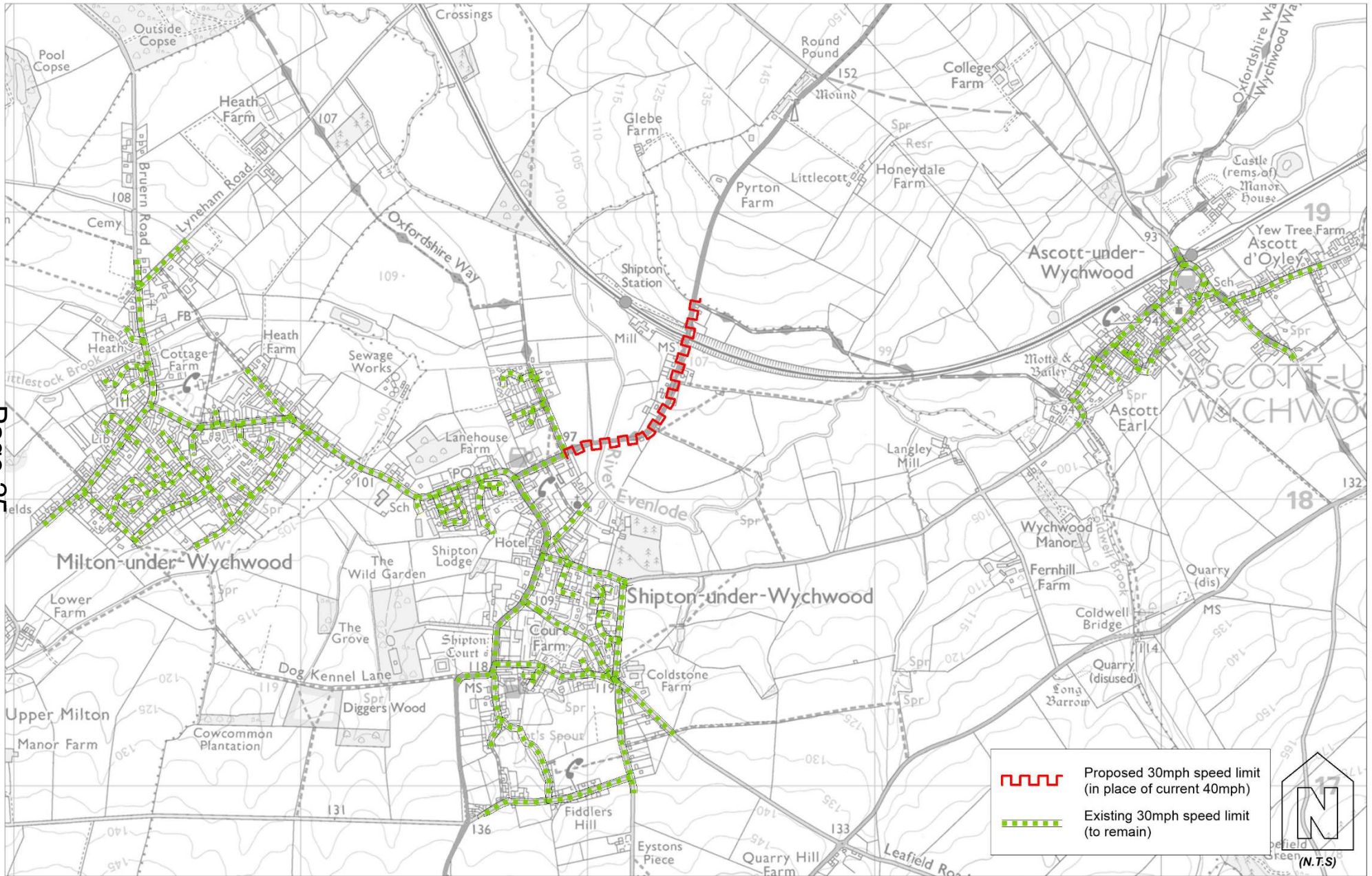
10. **The Cabinet Member for the Environment is RECOMMENDED to approve the introduction of a 30mph speed limit in place of the existing 40mph limit on the A361 at the east end of the A361 at Shipton under Wychwood as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery


Background papers: Plan of proposed speed limit
 Consultation responses


Contact Officers: Hugh Potter 07766 998704

May 2018



Page 25

 Proposed 30mph speed limit (in place of current 40mph)

 Existing 30mph speed limit (to remain)



RESPONDENT	SUMMARISED COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Object - Aspects of any proposed speed limit that are taken into account are collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc. These are applied to the location towards our response which is evidence based.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognised way of ascertaining this level of self-compliance is the mean speed. If the mean speed is 4 mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or effective enforcement which is unlikely in this case.</p> <p>The speed survey information sent by Oxon CC indicates that speeds at sometimes on Station Road are at and above 40mph and we know from research that reductions will be minimal with imposition of a 30 limit, and therefore remain too high.</p> <p>There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action. Residents will be disappointed in the return and likely expect enforcement as the solution which would never significantly lead to credible speed reductions at most times.</p> <p>The police stance firmly reflects DfT advice that 30 mph limits should be reasonably complied with in driver passive compliance without the need for supervision.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction access or reduced forward visibility. Whilst there are residential frontages in the current 40 limit the road character is not being changed in these proposals and will therefore remain as is from the driver perspective.</p> <p>Having looked at recorded 5-year collision history for all roads subject to these proposals there are no recorded collisions.</p>

