



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

***Thursday, 24 April 2014 at 10.30 am (or at the rising of the  
Transport Advisory Panel, whichever is later)  
County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 2 May 2014 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." with a horizontal line underneath.

Peter G. Clark  
County Solicitor

April 2014

**Contact Officer:** **Graham Warrington**  
Tel: (01865) 815321; E-Mail:  
[graham.warrington@oxfordshire.gov.uk](mailto:graham.warrington@oxfordshire.gov.uk)

**Note:** Date of next meeting: 15 May 2014

**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. Headington: London Road Shared Use Facility - Green Road Roundabout to Gladstone Road (Pages 1 - 8)**

*Forward Plan Ref:* 2014/039

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDE4).

### **5. St Helen Without and Wootton Parishes - Proposed Speed Limits (Pages 9 - 14)**

*Forward Plan Ref:* 2014/029

*Contact:* Jim Daughton, Service Manager – Delivery Tel: (01865) 323364

Report by Deputy Director for Environment & Economy – Commercial & Delivery (CMDE5).

**6. Drayton & Milton - Proposed 40mph Speed Limit on Milton Road**  
(Pages 15 - 18)

*Forward Plan Ref:* 2014/015

*Contact:* Bob Adams, Area Steward Manager Tel: 08453 101111

Report by Deputy Director for Environment & Economy – Commercial & Delivery  
(**CMDE6**).

---

This page is intentionally left blank



|                                  |
|----------------------------------|
| Division(s): Headington & Quarry |
|----------------------------------|

## **CABINET MEMBER FOR ENVIRONMENT - 24 APRIL 2014**

### **HEADINGTON: LONDON ROAD SHARED USE FACILITY GREEN ROAD ROUNDABOUT TO GLADSTONE ROAD**

**Report by Deputy Director for Environment & Economy  
(Commercial)**

#### **Introduction**

1. This report details the results of a public consultation on the proposal to convert the length of footway on London Road, between the Green Road roundabout and Gladstone Road, to a shared use facility for use by both pedestrians and cyclists. Some minor amendments have been made to the proposals in line with comments received and the report recommends that approval be granted to proceed to implementation. A reduced scale plan showing the proposed location and layout of the proposed measure is attached at Annex 1.

#### **Background**

2. A number of comments and objections were previously received during the public consultation exercise for the London Road Improvement Scheme carried out in July/August 2013. Subsequently, a recommendation to review westbound cycling facilities on London Road was made in the Cabinet Member report for the improvement scheme.
3. Consequently, revised proposals have been prepared to address the concerns raised in the improvement scheme consultation. These were circulated to interested parties for comment and a site visit was carried out in September 2013 attended by County Councillor Roz Smith and a representative of Cyclox.
4. The main purpose of the proposals is to extend the existing shared use status of the southern footway on London Road from where it currently ends opposite Lyndworth Close westwards to Gladstone Road. Other key elements of the proposals include:
  - Localised widening of the footway on London Road adjacent to the proposed bus shelter to be installed on the southern footway of London Road opposite Lyndworth Close in order to minimise potential conflict between waiting passengers and cyclists.
  - Localised widening of the footway on London Road adjacent to the Colemans Hill playground area/Green Road roundabout in order to remove a pinch point on the existing section of shared use footway.

- Conversion of the existing signal controlled crossing on London Road, located immediately east of the Northfield Road junction, to a Toucan crossing for use by cyclists and pedestrians.
  - Tightening of the kerb radii at the junction of Gladstone Road and London Road in order to assist in reducing vehicle entry speeds and shorten the distance pedestrians and cyclists have to cross at Gladstone Road.
5. This scheme is designed to link up with another cycling facility on the London Road, approved in February 2014, which will continue the cycle route from Gladstone Road westwards to Wharton Road. Together the facilities will contribute to increasing the numbers of people using the Oxonbikes scheme and therefore travelling sustainably between and within the Thornhill and Headington localities with consequent benefits in terms of personal health, the provision of a comprehensive cycle network in the area to enable access to employment, homes and services and reduce congestion and carbon emissions.

