

Divisions affected: *Kingston & Cumnor*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT
07 SEPTEMBER 2023**

**FRILFORD: A338 OXFORD ROAD – PROPOSED 30MPH & 40MPH
SPEED LIMITS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve the following as advertised for the A338 Oxford Road, Frilford
 - a. 30mph speed limit – in place of the existing 40mph, for a distance of 448 metres northwards from its junction with the A415 Kingston Road
 - b. 40mph speed limit – in place of the existing 50mph speed limit, northwards to its junction with the Abingdon Road, at Tubney

Executive summary

2. This report presents responses to a consultation on a proposal to lower existing speed limits on the A338 Oxford Road as shown in **Annex 1**.

Financial Implications

3. Funding for the proposals, including consultation will be met from third party funding and the County Councils 'Accessibility and Road Safety' fund.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and improve road safety in the vicinity.

Formal consultation

6. Formal consultation was carried out between 07 June and 07 July 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Frilford Parish Meeting, Marcham Parish Council, the Vale of White Horse District Council, local District Cllr's, and the local County Councillor representing the Kingston & Cumnor division.
7. 26 responses were received during the course of the formal consultation, and these are summarised in the table below:

Proposal	Object	Concerns	Support	Total
30mph speed limit	2 (8%)	1	23 (88%)	26
40mph speed limit	3 (12%)	1	22 (85%)	26

8. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

9. Thames Valley Police raised no objection.
10. The objections received relate to added journey times due to the proposed 40mph section, this section is approximately 1400metres in length, a vehicle traversing this at the existing speed limit of 50mph would do so in 58.5 seconds whilst a vehicle traversing this at the proposed 40mph speed limit would do so in 78.11 seconds resulting in an extra journey time of 19.61 seconds – given the concerns raised by the local Parish Council and supported by the local member with regard to road safety at this location the minimal extra journey time is justified.
11. Concerns have been raised with regard to the proposed speed limit reduction not meeting guidance, the Oxfordshire County Council policy for reducing a rural 50mph to a sign only rural 40mph speed limit states that existing mean vehicle speeds must be 46mph or below. Two speed surveys were carried out prior to the proposals being formalised, with the recorded mean vehicle speeds at both locations shown to be below 46mph.