CMDE7

(2) Shipton-under Wychwood Parish Council	Support - would like to see the speed limit reduced due to safety reasons as cited previously.
(3) West Oxfordshire District Council	No objection - The Local Planning Authority have no objections to the proposed new speed limit as advertised in the interests of highways safety.
(4) Local Resident, (Sinnels Field, Shipton u Wychwood)	Support - Road safety is an issue on this road due to excess speed of traffic particularly on entering the village. The danger is aggravated by the southerly gradient, the blind access roads from the station and the mill and the narrowness of the railway bridge. Young families live in the properties adjacent to Station Rd coupled with the access road to the care home just past Johnsons garage.
(5) Local Resident, (Station Road, Shipton u Wychwood)	Support - I believe station road would benefit from extending 30 mph speed limit to finish past the last house in the village. I live half way up station road with my four young children and often see cars over taking at speed as they go past my house, I would also highly recommend solid white lines to prevent this from happening, and make the A361 safer for all residents of station road.
(6) Local Resident, (Station Road, Shipton u Wychwood)	Support - There are points on this stretch of road where HGV's cannot pass without difficulty making it dangerous for pedestrians. There are a lot of children & mothers with children who have to walk this route at least twice a day to school. this speed limit should be imposed & fully policed asap before we have serious accident.

CMDE7

Division(s): Hanborough and Minster Lovell; West Witney and Bampton

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

WEST WITNEY AREA – PROPOSED SPEED LIMITS AND WEIGHT LIMIT

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received to a statutory consultation to introduce lower speeds limits on the A40 Witney bypass and Downs Road, and a 7.5 tonne environmental weight on the B4047 between its junction with the A40 at the west end of the Witney bypass and Downs Road.

Background

2. The above proposals have been put forward as part of the major West Witney residential and commercial development. Plans showing the various proposals are provided at Annexes 1 through to 4.

Consultation

3. Formal consultation on the proposal was carried out between 28 March and 27 April 2018. A public 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, Witney Town Council and local County Councillors.
4. Ten responses were received. The local member commented that all the proposals appeared sensible but commented on the need for enforcement. Witney Town Council expressed support for all the proposals. Brize Norton Parish Council while expressing no views on the proposed speed limits, expressed an objection in respect of the proposed weight limits on the grounds that it could lead to an increased use of roads within the village by goods vehicles. Curbridge Parish Council expressed support for all the proposals excepting the proposed 40mph speed limit on Downs Road, which they considered should be 30mph. Oxfordshire County Council's Trading Standards team who have responsibility for enforcing weight limits, expressed no objection to the weight limit but noted the need to seek to make the limit as self-enforcing as possible by the provision of adequate signing etc. and noting their limited resources for enforcement.

5. Responses were received from five members of the public which included a specific objection to the proposed 50mph speed limit on the A40 Witney bypass in the vicinity of the proposed new roundabout junction and a generic objection to all the proposals on the grounds of increased traffic and its aggravation of existing maintenance issues including on Downs Road and Tower Hill.
6. No response was received from Thames Valley Police.
7. The table below provides a summary of the responses.

Measure	Support	Object	Neither
B4047 – weight limit	5	2	3
B4477 Brize Norton Road – weight limit	5	2	3
A40 – 50mph speed limit	4	2	4
A4095 Curbridge Road – 40mph speed limit	4	1	5
Downs Road – 40mph speed limit	3	2	5

Response to objections and other comments

8. The objection of Brize Norton Parish Council to the proposed weight limits is noted but, following careful consideration of this matter by officers, it seems highly unlikely that these proposals would have any adverse impact on Brize Norton village noting the location of the latter in respect of the proposals and the adjacent road network.
9. Curbridge Parish Council’s objection to the proposed 40mph speed limit on Downs Road is similarly noted. However, their request that a 30mph speed limit should be introduced on all of the road is not considered to be consistent with national guidance on setting local speed limits taking account of the character of the road.
10. The objection to the proposed 50mph speed limit on the A40 Witney bypass from a member of the public was on the grounds of increased journey times that would be imposed on traffic. While it is accepted that a grade separated interchange rather than the at-grade roundabout included in the current proposals would have avoided the need to consider a lower speed limit on the bypass, the choice of junction type was determined as part of the very extensive consideration of the development by West Oxfordshire District Council.
11. The generic objection to all the proposals is noted but no specific grounds were cited other than the wider impact of traffic growth in the Witney area including the increased pressures on road maintenance.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the proposed speed limits and weight limit has been provided by the developers of adjacent land.

