

CABINET MEMBER FOR ENVIRONMENT - 13 OCTOBER 2016

PROPOSED 30MPH SPEED LIMIT EXTENSION – A361 BURFORD ROAD, CHIPPING NORTON

Report by Deputy Director of Environment & Economy (Commercial)

Introduction

1. This report presents objections and comments received in the course of the statutory consultation on the proposal to extend the 30mph limit on the A361 Burford Road, southwards from its current terminal point to replace part of the existing 40mph speed limit.

Background

2. The current 40mph speed limit was introduced in 2011 as part of a comprehensive review of speed limits on the County's A and B roads, applying the then current Department for Transport (DfT) guidelines on setting local speed limits; this review included extensive local consultation, and was overseen by an advisory group comprising County Councillors and representatives of the police traffic management team.
3. The proposed amendment to the speed limit here is being proposed for road safety reasons as a result of the residential development of land adjacent to the A361 Burford Road, at the southern end of Chipping Norton which will create a new junction on the A361. The location and detail of these proposals is shown at Annex 1.

Consultation

4. The formal consultation on the proposals was carried out between 28 January and 11 March 2016. A public notice was advertised in the Oxford Times on 28 January and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Town & District Councils and the relevant local County Councillors.
5. A total of 10 responses were received during the consultation period. Objections were received from approximately one third of those who responded, and these – along with those supporting the proposals and other comments received as part of the consultation – are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.
6. Thames Valley Police had no objection, but questioned the potential to reduce both the 30mph & 40mph speed limits marginally.

7. Councillor Hibbert-Biles (the local Member for Chipping Norton) had no objection to the proposals.

Objections and concerns

8. The objections were on the grounds that the opportunity should be taken to extend the 30mph to include the access to the Greystones leisure complex (thereby wholly replacing the current 40mph limit with a 30mph limit), due to the large number of users of the complex including pedestrians and children; this was also requested by other respondents supporting the proposal but not formally expressing an objection.
9. One respondent also suggested that in addition to the above extension of the 30mph limit, a 40mph limit should then be introduced further to the south for a similar distance (around 500 metres).

Response to objections and concerns

10. The police response is noted; in respect of their suggested slight adjustment to length of the 30mph limit, it is considered that on balance the current proposals best reflect the need to safely accommodate the proposed new junction, while still leaving a residual length of a 'buffer' 40mph speed limit which is close to the minimum length of speed limit recommended in the DfT guidelines.
11. The concerns over the safety of users of the Greystones Leisure Centre cited in the representations for the 30mph limit to be extended to include the access to the centre are noted. Since the speed limit review completed in 2011 which led to the current 40mph speed limit being introduced (in place of the national speed limit of 60mph), the DfT guidelines on setting speed limits have been amended. The current guidance (issued in 2013) states that 40mph speed limits are generally appropriate 'on the outskirts of urban areas, where there is little development. They should have good width and layout, parking and waiting restrictions in operation and buildings set back from the road. These roads should wherever possible cater for the needs of non-motorised road users through segregation of road space, and have adequate footways and crossing places'.
12. It is accepted that the length of the road that would remain 40mph under the current proposals does not fully reflect the above guidance, in that for example there is occasional extensive parking along the road associated with sports activities in the leisure complex, and there are no formal crossing points for pedestrians along it. However, in most other respects, a 40mph speed limit here would appear to be compatible with the guidance, taking account of the very rural aspect of the road, and it would appear highly likely that if the speed limit were to be reduced to 30mph, it would be subject to very significant abuse, and that police resources for enforcement here would in practice be very limited.

13. In response to the road safety concerns there has been one reported injury accident in the vicinity of the proposals during the last 5 years; the circumstances of the incident are not considered to be relevant to the proposals or to the concerns over the access arrangements for the leisure area.
14. It should be noted that the approved plans for the access into the new development does include the provision of a pedestrian island south of the access but within the proposed 30mph limit, and a new footway link south to the Leisure Centre access will be provided on the east side of the road.

How the Project supports LTP4 Objectives

15. The proposals would help to support housing growth and economic vitality.

Financial and Staff Implications (including Revenue)

16. Full funding for the proposal has been secured from the developer. The appraisal of the proposals, consultation and preparation of all paperwork has been undertaken by E&E officers as part of their normal duties.