## **Consultation**

5. Public consultation on the proposed footway conversion was carried out between 10 January and 9 February 2014.
6. Consultation was carried out with emergency services, local County Councillors, Oxford City Council and road user groups. Residents within the length of the scheme area were also consulted as was the Local Mobility Issues Group. Copies of the public notice were posted on street furniture in the vicinity of the proposed scheme.
7. Eight responses have been received during the consultation process. One supporting the scheme, two supporting the scheme but with comments, four making general comments on the scheme and one objection.
8. The responses commenting on the scheme asked for the route to be entirely segregated rather than predominantly un-segregated as per the original proposals.
9. The objection received was based on;
- i) no mention of footway resurfacing has been made,
  - ii) cycle priority is not given at the Gladstone Road junction,
  - iii) the inappropriate use of double yellow line road markings at the Gladstone Road junction,
  - iv) physical segregation rather than a road marking should be provided along the route; either a level difference between the cycle route and the pedestrian route, or the use of concrete kerbs set into the footway.
10. Thames Valley Police do not object to the scheme but did offer some comments on the use of signs and lines. County Councillor Smith has not objected to the proposals but commented that she would prefer the construction of the two proposed cycle schemes on London Road to be carried out at the same time. **Page 2**

11. Of the responses received in favour, one was from a cycling group which had previously objected to the cycling proposals made in the initial London Road Improvement Scheme public consultation and two from members of the public.

### **Officers Comment on Consultation Responses**

12. A summary of responses received along with officer comment is included at Annex 2 to this report. Copies of the consultation responses are available for inspection in the Members' Resource Centre.
13. The majority of comments received support the initiative but make similar requests to segregate the proposed shared use facility on the grounds of safety. The proposals as originally consulted on included sections of segregated footway/cycleway adjacent to side-alleys to address potential conflict between cyclists and pedestrians. Beyond these sections the proposed facility would have been unsegregated as the route is straight with good forward visibility, has no side-alley entries and is generally 3 metres wide or more.
14. However, taking into account the requests made in the consultation responses, in particular those from Guide Dogs For The Blind, it is now proposed to amend the proposed scheme to include segregation between cyclists and pedestrians throughout except at the approaches to the proposed Northfield Road Toucan crossing conversion and in the vicinity of the relocated inbound bus stop opposite Lyndworth Close. This revised layout is shown at Annex 3.
15. Officer comments addressing the points raised in the objection received from Oxonian CC are contained at Annex 2.
16. On the matter of the timing of the construction of the current proposals and those previously approved, it is confirmed that (if approved) they will be concurrent.

### **How the Project Supports LTP3 Objectives**

15. The project meets Local Transport Plan 3 objectives, especially:
  - a. Improving accessibility to work, education and services.
  - b. Securing infrastructure and services to support development.
  - c. Developing and increasing cycling and walking for local journeys, recreation and health.

### **Equality and Inclusion**

16. The scheme proposals are not considered to have the potential to affect people differently according to their gender, race, religion or belief or sexual orientation, age or disability.

### **Financial and Staff Implications (including Revenue)**

18. Staff resources from the Highways and Transport Service will be required to deliver the project.
19. These proposals will be joint-funded by the allocated LSTF revenue grant and the Council's capital budget.

### **RECOMMENDATION**

20. **The Cabinet Member for Environment is RECOMMENDED to approve the conversion of the length of footway from Green Road roundabout to Gladstone Road to shared use facility (partly segregated, partly unsegregated as described in this report at Annex 3) and to progress to its delivery in 2014/15 as part of the overall London Road Improvement Scheme**