RECOMMENDATION

14. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce lower speeds limits on the A40 Witney bypass and Downs Road, and a 7.5 tonne environmental weight on the B4047 between its junction with the A40 at the west end of the Witney bypass and Downs Road as advertised**

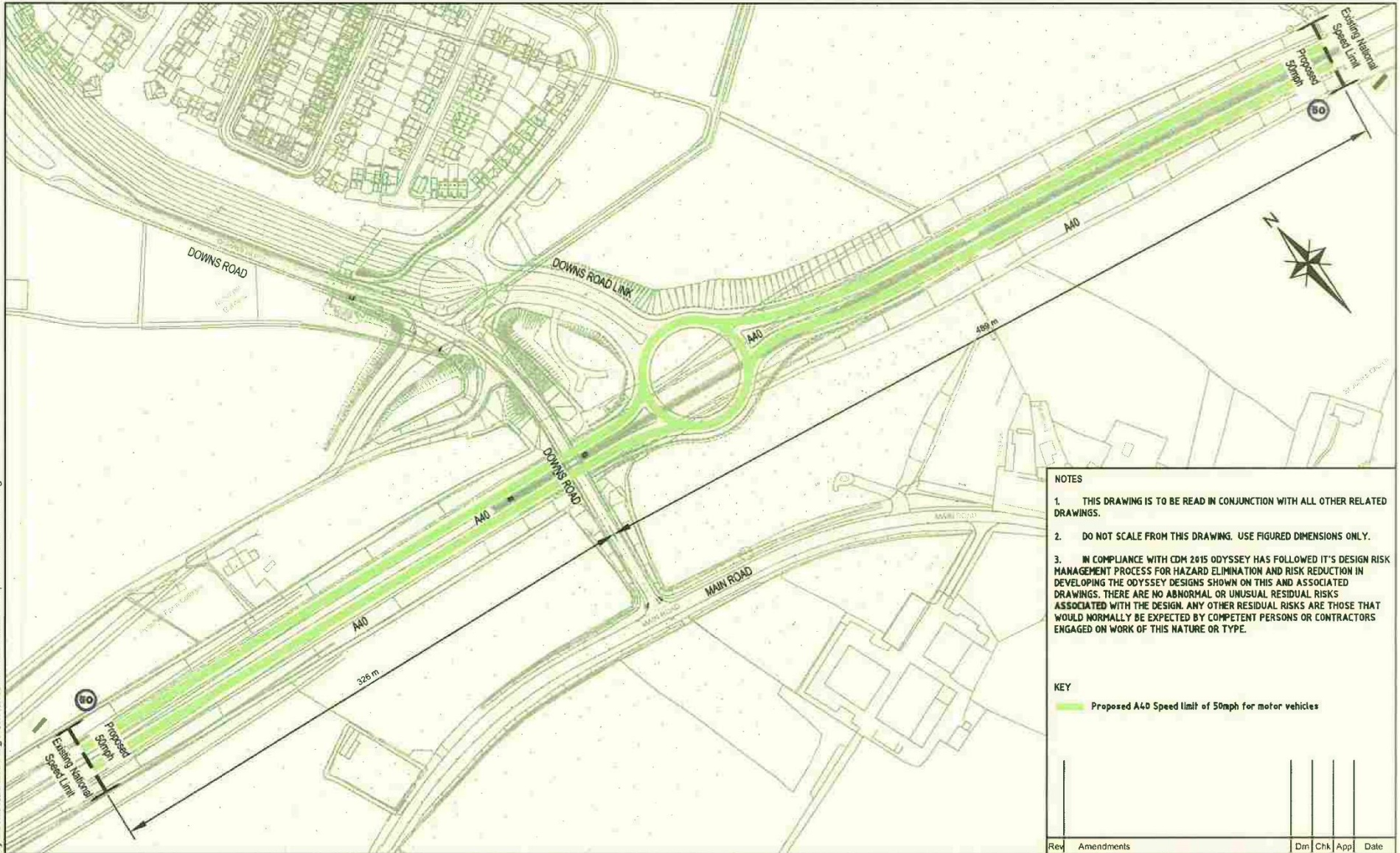
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed speed limits and weight limits
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

May 2018

N:\13-161 - West Witney\Tech\Acad\Drawings\Sketches\13-161-SK352 Proposed TRO - A40.dwg



NOTES

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KEY

Proposed A40 Speed limit of 50mph for motor vehicles

Rev	Amendments	Des	Chk	App	Date
Scale	1:2000 @A3	Date	DEC 2017	Designed	DC
Drawn	DC	Checked	JHM	Approved	JHM
Job No	13-161	Drawing No	13-161-SK352	Rev	-