RECOMMENDATION

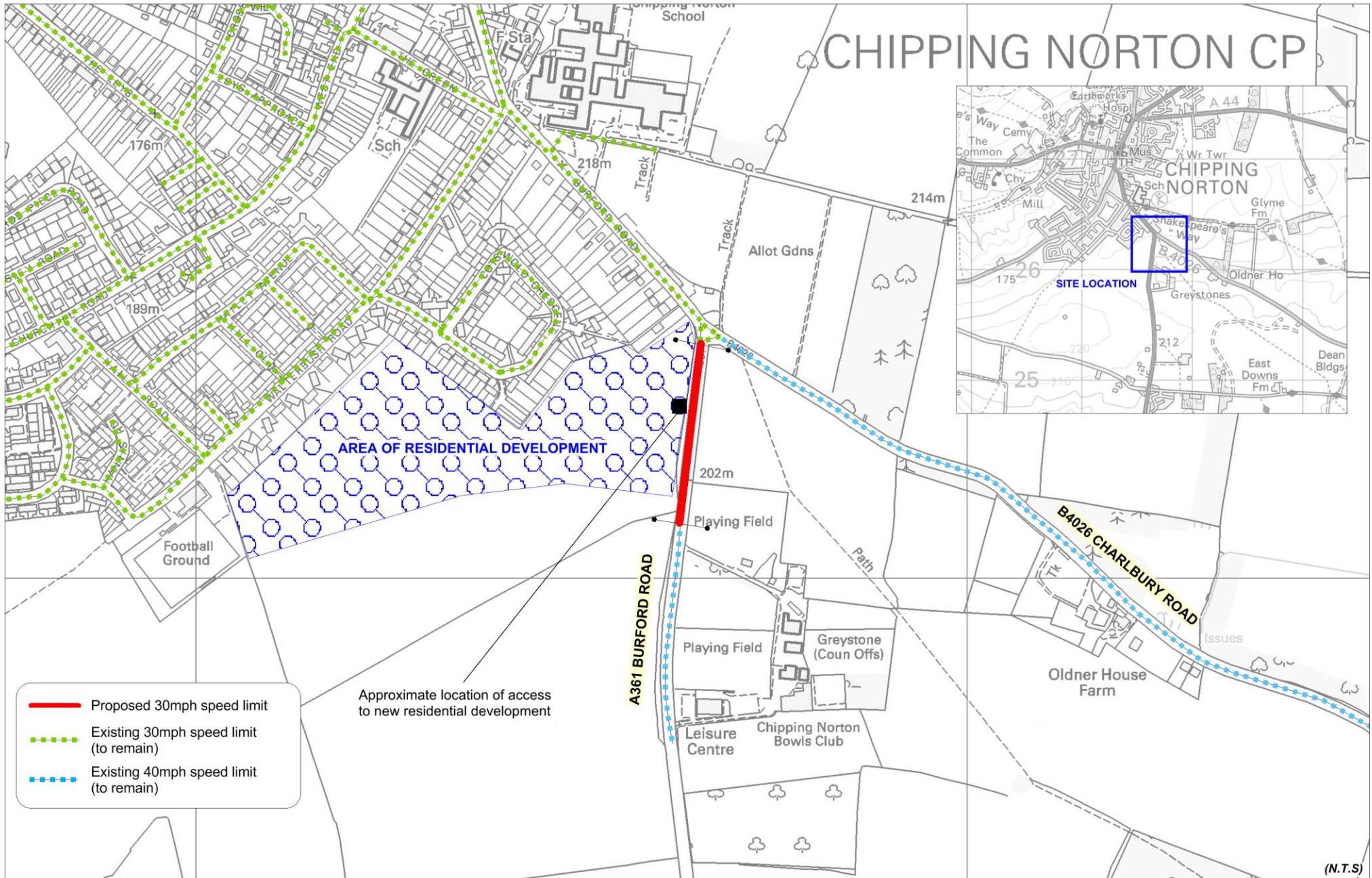
17. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal as advertised.**

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

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: David Tole 07920 084148

September 2016



- Proposed 30mph speed limit
- - - Existing 30mph speed limit (to remain)
- - - Existing 40mph speed limit (to remain)

Approximate location of access to new residential development

A361 BURFORD ROAD

B4026 CHARLBURY ROAD

(N.T.S)

ANNEX 2

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none">▪ Understand the principle of extending the limit and justification but question the distance of the extension, potential to reduce both the 30mph & 40mph speed limits marginally.
(2) Local County Councillor	<p>No objection.</p>
(3) Email response (unknown)	<p>Objects – with the following comments:</p> <ul style="list-style-type: none">▪ When the Greystones Leisure complex is in use, there is a great deal of traffic entering and leaving the site, with cars also parked on both sides of the road. The complex is well used by children and this is likely to increase with the new housing under construction and planned,▪ It seems logical to take the opportunity to move the 30mph limit beyond the entrances to Greystones.
(4) Resident, (Distons Lane, Chipping Norton)	<p>Supports – with the following comments::</p> <ul style="list-style-type: none">▪ Definitely support BUT I don't think the 30 mph limit is going far enough,▪ The Greystones Leisure complex houses an extremely busy rugby club / bowls club / scouts, all coming out of the exit and the A361 does go up an incline towards Burford with a restriction of oncoming traffic line of sight.▪ This is especially bad when there is an event on in Greystones area with cars parked on the verge restricting views in all directions.

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<p>(5) Resident, (Middle Row, Chipping Norton)</p>	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ The 30mph speed limit should start further back past the Rugby & Bowls Club to increase the safety of an area that is incredibly busy with vehicles and young people at the weekends.
<p>(6) Resident/Member of Town Council, (Burford Road, Chipping Norton)</p>	<p>Supports – with the following comments::</p> <ul style="list-style-type: none"> ▪ Feel the 30mph limit should be extended to at least the current start of the 40mph limit and that the 40mph limit be extended southwards by a similar amount, ▪ Chipping Norton Town Council is also aware that there is likely to be further residential development south of the town adjacent to the current development.
<p>(7) Resident, (West Street, Chipping Norton)</p>	<p>Supports – with the following comments::</p> <ul style="list-style-type: none"> ▪ Would like to see the 30mph limit extended to a point south of the entrances to the rugby club and Greystones, in effect replacing the existing 40mph limit.
<p>(8) Resident, (West Street, Chipping Norton)</p>	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels the proposed extension is too limited, the entrances to Greystones complex are heavily used by both adults and children using all forms of transport, (including pedestrians). ▪ For safety reasons the 30mph limit should be extended beyond the Rugby Club entrance.
<p>(9) Resident, (New Street, Chipping Norton)</p>	<p>Supports – with the following comments::</p> <ul style="list-style-type: none"> ▪ Would be better to extend the 30mph limit beyond the entrance to Greystones due to the heavy vehicular and pedestrian activity, especially on match and practice days.

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<p>(10) Resident, (New Street, Chipping Norton)</p>	<p>Supports – with the following comments::</p> <ul style="list-style-type: none">▪ Support the proposed limit but would ask that it is extended further along the A361 to go past the entrance to the Leisure Centre and Rugby Club. This is an area that is frequented by young people - a slower speed limit here would be a great idea for safety.
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