

CABINET MEMBER FOR ENVIRONMENT – 30 APRIL 2020

WALLINGFORD: A4130 WALLINGFORD BYPASS – PROPOSED 40MPH SPEED LIMIT AND RIGHT TURN PROHIBITION

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for the Environment is **RECOMMENDED** to approve the 40mph speed limit and prohibition of right turns as advertised.

Executive summary

2. Speed limits and prohibition of turning movements at junctions are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation on a proposal to introduce a permanent 40mph speed limit on the A4130 Calvin Thomas Way (forming part of the Wallingford bypass) between its roundabout junctions at Slade End and the Hithercroft Road and a prohibition of the right turn to and from the A4130 at the junction of the access to new residential development to the east of the A4130 Calvin Thomas Way. The proposed speed limit and right turn prohibition will replace existing temporary Traffic Regulation Orders giving the same effect as the current proposals. It is however intended – once the development is completed in several years' time - to remove both proposed restrictions when construction works are complete, though noting that a further consultation will be required ahead of these restrictions being revoked.

Background

4. The above proposals as shown at Annex 1 & 2 have been put forward to accommodate the development of adjacent land and, if approved, would be funded by the developers.

Consultation

5. Formal consultation on the proposal was carried out between 26 February and 28 March 2020. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police,

the Fire & Rescue Service, Ambulance service, Brightwell-cum-Sotwell Parish council, Wallingford Town Council, South Oxfordshire District Council and local County Councillors.

6. Seven responses were received. 4 objections, 1 expression of support and 2 responses neither objecting or supporting. These are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police did not object noting that the proposed restrictions are only intended to be in place while construction of the residential development is in progress.
8. Wallingford Town Council expressed an objection on the grounds that the proposal is for permanent restrictions, noting that the approval of the current junction layout (as opposed to a roundabout) was on the grounds of it being considered by the County Council as the optimal design from a road safety perspective and one which would not reduce the attractiveness of the bypass for through traffic. The Town Council are concerned that the proposed limit would work against the latter objective but also stated that they remain fully supportive of the temporary restrictions currently in place aimed at ensuring a safe environment for all road users.
9. The South Oxfordshire & Vale of White Horse District Councils (Environmental Protection) service also expressed an objection to the proposed 40mph speed limit on the grounds of the potential reduction in the attractiveness of the bypass and the consequent impact of increased traffic in the town and the consequent adverse effect specifically on air quality, noting that Wallingford was declared an Air Quality Management Area in 2006. They requested that Oxfordshire County Council complete a detailed air quality assessment to fully appraise the potential impacts of the proposed change on local air quality in Wallingford before making a final decision on the proposed speed reductions.
10. Noting both the above objections, it should be stressed that the current proposals for permanent restrictions reflect the fact that it is not legally possible to continue the current Temporary Traffic regulation Orders (which have the same effect as those being proposed) for the expected seven-year construction period for the development. It is the firm intention that both restrictions will be removed on the completion of the development, although it should be noted that their removal will be subject to a further statutory consultation. As recognised in the response of the Town Council, the restrictions are considered necessary during this period on road safety grounds and because of this it is not considered that the detailed air quality assessment as requested would in practice be relevant to a decision on this matter.
11. The South Oxfordshire District Council planning service expressed no material planning objections to the proposal.
12. Objections were received from the public also citing concerns of traffic delays and increased pollution both on the A4130 bypass and within the town. One of the respondents requested that the current junction layout is replaced by a roundabout.