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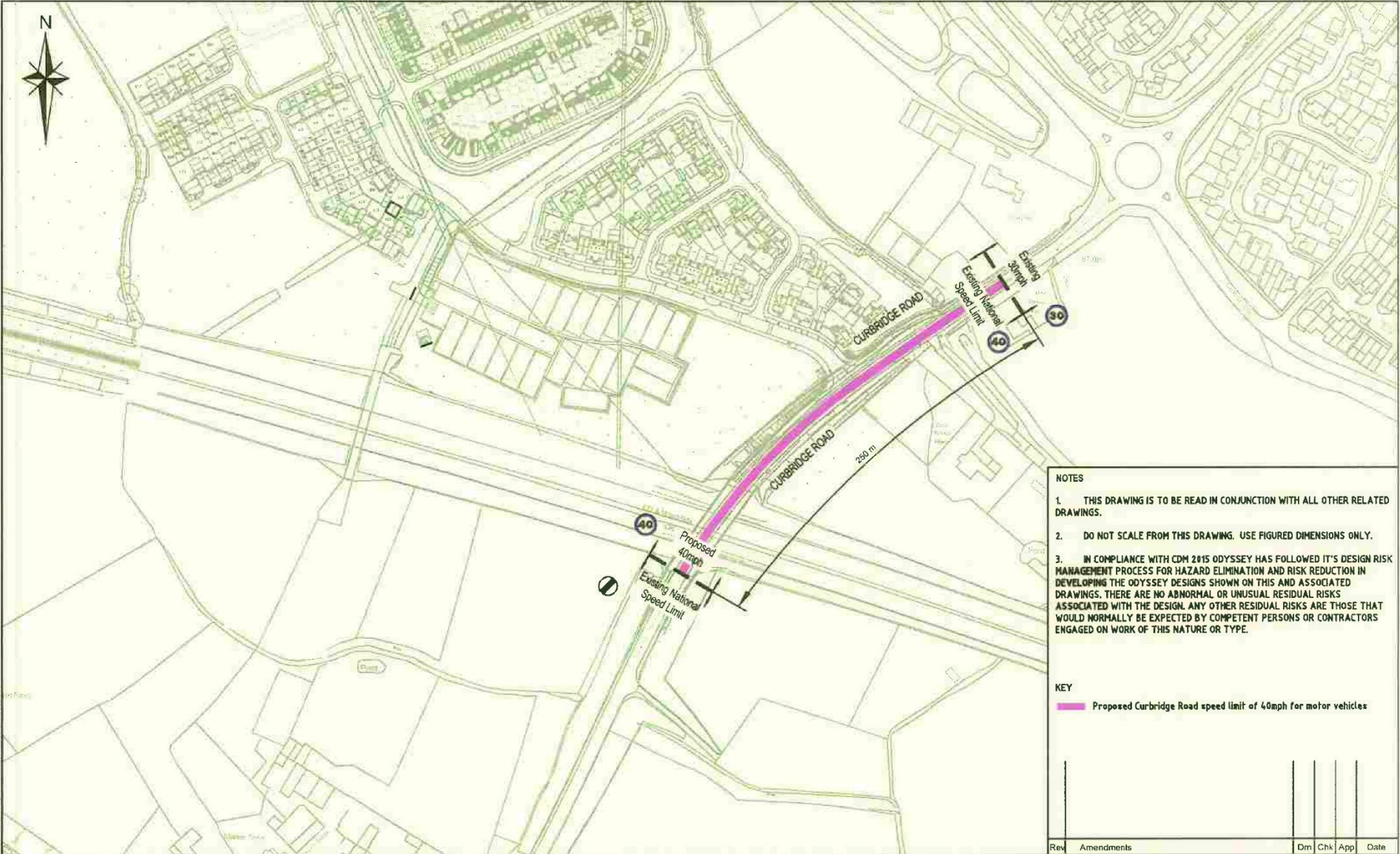
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Job Title
A40 WEST WITNEY

Drawing Title
A40 PROPOSED TRO FOR 50 MPH AREA

Client
OXFORDSHIRE LAND LTD.

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KEY

Proposed Curbridge Road speed limit of 40mph for motor vehicles

Rev	Amendments	Drn	Chk	App	Date
	Scale	Date		Designed	
	1:2000 @A3	DEC 2017		DC	
	Drawn	Checked		Approved	
	DC	JHM		JHM	
	Job No	Drawing No		Rev	
	13-161	13-161-SK353		-	