Bill Cotton
Corporate Director, Environment and Place

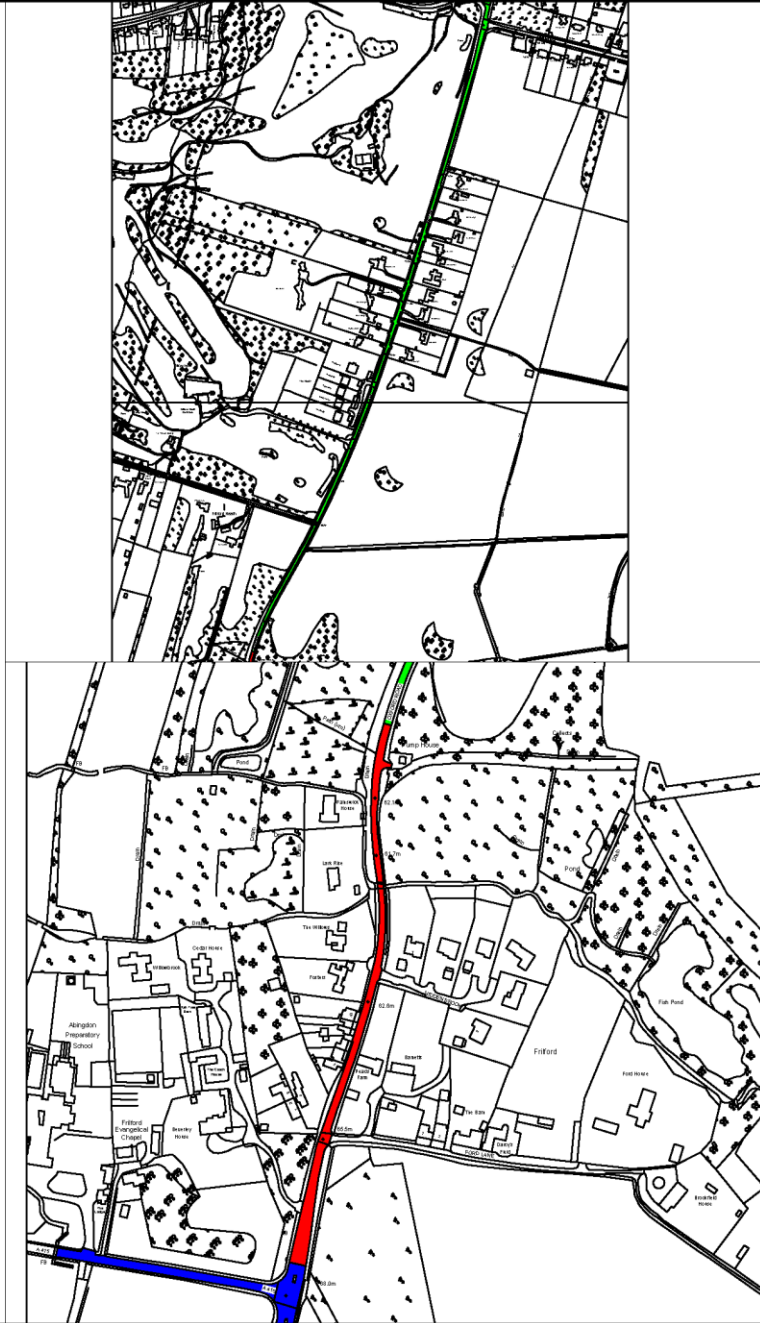
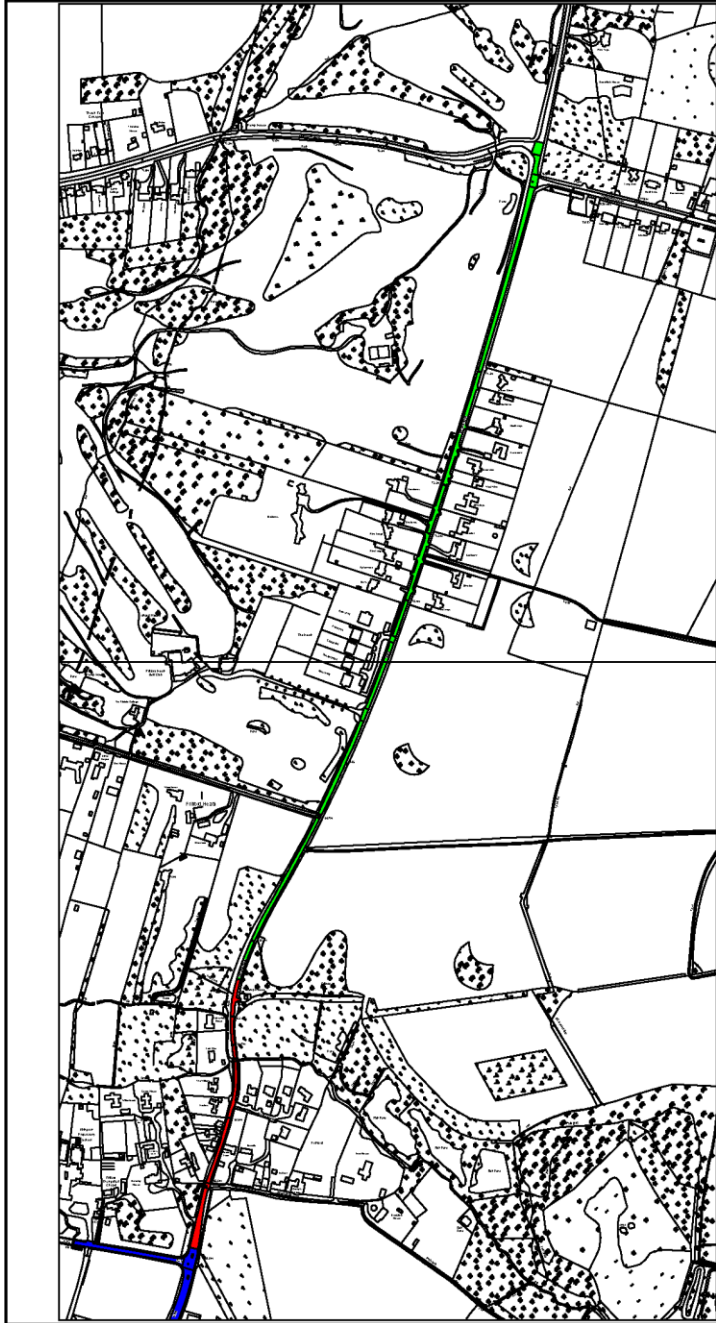
Annexes