13. An expression of support was received from a member of the public, who though also noted that the proposed restrictions are removed on completion of the development works.
14. The above responses from members of the public are noted; specifically on the suggestion that a roundabout is provided in place of the current junction layout; the latter was approved as part of the planning consent for the development and is considered the optimal layout, including taking account of the need to retain the attractiveness of the bypass for through traffic.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

16. Funding for the proposed speed limit and turning prohibition has been provided by the developers of adjacent land.

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plans of proposed speed limit and turning prohibition
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
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April 2020

Drawing No. Revision 0

Key

- Proposed 40mph speed limit approx. 1350 metres
- Existing 30mph speed limit to remain

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



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Project title
PROPOSED 40MPH SPEED LIMIT

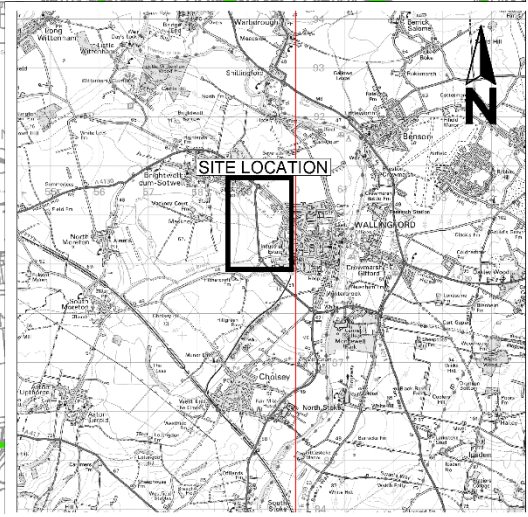
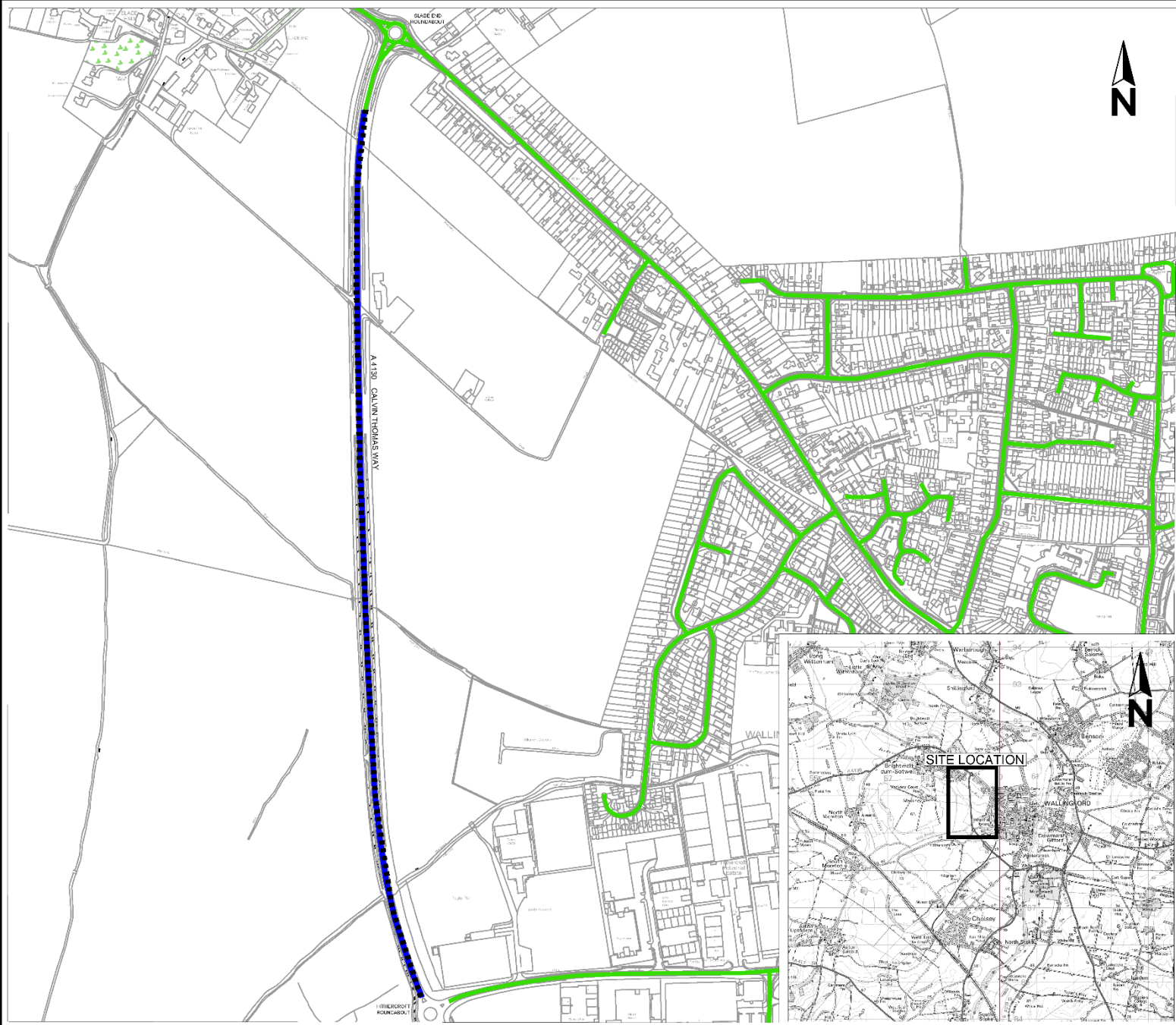
Drawing title
WALLINGFORD CALVIN THOMAS WAY