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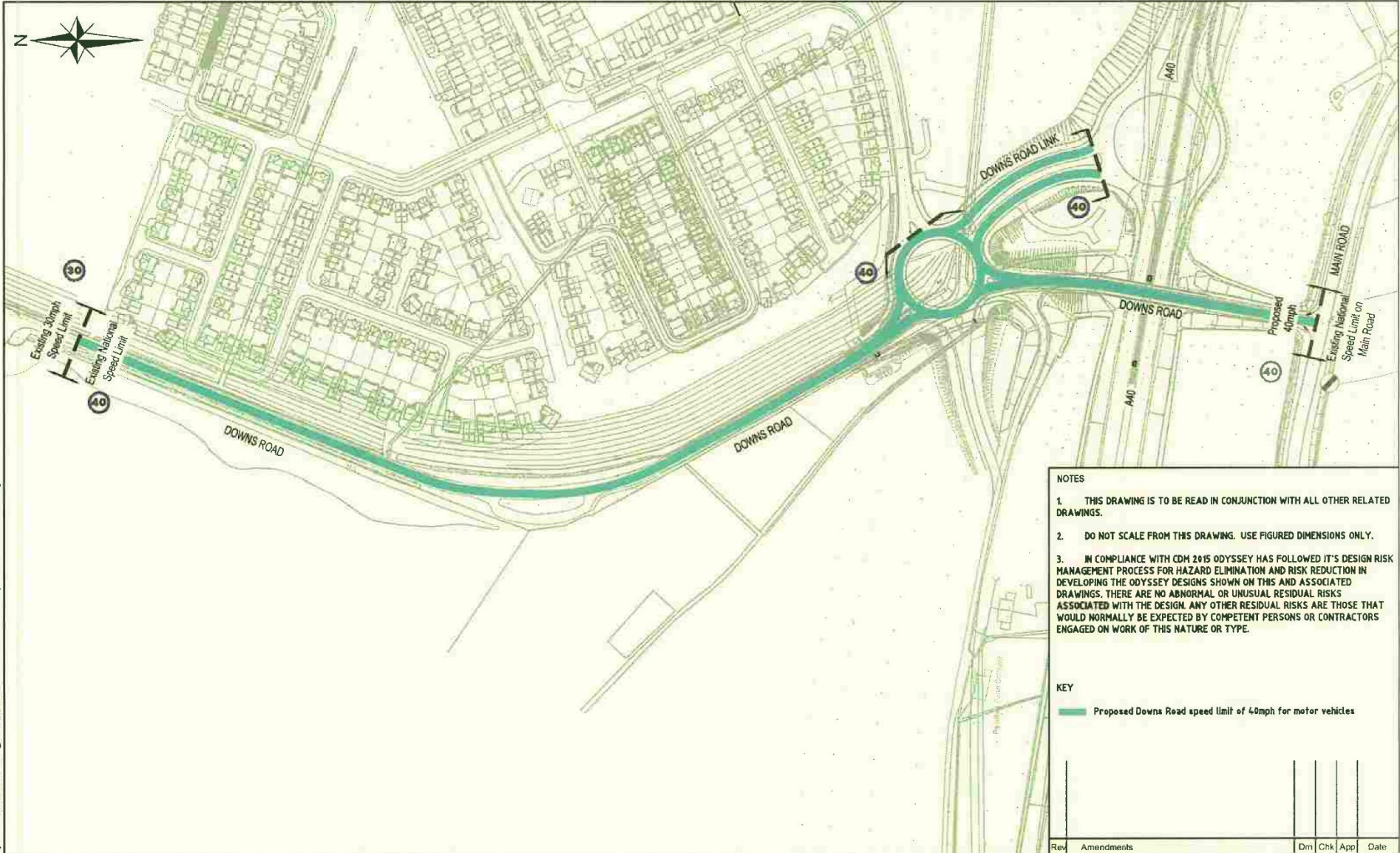
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Job Title
**CURBRIDGE ROAD
WEST WITNEY**

Drawing Title
**CURBRIDGE ROAD PROPOSED TRO
FOR 40 MPH AREA**

Client
OXFORDSHIRE LAND LTD.

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KEY

Proposed Downs Road speed limit of 40mph for motor vehicles

Rev	Amendments	Drm	Chk	App	Date
Scale	1:2000 @A3	Date	DEC 2017	Designed	DC
Drawn	DC	Checked	JHM	Approved	JHM
Job No	13-161	Drawing No	13-161-SK354	Rev	-



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Job Title
DOWNS ROAD WEST WITNEY

Drawing Title
DOWNS ROAD PROPOSED TRO FOR 40 MPH AREA

Client
OXFORDSHIRE LAND LTD.

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KEY

— Proposed Burford Road 7.5t goods vehicle restriction (Except for access)

Rev	Amendments	Drn	Chk	App	Date
Scale	1:10000 @A3	Date	DEC 2017	Designed	DC
Drawn	DC	Checked	JHM	Approved	JHM
Job No	13-161	Drawing No	13-161-SK355	Rev	-



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Job Title
**B4047 BURFORD ROAD AND
B4477 BRIZE NORTON ROAD - WEST WITNEY**

Drawing Title
**PROPOSED GOODS VEHICLE
7.5t PROHIBITION TRO**

Client
OXFORDSHIRE LAND LTD.

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	A response from the police is still awaited and will be reported verbally at the meeting.
(2) Local County Cllr (Witney West & Bampton Division)	No objection - my view is that these seem eminently sensible, if they can be enforced
(3) Witney Town Council	Support - Witney Town Council is in favour of the proposal as set out.
(4) Brize Norton Parish Council	Object - concerns have been expressed in relation to these proposals. Whilst consideration has clearly been given in relation to the village of Minster Lovell. However, our concerns are that this heavy traffic will take an alternative route through Brize Norton Village. At this time the highways in the village already receive a high amount of heavy traffic, not only owing to the nearby airbase but also as a cut through to the A420 and an often less congested route into Oxford. As a consequence of this already heavy traffic the local highways are unable to cope as can be seen the collapse of the speed cushions within the village. In addition to the physical inability of the road surface being unable to cope with an increase of heavy traffic there is also the issue of parking within Station Road, Brize Norton. Householders often have no alternative but to park cars of the main road, essentially resulting in Station Road becoming a single-track road. The knock-on effect of the proposals would therefore be of detriment to Brize Norton village. On this basis we are resisting your proposals at this time. That said we would be happy to enter into dialogue with the County Council.
(5) Curbridge & Lew Parish Council	Support - The Parish Council is in agreement with the various proposed Orders with the exception of <u>.40mph (Downs Road)</u> – Object – should be made 30mph throughout. If we understand the proposal correctly, vehicle travelling towards Curbridge will be released from the current 30mph restriction into a 40mph restriction, just as they hit a blind bend before the new crossing and new roundabout. This neither makes sense nor is particularly safe.
(6) Trading Standards Team Leader, (Oxfordshire County Council)	<u>Weight Restrictions</u> – No objection - no view on whether a weight restriction should be put in place in the proposed area. Our concerns are to do with: 1. Prevention: helping HGV drivers to avoid breaching the restriction in the first place 2. The practicalities of enforcement where prevention has failed. As a result, we have a query about one business located within the proposed weight restriction and comments on places where we would like to see advance warning signs put in place. 3. Resourcing work (i.e. effective signage)