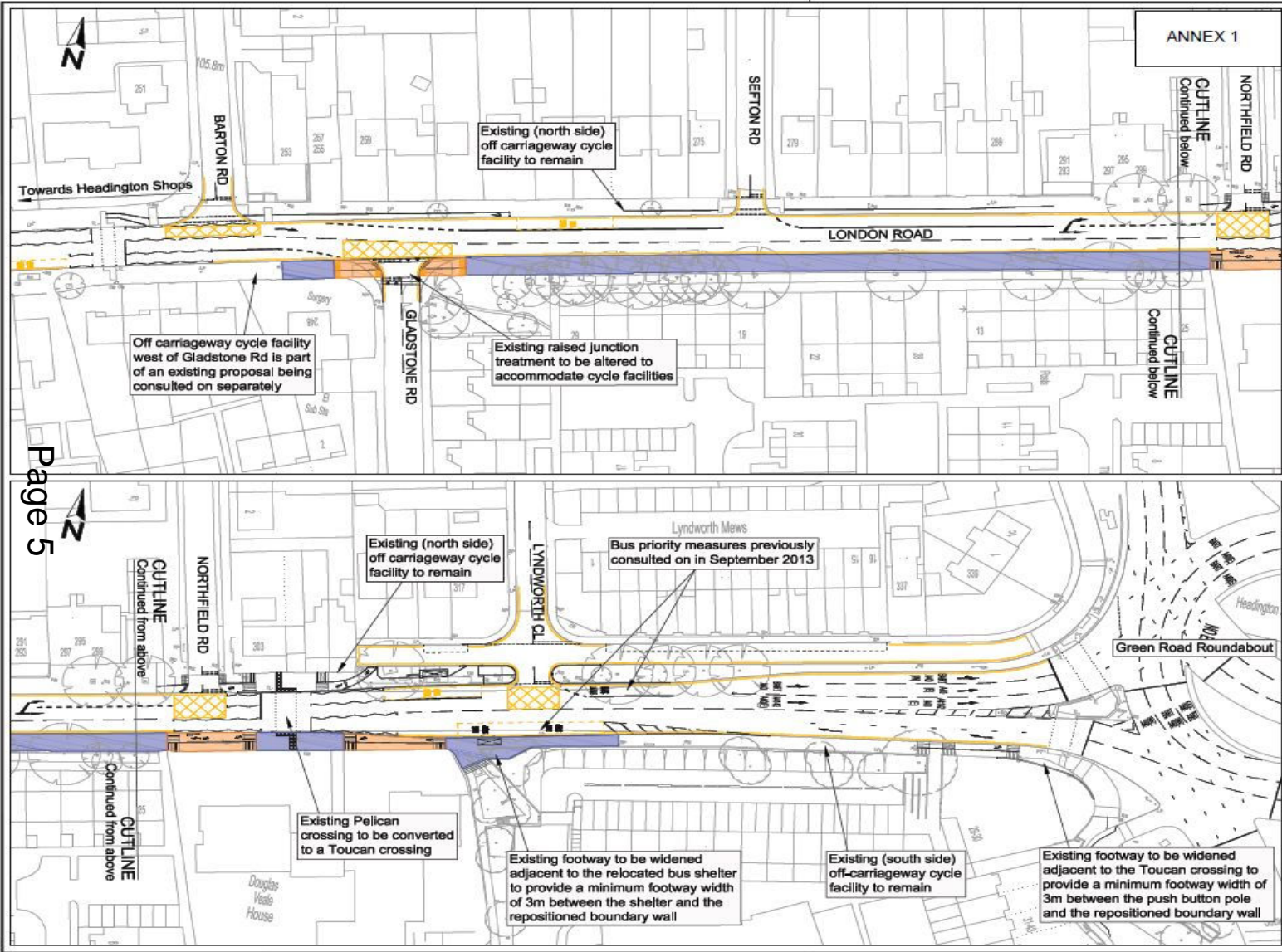
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Consultation Documentation