Drawing Status

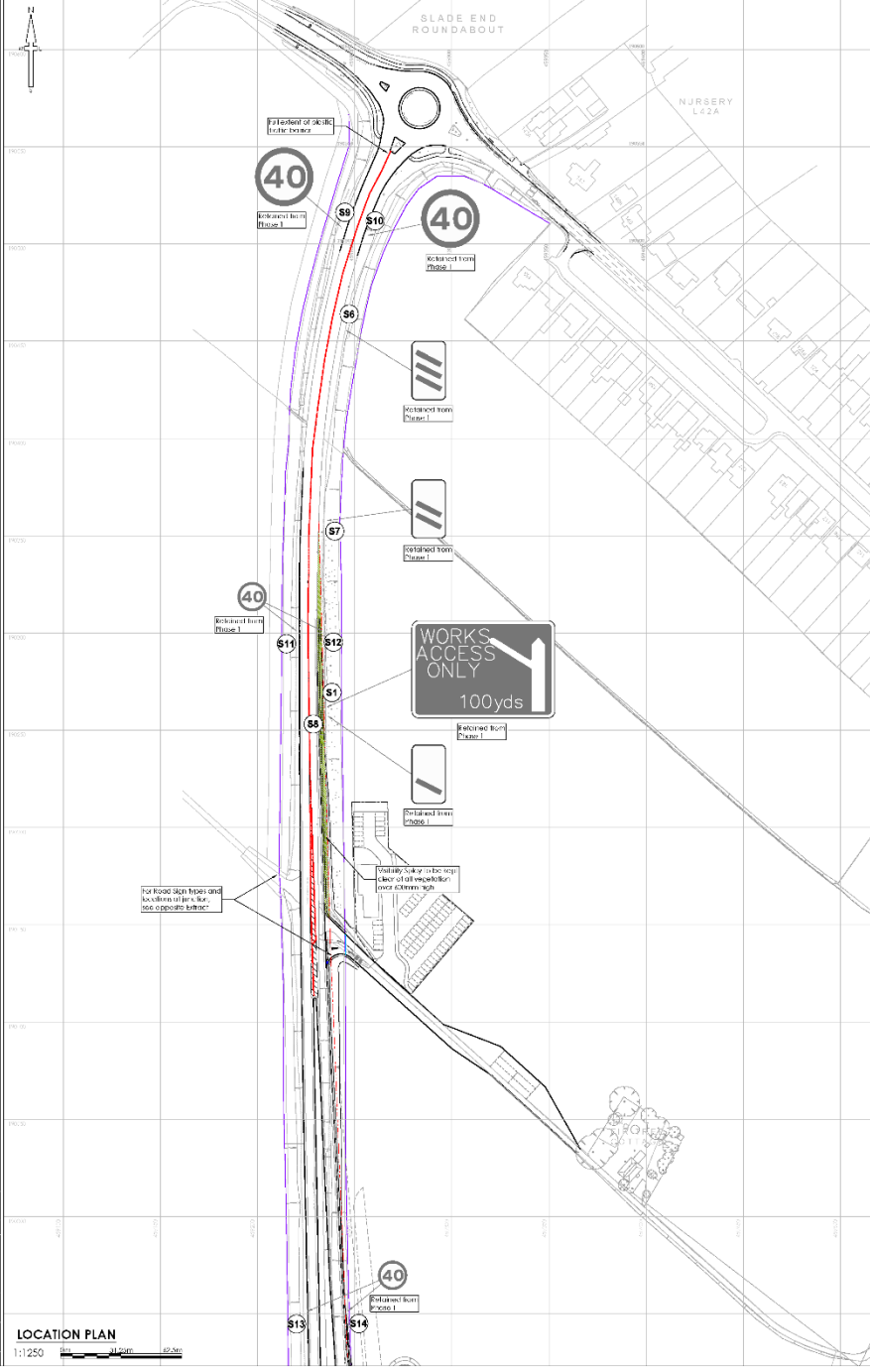
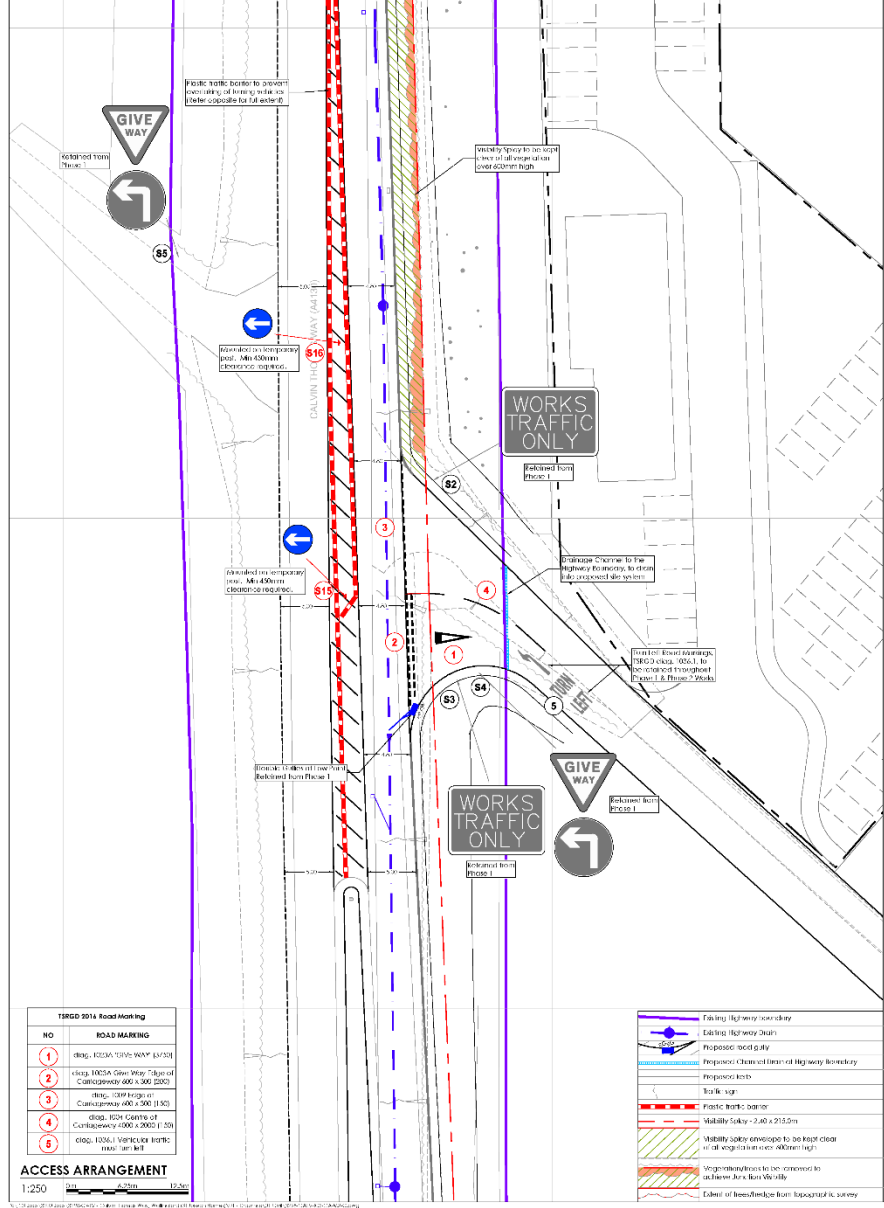
Scale @ A3	Drawn by	Checked by	Approved by
N.T.S.	JaC		
	Date drawn 02/2020	Date checked	Date approved