CMDE8

Page 40

<p>(7) Local Resident, (Ripley Avenue, Minster Lovell)</p>	<p><u>40mph (Downs Road)</u> – Support – No comment. <u>40mph (A4095 Curbridge Road)</u> – Support – No comment. <u>50mph (A40 dual-carriageway)</u> – Object – The UK has a chronic productivity problem and slowing traffic on roads that are designed to move large volumes of traffic quickly is totally unacceptable. The Witney by-pass is one of the few pieces of road on all of Oxfordshire that is effective, the addition of a 'cheap' roundabout placed in the middle of the road is disgraceful. It should be a overhead roundabout with four-way slip roads on and off. The current 70mph limit should remain as compensation for this planning shambles!" <u>7.5 tonne Weight Limit (B4047 Burford Road)</u> – Support – No comment. <u>7.5 tonne Weight Limit (B4477 Brize Norton Road)</u> – Support – Need to ensure that the single lane bridge in Old Minster Lovell mirrors this restriction.</p>
<p>(8) Local Resident, (Upper Crescent, Minster Lovell)</p>	<p><u>40mph (Downs Road)</u> – No opinion. <u>40mph (A4095 Curbridge Road)</u> – No opinion. <u>50mph (A40 dual-carriageway)</u> – Support – No comment. <u>7.5 tonne Weight Limit (B4047 Burford Road)</u> – Support – HGV vehicles thunder down this stretch of road from five thirty each morning in droves so this proposal would make life for those living on and near the road much more bearable as well as making the footpaths and road safer for all users. <u>7.5 tonne Weight Limit (B4477 Brize Norton Road)</u> – Support – As above.</p>
<p>(9) Local Resident, (Thorney Leys, Witney)</p>	<p><u>40mph (Downs Road)</u> – Support – No comment <u>40mph (A4095 Curbridge Road)</u> – Support – I think it should be 40mph all the way from the Lord Kitchener pub people drive over 60mph on that road all the time and it doesn't feel safe to walk along the footpath. <u>50mph (A40 dual-carriageway)</u> – Support – Why not extend the 50mph limit for the full length of the bypass close to Witney this would reduce noise which can be heard all over the town and also help to ease congestion at the bottle neck where the road goes back down single carriage way where there is always a queue every day. <u>7.5 tonne Weight Limit (B4047 Burford Road)</u> – Support – Good idea keep all the HGVs on the main road. But can the A4047 also be changed to 50mph people always go too fast along here? <u>7.5 tonne Weight Limit (B4477 Brize Norton Road)</u> – Support – No comment.</p>
<p>(10) Email Response, (unknown)</p>	<p>Object - I am not opposed to the introduction of the proposed Speed limits and in principal to the Weight Limits. I do however object to the proposed scheme due to the omission of any review of the effect of the scheme on traffic within West Witney. Although not stated I have concluded that the aim of the Weight restrictions is to channel along Downs Road to access the A40. The current state of Downs Road is such to dissuade traffic. Am I correct to assume that the road is due to be repaired prior to these regulations coming into force? My particular concern is the recent and increasing use of Tower Hill by heavy traffic, in particular Articulated Lorries. I fear that the restrictions will lead to more heavy traffic using Tower Hill to access the A40 at Ducklington rather than via Downs Road..</p>
<p>(11) Email Response, (unknown)</p>	<p>No objection - however I have concerns that HGVs will continue to use Thorney Leys & Deer Park Road/Range Road, Witney to access the industrial sites in Downs Road. Would it not be prudent to instigate a weight restriction on Thorney Leys & Deer Park Road, as a result of which the HGVs will have to use the A40 Witney By-pass?</p>

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Division(s): Grove & Wantage

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

A417 READING ROAD (CRAB HILL) - PROPOSED SPEED LIMITS AND ONE-WAY RESTRICTION

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and comments received to a statutory consultation to lower speeds limits on the A417 Reading Road between Wantage and Lockinge, and to also introduce a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn.