Contact Officer: Jim Daughton

April 2014

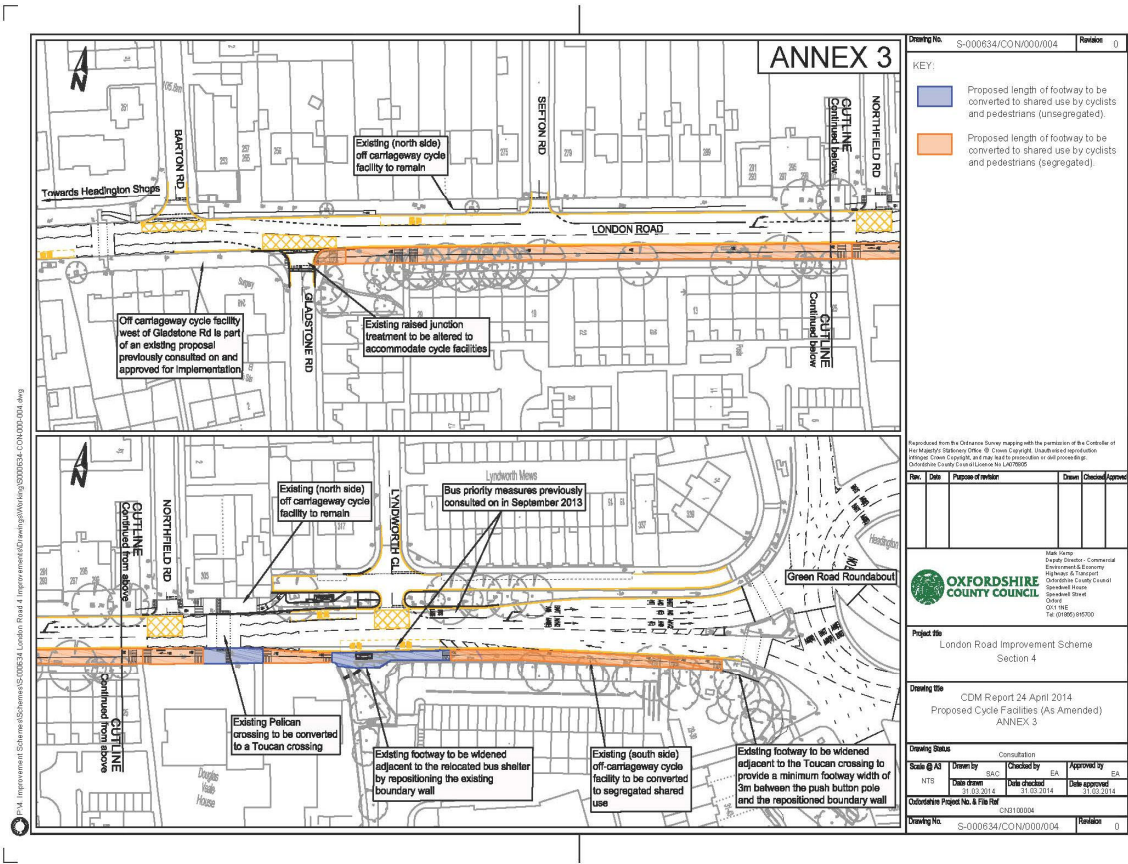


|  |              |  |                        |
|--|--------------|--|------------------------|
| Drawing No. S-000634/CON/000/003   |              | Revision 0   |                        |
| <b>KEY:</b>  |              |  |                        |
|  |              | Proposed length of footway to be converted to shared use by cyclists and pedestrians (unsegregated). |                        |
|  |              | Proposed length of footway to be converted to shared use by cyclists and pedestrians (segregated).   |                        |
| <small>Reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright, and may lead to prosecution or civil proceedings. Oxfordshire County Council Licence No LA076805</small> |              |  |                        |
| Rev.   | Date         | Purpose of revision  | Drawn Checked/Approved |
|  |              |  |                        |
| <br>Mark Kemp<br>Deputy Director - Commercial<br>Environment & Economy<br>Highways & Transport<br>Oxfordshire County Council<br>Speedwell House<br>Speedwell Street<br>Oxford<br>OX1 1NE<br>Tel: (01865) 615700  |              |  |                        |
| Project title<br>London Road Improvement Scheme<br>Section 4   |              |  |                        |
| Drawing title<br>Consultation Drawing<br>Proposed Cycle Facilities   |              |  |                        |
| Drawing Status   |              |  |                        |
| Scale @ A3   | Drawn by     | Checked by   | Approved by            |
| NTS  | SAC          | EA   | EA                     |
| Date drawn   | Date checked | Date approved  |                        |
| 18.12.13   | 30.12.13     | 03.01.14   |                        |
| Oxfordshire Project No. & File Ref<br>CN3100004  |              |  |                        |
| Drawing No. S-000634/CON/000/003   |              | Revision 0   |                        |

**ANNEX 2****Summary of comments received during Consultation**

| Respondent  | Comments Received   | Officer Comments   |
|---|---|--|
| Councillor Roz Smith<br>(Headington & Quarry Division)      | Would prefer both elements of the proposed cycle facility to be implemented at the same time.   | At the time of writing this report, it is understood that this will be the case and both elements of the proposed cycle facility will be constructed as part of the overall London Road Improvement Scheme due to commence in late Spring 2014.  |
| City Councillor for Quarry & Risinghurst                    | Suggests the proposed facility should be clearly segregated.  | Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.   |
| Thames Valley Police  | <p>Raised concerns relating to potential obstructions including the bus stop [opposite Lyndworth Close] and pedestrian crossing in the vicinity of Northfield Road, the location of lighting columns and overhanging trees.</p> <p>Commented that the mixture of segregated and un-segregated status may lead to misuse and conflict. The use of appropriate traffic signs and road markings will be essential.</p> | <p>It is proposed to locally widen the footway behind the bus shelter opposite Lyndworth Close in order to minimise the potential for pedestrian and cycle conflict. Existing street furniture including lighting columns and traffic signs and benches will be relocated to the back of the footway or removed if appropriate.</p> <p>The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.</p> |
| CTC, Right to Ride Representative                           | Commented that the scheme is an improvement on the original proposals consulted on last year as part of the improvement scheme consultation.  | Noted.   |
| Representative of The Guide Dogs for the Blind Association. | <p>Commented that the unsegregated status of the scheme is inconsistent with the proposals for the Gladstone Road to Wharton Road cycle scheme.</p> <p>Believes inconsistent use of tactile paving and intermittent use of segregation will lead to confusion for pedestrians.</p>  | <p>Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.</p> <p>The layout of tactile paving will be reviewed in light of the proposed amendment to a segregated facility.</p>  |