Oxfordshire Project No. & File Ref

Drawing No. Revision 0



- NOTES**
- All dimensions and locations are indicated unless otherwise noted.
 - The drawing is to be read in conjunction with the relevant Access/Excavation drawings, specifications and COM for construction.
 - The drawing has been issued as a preliminary drawing and may be subject to change without notice. Works to be carried out shall be in accordance with the relevant specifications and standards.
 - No drawing, contract, schedule, specification or other document shall be used in conjunction with this drawing unless it is approved in writing by the relevant authority.
 - The drawing is to be read in conjunction with the relevant Access/Excavation drawings, specifications and COM for construction.
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Note:
 All signs/furniture to be kept clear of all vegetation/obstructions over 0.6m for the duration of the works.
 Road Sign clearance to be 450mm Min. from sign face edge to kerbside.
 Wheel Washing facilities to be provided throughout the duration of the Phase 2 works adjacent to the site compound.
 Proposed Phase 1 Traffic Signs to be retained throughout Phase 2 Works.
 Road Barrier used 40m spaced (M1) to be in place for the duration of the Phase 1 and Phase 2 works.
 Central road barrier to be removed on part of the Phase 2 works.

DR	28/11/2022	Final Drawings	27/06/19
CD	23/11/2022	3D Modelling Complete	25/05/19
ED	23/11/2022	3D Modelling Complete	25/05/19
RI	23/11/2022	3D Modelling Complete	25/05/19
AP	23/11/2022	3D Modelling Complete	25/05/19

General Arrangement Construction Access - Phase 2 1/1

Client: Colvin Thomas Way Wallingford Oxon

Contractor: A - CONSTRUCTION

As Noted

3298 A August 19

CALV CS CA XX DR C 015 C01

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – I understand the reason why the Temporary arrangement is being made permanent, and that the permanent TRO will be removed once all work is complete.</p> <p>I would not wish to see either restriction remain without self-enforcing measures being included.</p>
(2) Wallingford Town Council	<p>Object – The above consultation was discussed by Members of Wallingford Town Council’s planning committee and concluded as follows:</p> <p>It was Proposed by The Mayor (& Seconded) and RESOLVED THAT: Wallingford Town Council <u>object</u> to the application.</p> <p>The Mayor has prepared the following detailed response: The position of OCC was always that a round-about would reduce the speed of traffic along the by-pass and would encourage traffic to drive through the town centre thereby having an adverse effect on the air quality with the Wallingford Air Quality Management Area, as well adding congestion to already above capacity roads. As a result, the developer was forced to commit to the current solution – a length slip-road which has entailed a very considerable loss of trees, biodiversity, and which represents a significant hazard to other road users in the vicinity. OCC has consistently argued that the currently proposed road arrangements are the safest and most appropriate. We are therefore extremely concerned, that these latest proposals on a permanent 40mph limit are being proposed on grounds of safety. (This was reiterated by OCC as recently as the summer of 2019 in relation to the nearby “Site D” which also sought access further south on the same by-pass)</p> <p>Why is the currently designed access road and alterations to the Calvin Thomas Way now deemed to be “unsafe”? What is the evidence which warrants a complete change of opinion?</p> <p>We have been advised by the developed that this “permanent” reduction is in fact only “temporary” for the 7 year duration of the construction works and that an application for reversion to the National Speed Limit can be made after</p>