Background

2. The above proposals have been put forward as part of the major development at Crab Hill adjacent to the A417 Reading Road. A plan showing the various proposals are provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 26 April and 25 May 2018. 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, the Vale of White Horse District Council, Wantage Town Council, Ardington Parish Council and local County Councillors.
4. Three responses were received during the course of the consultation. Two objections to the one-way restriction and one non-objection. These are summarised at Annex 2.
5. There were no objections to the proposed speed limits.
6. Thames Valley Police objected to the one-way restriction as they considered it highly likely to be ignored and might also cause unnecessary confusion to drivers travelling east wishing to enter the lay-by. They also felt it would place an unnecessary burden upon them in terms of any future enforcement requests.
7. A member of the public thought that it was unnecessary to introduce the one-way restriction, due to the speed limits being reduced and the presence of a roundabout nearby, which they felt also helped slow traffic.

Response to objections and concerns

8. The proposed one-way restriction has been put forward primarily to address road safety concerns as without such a restriction in place there is a risk of front to back shunts between vehicles turning left out of the new site onto A417 and eastbound vehicles queuing behind a vehicle waiting to enter the western access to the layby. Furthermore, at busy times, any vehicle attempting to turn right into the layby might cause queuing traffic backing up past the new junction causing operational impact on the junction.
9. There is also an on-carriageway bus stop between the proposed new junction and the layby. At less busy periods vehicles making a passing manoeuvre around the bus might not be aware of a vehicle waiting to right into the layby. Consequently, the passing vehicle might be 'isolated' in the overtake until the right turning vehicle completed its manoeuvre.
10. A full closure would be controversial as laybys are increasingly being reduced and thus reducing the opportunities for HGV driver rest stops. The scheme has already closed one layby west of Wantage.
11. With respect to the restriction potentially being ignored, whilst this could possibly occur given the current circumstance it should be noted that due to the size of this development, the amount of use of the new junction and the increased traffic in this area of the A417, this area will not feel remote. This will also be emphasised by the re-engineering of the road (including footways and narrowings) and the lower speed limits. When the scheme is built out, there will be a much more urban feel to this section of road. This should in turn have a 'self-enforcing' contribution to the operation of the restriction.

How the Project supports LTP4 Objectives

12. The proposals would help facilitate the safe and efficient movement of traffic.

Financial and Staff Implications (including Revenue)

13. Funding for the proposal is being provided by the developers of adjacent land while the appraisal of the proposals and consultation has been undertaken by county officers as part of their normal duties.

RECOMMENDATION

14. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of lower speed limits on the A417 Reading Road between Wantage and Lockinge and also introduction of a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn as advertised.**

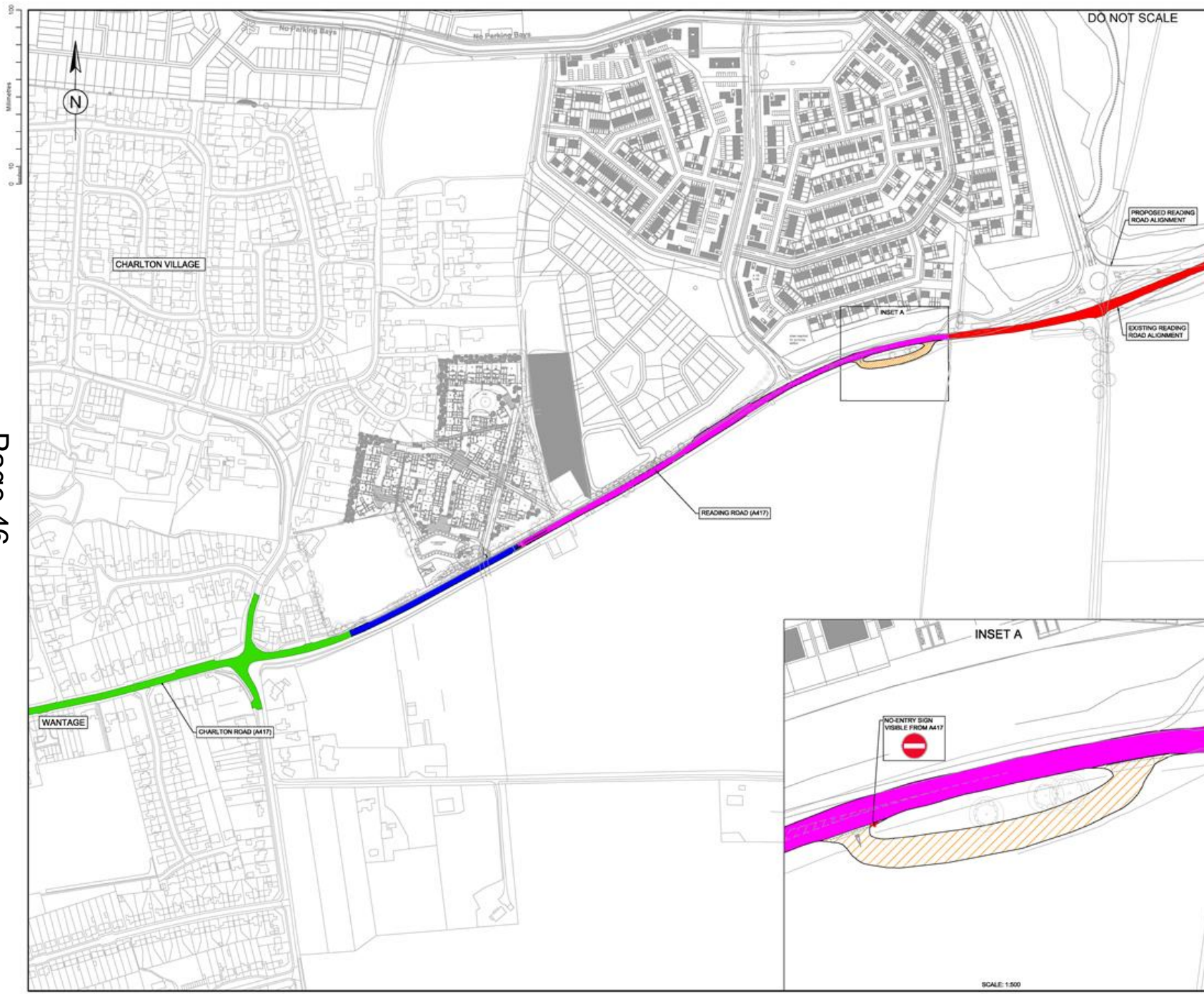
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed speed limits
 Consultation responses