| Respondent  | Comments Received   | Officer Comments   |
|---|---|--|
| Representative of Oxonian CC and CTC Councillor                       | <p>Commented that:</p> <ul style="list-style-type: none"> <li>• no mention of footway resurfacing has been made,</li> <li>• cycle priority is not provided across the Gladstone Road junction, which is not improved by the use of double yellow lines at the junction,</li> <li>• physical segregation rather than a road marking should be provided along the route; either a level difference between the cycle route and the pedestrian route, or the use of concrete kerb set into the footway,</li> </ul> | <p>Where kerb lines are to be altered, it is the intention to carry out full width footway resurfacing. In areas where kerb lines are to remain unaltered, areas of localised footway repairs will be made where required.</p> <p>Where cycle routes cross side road junctions the approach taken by OCC has not been to promote cycle or pedestrian priority over traffic using the junction. Cyclists are instructed to give way and observe before crossing the junction by the use of 'give way' markings. It is recognised that the prioritisation of cyclists over vehicles has been implemented elsewhere, notably as part of Old Shoreham Road cycling scheme in Brighton. Its use in Oxfordshire would have to be carefully considered.</p> <p>In light of the comments received during the consultation, It is now proposed to segregate pedestrians and cyclists by means of an appropriate road marking. Other forms of segregation (inlaid kerb or level difference) would be inconsistent with the current and proposed cycle facilities on London Road.</p> |
| Member of the public who cycles daily between Headington and Wheatley | Supportive of the proposals but commented that the facility would be better if it was segregated.   | Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.   |
| Member of the public  | Commented that scheme was long overdue but suggested the facility should be segregated.   | Noted. The proposed layout will be amended to incorporate segregation of cyclists and pedestrians by means of an appropriate road marking.   |





|   |
|---|
| Division(s): Kennington and Radley;<br>Sutton Courtenay and Marcham |
|---|

## **CABINET MEMBER FOR ENVIRONMENT - 24 APRIL 2014**

### **ST HELEN WITHOUT AND WOOTTON PARISHES - PROPOSED SPEED LIMITS**

**Report by Deputy Director for Environment & Economy  
(Commercial)**

#### **Introduction**

1. This report presents an objection received in the course of a statutory consultation on several separate proposals for speed limit changes in the adjacent parishes of St Helen Without and Wootton – plans showing the proposals are shown at Annex 1 and 2 respectively.

#### **Background**

2. The proposals arise from a request from both Parish Councils in response to local concerns over road safety.

#### **Consultation**

3. Consultation on the proposals was carried out between 21 February and 21 March 2014. An objection was received from Thames Valley Police in respect of the proposals for Barrow Road (St Helen Without) and Old Boars Hill Road (Wootton) on the grounds that they do not comply with the advice contained in current Department for Transport guidance on setting speed limits. A copy of this response is available in the Members' Resource centre.
4. No objections were received from the police in respect of the proposals for Honeybottom Lane, Cholswell Road and Long Tow in St Helen Without and for Wootton village road in Wootton. However, for the proposals for Cholswell Road and Long Tow, the police requested that consideration be given to the provision of supporting measures to achieve good levels of compliance with the proposed 30mph limit; this will be investigated by officers if approval is given for this proposal.
5. In addition to the support of both parish councils, letters of support were received from Councillor Richard Webber, District Councillor Catherine Webber and the Station Commander (Dalton Barracks) in respect of the proposals for Barrow Road, Choswell Road and Long Tow adjacent to Dalton Barracks. A letter of support was also received from a livery yard in respect of the proposals for Old Boars Hill Road.

