

CABINET MEMBERS FOR TRANSPORT – 2 SEPTEMBER 2010

COUNTY SPEED LIMIT REVIEW – ADDITIONAL SPEED LIMIT CHANGES

Report by Head of Highways & Transport

Introduction

1. The Department for Transport's (DfT) advice (Circular 01/06) on the setting of local speed limits has requested that highway authorities review current speed limits on their A and B road network in the light of that advice and implement any changes judged necessary by 2011.
2. The County's road safety team together with the input of the Speed Reference Group identified possible changes to speed limits (mainly reductions, but also increases at some locations) on the network.
3. The result of informal consultation on the initial proposals with the police, parish councils and neighbouring authorities (where the limit meets the county boundary) were reported to the Transport Decisions Committee in October 2009 with a recommendation to proceed to formal consultation on schemes listed in Annex 3 to that report. Responses to the formal consultation were reported to the meeting of the Transport Decisions Committee on 11 February 2010, which agreed to approve speed limit changes at 58 locations.
4. The Committee on 11 February also agreed to consult on a small number of changes and additions to the proposals.
5. Additionally at two locations (A4130 west of Didcot - 40mph limit in place of national speed limit - and A44 London Road Chipping Norton – 30mph limit in place of current 40mph limit) changes were put forward to reflect planned development.
6. The purpose of this report is to outline the additional proposals and seeks approval, in the light of the responses to the consultation, to add these to the programme of speed limit changes previously agreed.

Consultation

7. Formal consultation has been carried with the emergency services, town and parish councils and stakeholder groups together with the public through notices in local newspapers and on site.
8. Objections to some of the draft speed limit orders have been received and are summarised at Annex 1 together with officer comment and a recommendation on how to proceed.

9. Where no objections have been received authorisation will be carried out by the Head of Transport using delegated powers under the Council's Constitution.

How the Project Supports LTP2 Objectives

10. This project aims to improve road safety and compliance of drivers with speed limits by setting limits which are consistent with the road environment and therefore seeks to reduce accident risks.

Financial Implications (including Revenue)

11. Assessment, consultation and preparation of speed limit orders has been carried out by County Council staff.
12. It should be noted that implementation of the speed limit changes programmed for 2010/11 is currently on hold as part of the Council's review of the capital programme and delivery is therefore subject to confirmation of budget availability. However, the two proposals identified in paragraph 5 above will, if approved, be funded by the relevant developments.

RECOMMENDATION

13. **The Cabinet Member for Transport is RECOMMENDED to:**
 - (a) **approve implementation of the speed limit orders as detailed in Annex 1 to this report; and**
 - (b) **delegate authority to the Head of Highways & Transport, in consultation with the Cabinet Member for Transport, to agree a final programme of schemes ensuring value for money.**

STEVE HOWELL
Head of Transport
Environment & Economy

Background papers: Consultation Documentation

Contact Officer: Anthony Kirkwood, Tel 01865 815704

September 2010

Cherwell - Proposed Speed Limit Changes

A423 north of Banbury to County Boundary: 50mph limit

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr George Reynolds		Yes	
Parish Council	The Bourtons Parish Council	Yes	Yes	
Parish Council	Cropredy Parish Council	Yes	Yes	
Parish Council	Mollington Parish Council	Yes	Yes	
Police			No objection	
Members of the public			Yes (7) No (24)	

Officer comment: Although a more substantial number of objections to the proposal were received from members of the public, it is supported by several of the local parish councils, the County member and no objection was received from the police.

Recommendation: implement order as advertised

Oxford City - Proposed Speed Limit Changes

A40 E of Cutteslowe roundabout (to just E of access to Cutteslowe Park) : 50mph limit with minor extension of 30mph limit to E of Cutteslowe roundabout:

Note : this proposal was previously advertised in autumn 2009 but due to an error in the notice published at that time, has been re-advertised

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Jean Fooks	Yes		
OCC Member	Cllr John Goddard	Yes		supportive, but suggests lower limit (40mph?) may be more appropriate
District Council	City Cllr Michael Gotch			requests consideration of 40mph limit rather than 50mph
District Council	Oxford City Council		Yes	

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Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Police			No – The 50mph limit is unsupported by on road frontage, the nature of the road or the collision history. There will be little or no compliance. However the extension of the 30mph past the entrances to the houses just east of the roundabout is acceptable	

Officer comment: the proposals are considered to accord with DfT advice and reflect presence of junctions (including turn through central reserve).

Recommendation: implement order as advertised

South Oxfordshire - Proposed Speed Limit Changes

A415 between Clifton Hampden and Burcot: increase in current 30mph limit to 40mph

Note: this was previously advertised in autumn 2009 as an increase to 50mph over the same length of road.

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Lindsay-Gale		Yes	
Parish Council	Clifton Hampden and Burcot Parish Council	No	See comment	While not supportive would reluctantly accept 40mph providing accesses to the White House and Riverside remained at 30mph (as proposed)
Parish Council	Berinsfield Parish Council	Yes		

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Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Member of public		Yes	Yes (8) No (5)	
Police			No objection	

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

A4130 at Bix: reduction in current 50mph limit to 40mph

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Nimmo-Smith	Yes		
Parish Council	Bix and Assendon Parish Council	Yes	Yes	
Member of public			Yes (1) No (2)	
Police			No - This is a short section of Dual Carriageway by-passing the village of Bix subject to a 50 mph speed limit .Local pressure is to reduce existing section of 50 to 40 mph and that is the proposal. The nearside lane in front of a small number of isolated properties that front the road has been hatched, reducing the southbound carriageway towards Henley to single lane. The road returns to dual carriageway after these properties. There is one personal injury collision listed on the system for the section of 50mph in the last 5 years. This involved a car overtaking another vehicle unaware that a	

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Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
			motor cycle was overtaking him. Speed data has been provided taken in September 2008. 24h mean speed eastbound 49 and westbound 50 Both Casualty history and Mean speed data does not justify a reduction in the current speed limit. The current speed limit of 50 is felt appropriate.	