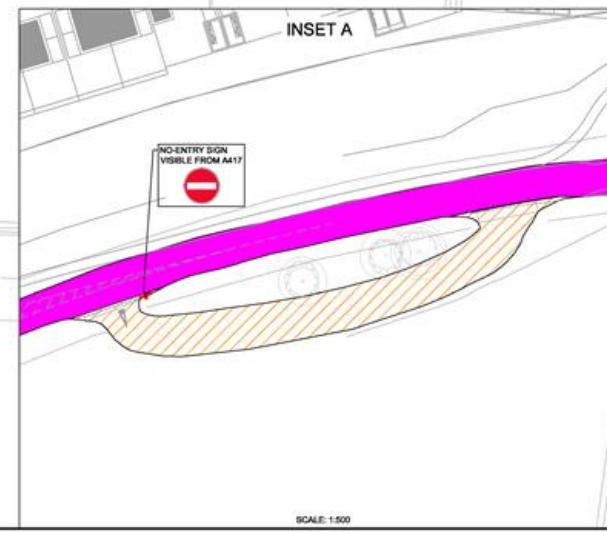
Contact Officer(s): Hugh Potter 07766 998704

May 2018

DO NOT SCALE



- KEY:**
- █ EXISTING 30mph (NO CHANGE)
 - █ EXISTING 50mph (SUBJECT TO FUTURE TRO)
 - █ EXISTING 50mph, PROPOSED 30mph
 - █ EXISTING 50mph, PROPOSED 40mph
 - EXISTING LAYOUT PROPOSED TO BE ONE-WAY
- NOTES:**
1. PHASE 1A LAYOUT HAS BEEN TAKEN FROM R254/SK260, DATED JAN 17 BY ST.MODWEN HOMES.
 2. MASTERPLAN PROVIDED BY OPEL: 170905-CrabHill-AW-DETAL-working
 3. OS BASE MAPPING HAS BEEN TAKEN FROM LANDS IMPROVEMENT DRAWING REFERENCE 'SITE PLAN' REV 02.



REV	006/18	HATCHING REMOVED & ROAD OUTLINES ADDED	MR	JD			
REV	15/1/17	MASTERPLAN & JUNCTIONS ADDED	MR	JD			
REV	06/1/17	FIRST ISSUE	MD	JD			
Rev.	Date	Description	By	Drawn/Approved			
Drawing Status				Submittal			
FOR INFORMATION				S2			
ATKINS		The Axis 10 Holiday Street Birmingham B1 1TF					
Copyright © Atkins Limited (2018)		Tel: +44 (0)121 6330000 Fax: +44 (0)121 4333252 www.atkinsglobal.com					
ST.MODWEN							
Project Title							
CRAB HILL, WANTAGE							
Drawing Title							
READING ROAD (A117) TRAFFIC REGULATION ORDER LOCATION PLAN							
Scale	1:2000	Designed	HSMB	Checked	JJ	Authorised	JD
Original Size	A1	Date	07/11/17	Date	07/11/17	Date	08/11/17
Drawing Number							Revision
5145720-ATK-TRO-CH-DR-C-0100							P03

SCALE: 1:500

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>Speed Limits</u> – No objection</p> <p><u>One Way Restriction</u> – Objection - It has not be explained in any detail the rationale for this restriction. Placing such a restriction in such a remote location is highly likely to be ignored and may also cause unnecessary confusion to drivers travelling east wishing to enter the lay-by. Such restriction may also place unnecessary burden upon the police in terms of any enforcement request.</p> <p>Therefore, unless the restriction is engineered in order to become self-enforcing I object to this part of the wider proposals.</p>
(2) Vale of White Horse District Council	<p>No objection - the LPA do not have any comments to make at this stage.</p>
(3) Local Resident, (Truelocks Way, Wantage)	<p><u>Speed Limits</u> – No objection</p> <p><u>One Way Restriction</u> – Objection - Making the layby one way is a complete and total waste of money and effort. I cannot see the logic in it. The speed limit is being reduced, there is a roundabout to slow traffic, so why is this required?</p> <p>Please spend the money on fixing potholes instead of implementing unnecessary restrictions.</p>

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