## **Barrow Road**

6. The proposal for Barrow Road comprises a 'buffer' 40mph limit of approximately 300m length in advance of the 30mph limit for the built up area of the village itself. Department for Transport guidelines on setting village speed limits acknowledge that in some circumstances an intermediate speed limit of 40mph is appropriate and, although it is agreed that the technical case for this proposal is not clear cut given the absence of road side development, or any relevant accident history over the past 5-years, the proposed length of 40mph limit includes the primary access to Dalton Barracks.
7. A speed survey carried out in 2012 showed average and 85<sup>th</sup> percentile speeds in both directions of 41mph and 48mph respectively; the introduction of a 40mph limit could be expected to reduce average speeds by around 2mph.
8. Strong support for the proposal for Barrow Road was expressed by The Station Commander, Dalton Barracks who commented that 'the single carriageway and the existing speed limit make it a difficult and dangerous junction to exit, particularly for larger slower moving vehicles departing site in convoy'.
9. Taking account of the local support and that a reasonable degree of compliance could be expected without the need for additional measures, the officer recommendation is to approve this proposal.

## **Old Boars Hill Road**

10. The proposal for Old Boars Hill Road is to create a continuous 30mph limit between Wootton and Old Boars Hill, replacing a 700m length currently subject to the national speed limit. The road is lightly trafficked (daily flows typically being under 250 vehicles) with 6 accesses to adjacent premises, including a livery yard, and fields. A letter of support was received from the livery yard on the grounds of improved safety for equestrians using the road.
11. A speed survey carried out in 2013 showed average and 85<sup>th</sup> percentile speeds of 27mph and 34mph (westbound) and 26mph and 30mph respectively. No injury accidents have been reported over the past 5 years.
12. The technical case for a reduction in speed limit is not strong, but there are precedents elsewhere in Oxfordshire of roads of similar character having a 30mph limit, and it is accepted that this road is popular with equestrians, cyclists and walkers. The existing speeds suggest that compliance with a 30mph limit would be good.
13. While officers are of course very cautious in recommending proceeding with a proposal that appears to depart appreciably in some respects with national guidelines, given the strong local support, the use of the road by vulnerable road users, precedents elsewhere and the anticipated good compliance with the reduced limit without the need for supporting measures, it is recommended in this case that the proposal is approved.

### **How the Project supports LTP3 Objectives**

14. The proposals would help reduce the risk of accidents and improve road safety.

### **Financial and Staff Implications (including Revenue)**

15. The costs will be met by St Helen Without and Wootton Parish Councils. Maintenance of the signs will be met from the highways maintenance budget.
16. The appraisal of the proposals and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

### **RECOMMENDATION**

17. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of proposals for speed limits in St Helen Without and Wootton parishes as advertised.**