Officer comment: proposals are considered to be consistent with para 118 of DfT Circular 1/06

Recommendation: implement order as advertised

A4130 and B4493 west of Didcot: 40mph limit from Foxhall Road roundabout westwards to new signalled junction of A4130 with Great Western Park development

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Tony Harbour	Yes		
OCC Member	Cllr Stewart Lilly		Yes	
Parish Council	Didcot Town Council	Yes	Yes	
Parish Council	Harwell Parish Council		Yes	
Member(s) of public			Neutral / other comment (7) No (3)	
Police		No	No objection given development and new junction	

Officer comment The proposed limit is judged to accord with principles of DfT Circular 1/06 and will tie in with proposals to introduce a 40mph limit on the A4130 to the west to accommodate approved development which includes a new traffic signalled junction with the A4130 which has been designed to a 40mph standard.

Recommendation: implement order as advertised

Vale of White Horse - Proposed Speed Limit Changes

A338 South of Wantage: 50mph limit (with 40mph limit on part of Manor Road)

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Iain Brown	No		
OCC Member	Cllr Zoe Patrick	Yes	Yes	
OCC Member	Cllr Jenny Hannaby		Yes	
Parish Council	Letcombe Regis Parish Council	No		Not supportive due to urbanisation and potential to encourage development of Wantage to south
Parish Council	Wantage Town Council	Yes	Yes	no specific comments on this proposal (but see comments on Mably Way and 20mph limit on A338 by school)
District Council				question benefit
Member of public			Yes (3) No (9)	
Police			No objection	

Officer comment: accident rate close to DfT threshold and lower limit would be consistent with limits introduced on neighbouring A road network with positive safety benefits

Recommendation: implement order as advertised

A417 Mably Way: reduction in speed limit from 40mph to 30mph

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
OCC Member	Cllr Zoe Patrick	Yes	Yes	
OCC Member	Cllr Jenny Hannaby		Yes	
Parish Council	Grove Parish Council		Yes	
Parish Council	Wantage Parish Council		Yes	
Petition		1938 signatures in support of reduction		

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Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Members of public			Yes (5) No (11)	
Police		No	<p>No - There is very limited development (on the south side, Mably Grove with only one access onto Mably Way and on the north side the health centre also with one access on to Mably way. There is a Toucan Crossing which connects access from the Health Centre to the residential development of Mably Grove. The road to most would appear to be a short section of open single carriageway giving an appearance of a ring road to by-pass Wantage. It is part of the strategic diversion route in the event of the A420 Oxford to Swindon road being closed. Although two highly sensitive collisions occurred on the Toucan Crossing, I do not believe that reducing the speed limit would reduce the likelihood of this type of collision and that it fails to meet the</p>	

CMDT5

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
			guidance contained within CR 1/2006 as the collisions are confined to an individual point. Speed data shows a mean speed Eastbound 24h is 32mph. And Westbound 24h is 28mph. However, the survey location (between the Health Centre and the Toucan) was at a point where motorists are naturally slowing for the environment. Making the speed limit 30 will also remove all current repeater signing as the speed limit will be denoted by the presence of street lighting.	

Officer comment: While the DfT guidance would not suggest that the current 40mph limit is inappropriate, the balance of local opinion appears to be clearly in support of the reduction.

Recommendation: implement order as advertised

West Oxfordshire - Proposed Speed Limit Changes

A44 London Road Chipping Norton: reduction of existing 'buffer' 40mph limit to 30mph and, east of this point, a 50mph limit to the junction of the A44 Enstone Road

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Parish Council	Chipping Norton Town Council	Yes	(check)	
OCC Member	Cllr Hilary Hibbert-Biles		Yes	

CMDT5

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
Police		No	<p>The amended proposal for this road is to extend out the 30mph limit to cover the entrance to a development on the south side of the road to the already proposed 50mph limit starting point. This was previously not included in the consultation. The road side development and traffic movements in the proposed 30mph extension is such that no objection to this should be raised. However, the previous TVP objection to the 50mph limit proposal, as summarised below, still stands: "OCC states that the reason for this proposal is the proximity to the road of a commemorative planting of trees to the carriageway. The alignment of the road is such that loss of control along the road is unlikely to be due to speed alone and conversation with a member of the Collision Investigation Unit suggests that a collision with a mature tree at</p>	<p>Object on grounds that lower speed limit will not materially affect severity of outcome of accident</p>

CMDT5

Group	Representative	Informal consultation Support proposals (yes/no)	Formal consultation Support proposals (yes/no)	General Comments
			50mph, whilst less destructive than at 60mph, is unlikely to materially affect the severity of the outcome.. The latest collision data (3 years to 30/5/2010) shows no personal injury collisions on this stretch of road.	

Officer comment: The proposed removal of the 'buffer' 40mph limit and replacement by a 30mph limit is judged necessary to accommodate approved development. The proposed 50mph limit to the east is regarded as a special case. The long term accident history includes high severity accidents where vehicles leaving the carriageway have struck trees (forming a memorial avenue) located very close to the edge of carriageway and where following investigation there appears no other viable risk-reduction measure. The safety benefit would arise from a reduction in the risk of a vehicle leaving the carriageway rather than reducing the severity of a subsequent impact.

Recommendation: implement order as advertised