Annexes 1; Consultation plan

Annex 2: Consultation responses

Contact Officers: Mark Francis

September 2023



Drawing No. _____

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Legend

Proposed 30 █

Proposed 40 █

Existing 40 █

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

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Proposed 30mph & 40 mph speed limits consultation plan

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Scale @ A3	Drawn by MJF	Checked by LJT	Approved by LJT
	Date drawn	Date checked	Date approved

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RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Concerns – I am struggling to see justification for reducing the 50 to 40 North of Frilford crossroads and therefore raise serious concern in terms of future compliance .</p> <p>In you covering email you seem to focus on addressing history at Frilford crossroads but no justification for the rest of the A338 apart from concerns from the Parish . To add no speed profiles have been provided to support this lowering and you appear to ignore National Guidance on Setting Speed Limits.</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement. .</p> <p>Compliance with new limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving less safe. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) 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.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions

	<ul style="list-style-type: none"> • road geometry and engineering • road function • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits, but this did not include other speed limits apart from 20.</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p>
<p>(2) Business Development and Partnerships Manager, (Go-Ahead bus group subsidiaries)</p>	<p>30mph – Support 40mph – Object</p> <p>Three Go-Ahead subsidiaries operate through this road junction as follows:</p> <ul style="list-style-type: none"> • Oxford Bus Company X1 between Oxford and Wantage via Abingdon • Pulham and Sons Coaches 15 between Abingdon and Witney • Thames Travel 63S between Longworth, Kingston Bagpuize and Oxford via Tubney <p>Of these only the Thames Travel service operate to the north of the crossroads where reduced speed limits are proposed. Stagecoach also operate their trunk S9 route between Wantage and Oxford via Cumnor up to every 20 minutes along the affected section on A338.</p> <p>We believe the introduction of a 30mph limit for approximately 450 metres north of the staggered crossroads is justified given the existence of properties directly fronting on to, and not set back from the road. We therefore support this element of the proposal.</p> <p>We object to the proposal to reduce the speed limit to 40mph on section of A338 road approximately 450 metres north of the staggered crossroads to the junction with Abingdon Road at Tubney. We do not see any justification for this</p>

	<p>reduction in speed limit as the road is wide and relatively straight. The few properties that there are (including the golf club), are all set well back from the main road.</p> <p>It is important that buses are able to make progress where it is safe for them to do so. Slowing journeys makes services less attractive to passengers and would serve to encourage negative modal shift from public transport to private motor vehicles, which is contrary to the Council's policies.</p> <p>The 63S provides home to school transport for entitled scholars to Matthew Arnold School. The current journey time from Longworth to Matthew Arnold School is 70 minutes. Department for Education best practice guidance states “the maximum each way length of journey for a child of primary school age to be 45 minutes and for secondary school age 75 minutes”. Therefore, given a general background of slowing bus speeds, an increase in the running time for the 63S service is likely to result in the County Council needing to procure alternative home to school provision for certain scholars currently using the service in order that the Department for Education best practice can be met.</p>
(3) Local Cllr, (Marcham Vale of White Horse District Council)	Support
(4) Frilford Parish Meeting	Support - At each of our last three Parish Meeting AGMs, the community has reaffirmed its desire to reduce the speed limit on this section of the A338.
(5) Local Resident, (Frilford, A415 Kingston Road)	Object - The road in question is a major existing A-road, which is very wide, relatively straight and has good visibility for most of its length. We have never encountered any safety concerns along this stretch in the years we have lived in Frilford. Reducing the speed limits will significantly increase journey times for local residents.
(6) Member of public, (Witney, Oxford Hill)	Object - No reason to reduce the speed limits here as there is no road safety concerns that are valid in any reports. Data suggests there is no need to change the speed limits so no justification whatsoever reviewing the speed limits of these roads. Data only suggests personnel are not suitable for this job. Even an outside public point of view can see the road is safe enough at the speeds they are currently at.
(7) Local Resident, (Abingdon, Oxford Road)	Support - These speed limits are more appropriate for this section of the road than the present limits. The 40 mph limit in place of the 5pm-has limit is particularly desirable