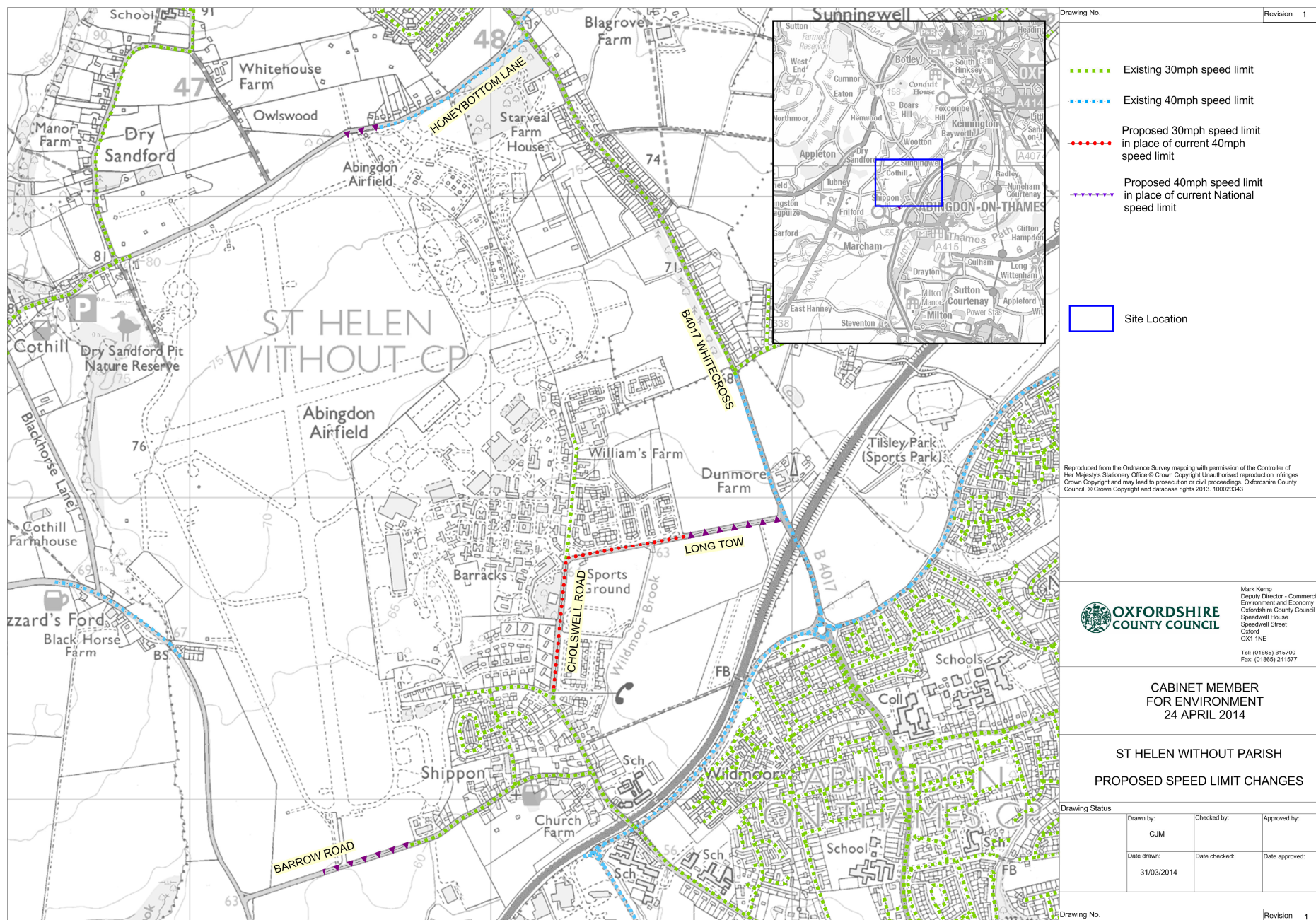
MARK KEMP

Deputy Director of Environment & Economy (Highways & Transport)