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	<p>this time. We are not convinced by this argument. OCC was fully aware of the timescales involved when both planning application was granted, and when OCC made the temporary order for a reduction in the speed limit. We do not feel it should be the responsibility of Town and County Councils to make the arguments for a reversion to 60mph in 7 years time – it should be the responsibility of the developer to make (and pay for) as many “temporary” orders as necessary for the duration of the works.</p> <p>Unless, and until, Wallingford Town Council sees evidence which justifies the change in OCCs rationale for this permanent reduction, we oppose this application.</p> <p>For the avoidance of doubt, we remain fully supportive of the temporary restrictions currently in place aimed at ensuring a safe environment for all road users.</p>
<p>(3) South Oxfordshire District Council (Planning)</p>	<p>No objection – From reviewing the information provided, I can confirm that South Oxfordshire District Council has no material planning objections to the proposal.</p>
<p>(4) South Oxfordshire & Vale of White Horse District Councils (Environmental Protection)</p>	<p>Object – the Air Quality Officer for South Oxfordshire District Council emailing to raise a strong objection to the proposed permanent reduction in the speed limit to 40mph on the proposed section of the Wallingford bypass.</p> <p>As you may already know, Wallingford was declared an Air Quality Management Area in 2006 due to exceedances of the nitrogen dioxide national objective. An Air Quality Action Plan was then designed and adopted, outlining measures to improve local air quality. This action plan references the County Council’s a duty to put forward transport related measures that could contribute to meeting the national nitrogen dioxide objectives.</p> <p>Any permanent reductions in the bypass speed limits has the potential to severely impact the local air quality in Wallingford due to the adverse impact on journey times. If using the bypass takes longer, this encourages more car users to drive through Wallingford, therefore increasing local traffic, congestion and associated air pollution within the historic market town.</p> <p>I would request that Oxfordshire County Council complete a detailed air quality assessment to fully appraise the potential impacts of the proposed change on local air quality in Wallingford before making a final decision on the proposed speed reductions.</p> <p>This air quality assessment should include dispersion modelling based on the results of the transport assessment commissioned for this project- not available through the consultation webpage.</p>

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<p>(5) Local Resident, (Wallingford)</p>	<p>Object – A 40 mph limit on this length of road is effectively mitigation for not installing a roundabout at the new housing estate. Making traffic that wishes to turn right, turn left out of the development and travel an extra mile to and from the Hithercroft roundabout, is unacceptable and, particularly as many cars will not be able to get into top gear at this speed, cause extra pollution at a time when we should all be considering taking actions to cut emissions. The frustration caused to drivers as a result of the increased traffic volume, and reduced speed, will encourage more traffic to travel into Wallingford through the traffic lights which already suffers from poor air quality caused by poor phasing. This will only get worse. Bite the bullet, install a roundabout, maintain the original speed limit, and the result will benefit everyone. That road was built for more than 40mph and these proposed actions are only being put forward because of short term budget restraints.</p> <p>As above, the only safe environmentally friendly option is to install a roundabout.</p>
<p>(6) Email Response, (unknown)</p>	<p>Object – I believe this would be detrimental to the flow of traffic around Wallingford. Indeed, it is currently quicker to go through town rather than trundle along the dirty, muddy bypass at 40mph. Nobody wants increased traffic through the town and the sooner the limit is returned to 60mph, the better.</p>
<p>(7) Email Response, (unknown)</p>	<p>Support – This makes sense as a temporary measure / whilst works are underway. But in my humble opinion should revert to 60mph after the work completes (The road been designed to this speed apparently). It seems unwise to make this lower speed a permanent feature as it will encourage more people to drive through the town centre.</p> <p>It has also been suggested by local residents that some developer compensation should be offered to existing residents who have suffered much inconvenience with all the local developments, utilities etc</p>