(8) Local Resident, (Frilford, Hidden Brook)	Support - Dangerous speeds currently through Frilford. I walk my dogs and crossing the road is dangerous as vehicles speed through here
(9) Local Resident, (Frilford, Kingston Road)	Support - Traffic approaching and exiting Frilford in the proposed 30mph zone does not slow down and there is a dangerous bend. At times when walking to the public footpath at the golf club, there is no pavement so I have to walk on the road. I have observed traffic coming round the bend at too fast a speed making it dangerous for pedestrians on the road. Additionally at times there are parked delivery vehicles in Frilford prior to the bend which also makes it dangerous for traffic to pass the parked vehicles facing oncoming traffic. Suggest the lower speed limit should also apply to the A415.
(10) Local Resident, (Frilford, Oxford Road)	Support - It is extremely dangerous to walk around the village due to both inadequate pavements and speedy vehicles.
(11) Local Resident, (Frilford, Oxford Road)	Support - The current speed limit is too high and needs to be reduced to 30mph through Frilford. We have school children walking to Abingdon Prep school, adults walking dogs as well as two bus stops. With exceptionally narrow footpaths a speed limit 30mph is required.
(12) Local Resident, (Frilford, Oxford Road)	Support - 30mph is needed to protect pedestrians on narrow path past junction. Speed limits need to be monitored and enforced or the road will still be hazardous .
(13) Local Resident, (Frilford, Oxford Road)	Support - I fully support this proposal, as a resident of Frilford the current speed limits and lack of speed limit control measures combined with a very narrow footway pose a risk to local residents and a speed limit reduction will greatly aid in a reduction to risk.
(14) Local Resident, (Frilford, Oxford Road)	Support - I agree with the proposal, traffic is too fast currently, and most drivers do not seem to adhere to the existing limit as it is. I even think the limit of 30mph along the first lower section of the road near the staggered Frilford junctions is going to be ignored by most drivers - there are multiple concealed driveway exits of which mine is one - it

	<p>is so dangerous every day for us trying to leave our own driveway, I constantly fear being hit by a speeding vehicle. I think there needs to be speed bumps or a camera in this heavily populated spot which is due more new housing now too. There is going to be an accident, there have been plenty and devastating accidents recently, I do not want to be part of another one.</p>
<p>(15) Local Resident, (Frilford)</p>	<p>Support - Young Children walk to Abingdon prep school from Frilford, hence the speed of cars through the area needs to be reduced to avoid a serious collision</p>
<p>(16) Local Resident, (Frilford, Ford Lane)</p>	<p>Support - I think along most of the road 40mph is OK except at the cross roads with Faringdon Road and the Tubney Junction , this should be a 30mph section with the dog leg junction. And 30mph from the Frilford lights until Frilford Golf Course , there are blind bends, road junctions and is more built up. This would balance residents concerns with effective traffic management,</p>
<p>(17) Local Resident, (Frilford, Oxford Road)</p>	<p>Support - There are lots animals like pet dogs and deers being hit by car, quite dangerous for people as well.</p>
<p>(18) Local Resident, (Frilford Heath, A338)</p>	<p>Support - I would support these changes because the drivers regularly speed on this road.</p> <p>The current limit of 50 is too fast for the number of driveways to homes/golf course along the road - especially the south of the Tubney cross-roads down to the Shell garage. A limit of 50 is far too fast for local children and indeed adults using buses, to cross the road safely.</p> <p>The 50 limit is also too fast for the staggered crossroads at Tubney where there are near misses every day during rush hour and regular crashes both minor and more serious. I would support a limit of 30mph all the way from Tubney cross roads to the Shell garage in a similar way to Boars Hill and Cumnor Hill.</p> <p>I would also like to see a reduction beyond the Tubney crossroads to 40mph because it the vehicles driving fast into the southerly direction into the crossroads who are the most dangerous. Cars drive far too fast into the crossroads and putting a stop to that would be a huge safety boost.</p> <p>Just changing it south of the crossroads won't solve the problem with the crossroads AT ALL because drivers heading</p>

	<p>north are already slowing because they are turning right or waiting to go straight ahead. Cars coming out from Tubney or the Dog House Road are slow because they are turning. The issue with the crossroads is fast vehicles heading south. If that remains 50mph the accidents will continue.</p> <p>Additionally, I would support double white lines along the length of the road (especially crossroads to the garage) as we regularly have to reverse back into our driveway to avoid cars overtaking.</p>
(19) Local Resident, (Frilford Heath, Faringdon Road)	Support - Heavy traffic and hazardous crossing.
(20) Local Resident, (Frilford Heath, Faringdon Road)	Support - We are local residents in Frilford Heath and take our son to school every day in Frilford. We also travel into Oxford on the A338. Vehicles on the A338 are simply driving too fast. It is a long, fairly straight section of road and vehicles have speeds of 50 mph or higher. This is dangerous, especially at the junction of Faringdon Road/Tubney road. We would also support a lower speed on the Faringdon road by the Dog House pub.
(21) Local Resident, (Frilford Heath, Oakley Park)	Support - The volume and speed of traffic makes pedestrian and cycle traffic unrealistically dangerous in an area with, effectively, no alternative route or footpaths.
(22) Local Resident, (Frilford Heath, Oakley Park)	Support - The staggered junction between the dog house and golf course is an area of particular concern. Reducing speed on the road would reduce the risk at this particularly difficult spot
(23) Local Resident, (Frilford Heath, Oxford Road)	<p>Support - The access to the A338 from the many residences is very dangerous with vehicles approaching at high speeds.</p> <p>Often overtaking cars and reduced visibility increases this risk. With many residents now using the available public transport on the A338 it is very appropriate to reduce the vehicle speed to respect their safety.</p> <p>Further I would suggest that the 40 mph zone should be extended north of the Tubney junction for a short distance to slow vehicles approaching the staggered junction and reduce the risk to manoeuvring vehicles.</p>

<p>(24) Local Resident, (Frilford Heath, Oxford Road)</p>	<p>Support - Excessive speed of vehicles in an increasing developed area with driveways and entrance to the golf club. Also, high road noise of vehicles travelling 50+ mph on this stretch of the road.</p>
<p>(25) Local Resident, (Frilford Heath, Oxford Road)</p>	<p>Support - I express my full support for the proposed reduction of the speed limit on the A338 Oxford Road in Frilford, from 50mph to 40mph. In fact, I believe that a speed limit of 30mph would be even more appropriate, particularly along the stretch leading up to Oxford Instruments. I have several reasons for this viewpoint, which I would like to outline below:</p> <ol style="list-style-type: none"> 1. Narrow road: The road itself is relatively narrow, and when buses and lorries pass each other at high speeds, it leaves very little space and poses a significant danger. 2. Increased traffic: The golf course located in the area attracts hundreds of visitors every day, resulting in a continuous flow of vehicles entering and exiting the premises. 3. Residential area: The road passes through a residential area with houses where families and children reside. Parents and guardians regularly drive in and out with their children, making it crucial to create a safe environment for all road users. 4. Absence of Sidewalks: Currently, there are no sidewalks along the road, making it even more crucial to have a lower speed limit. Pedestrians, including school children, are forced to walk on the verge, which can be dangerous if vehicles are traveling at higher speeds. 5. Personal Concerns: As a parent, I am deeply concerned about the safety of my children who take the bus to school every day. They also need to cross the road upon their return, and during the winter months when it gets dark early, visibility becomes a major issue. The presence of speeding vehicles and overtaking on Oxford Road poses a significant risk to their safety. <p>Given these concerns, I strongly urge you to consider implementing a 30mph speed limit throughout Frilford and Frilford Heath. This reduction in speed would significantly contribute to the safety of the community, particularly for schoolchildren who rely on the bus service. Even waiting at a bus stop becomes hazardous due to their small and narrow design, directly connected to the road without any safety distance.</p> <p>In addition to the speed limit adjustment, I kindly request the installation of a solid center line to discourage overtaking</p>

	<p>and the placement of radar speed speed signs indicating the current speed. These measures would serve as important reminders for motorists and further enhance road safety in the area.</p> <p>Thank you for taking the time to consider my input. I appreciate your efforts in ensuring the well-being of our community members and look forward to seeing positive changes on the A338 Oxford Road.</p>
(26) Local Resident, (Frilford Heath, Faringdon Road)	<p>Support - The junction between the A338 and the Tubney Abingdon Road and Frilford Heath, Faringdon Road is notoriously dangerous, with A338 south bound traffic in particular traveling often in excess of 50 mph. As importantly, there is a need to reduce the Faringdon Road speed limit between The Doghouse and the A338 junction from 40 mph to 30 mph to prevent excessive speed upon the approach to this junction, which has resulted in a number of accidents in the past ,including crossing the A338 and hitting the fence of the Golf Club. There is also the need to reduce this limit to protect Dog House clientele whilst crossing the Faringdon Road to and from the Dog House car park which is on the opposite side of the road. Traffic leaving the A338 find the urge to suddenly accelerate beyond the current 40 mph, creating a danger to transient pedestrians.</p>