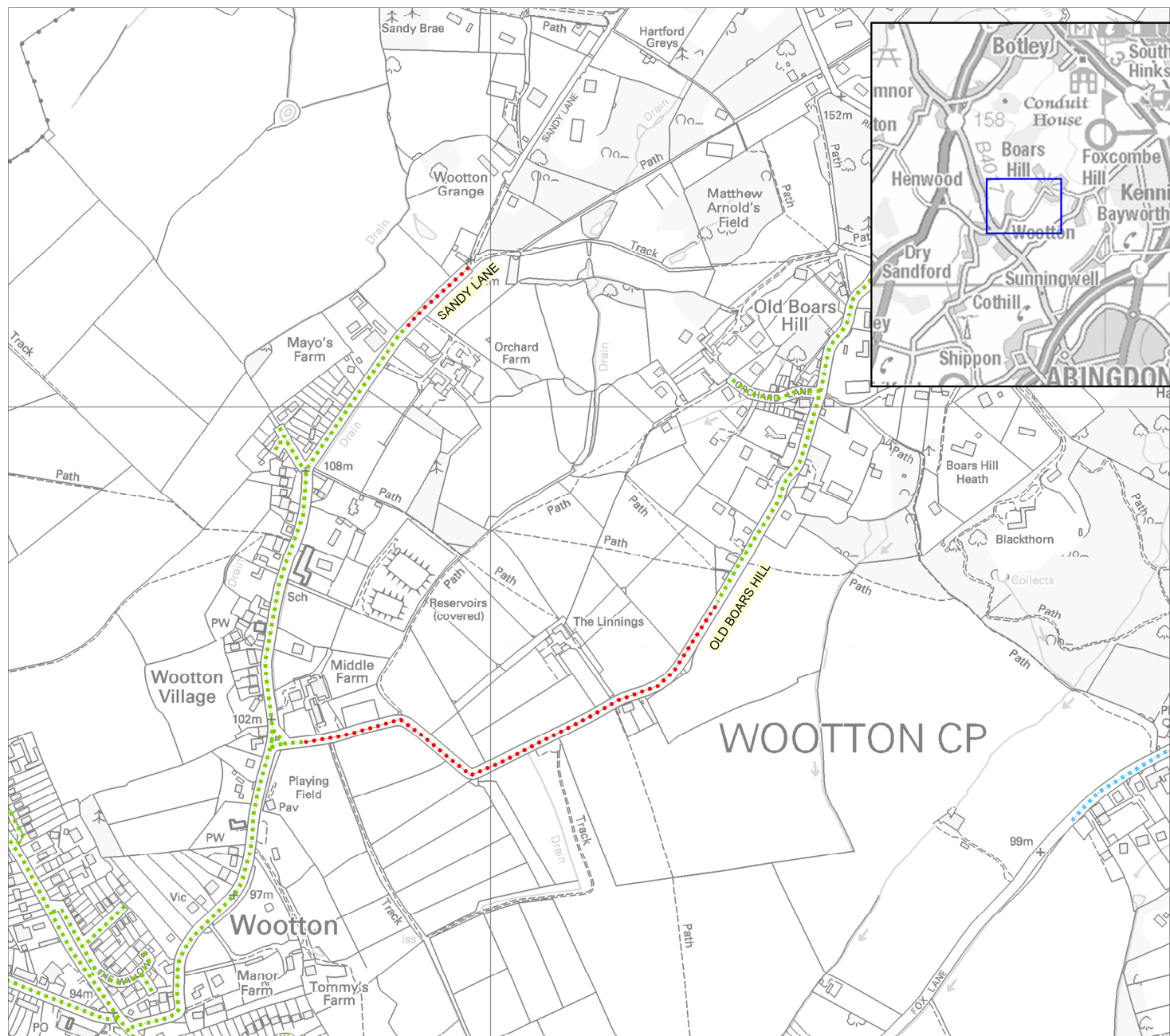
Background papers: Consultation responses

Contact Officers: Jim Daughton 01865 323364

March 2014







|   |               |   |  |
|---|---------------|---|--|
| Drawing No.   |               | Revision  |  |
| <p>Existing 30mph speed limit</p> <p>Proposed 30mph speed limit in place of existing National Speed Limit</p>   |               | <p>Site Location</p>  |  |
| <p>Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationary Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343</p> |               |   |  |
| <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p>Mark Kemp<br/>Deputy Director - Commercial<br/>Environment and Economy<br/>Oxfordshire County Council<br/>Speedwell House<br/>Speedwell Street<br/>Oxford<br/>OX1 1NE<br/>Tel: (01865) 815700<br/>Fax: (01865) 241577</p>   |               | <p>CABINET MEMBER<br/>FOR ENVIRONMENT<br/>24 APRIL 2013</p> |  |
| <p>WOOTTON (ABINGDON) PARISH<br/>PROPOSED 30MPH EXTENSIONS</p>  |               |   |  |
| Drawing Status  |               |   |  |
| Drawn by:   | Checked by:   | Approved by:  |  |
| CJM   |               |   |  |
| Date drawn:   | Date checked: | Date approved:  |  |
| 31/03/2014  |               |   |  |
| Drawing No.   |               | Revision 1  |  |

This page is intentionally left blank

|   |
|---|
| Division(s): Sutton Courtenay and Marcham |
|---|

## **CABINET MEMBER FOR ENVIRONMENT - 24 APRIL 2014**

### **DRAYTON & MILTON PARISHES – PROPOSED 40MPH SPEED LIMIT ON MILTON ROAD**

**Report by Deputy Director for Environment & Economy  
(Commercial)**

#### **Introduction**

1. This report presents objections received in the course of a statutory consultation on a proposal to introduce a 40mph speed limit on the Milton Road between its junction with the B4016 Drayton to Sutton Courtenay Road and Milton village (a length of approximately 1.6km) in place of the national speed limit – a plan showing the proposal is shown at Annex 1.

#### **Background**

2. The proposal arises from a request from Councillor Richard Webber (the local member) with the support of the adjacent parish councils in response to local concerns over road safety.

#### **Consultation**

3. Consultation on the proposal was carried out between 14 February and 14 March 2014. Two objections were received; one from Thames Valley Police (Annex 2) and one from a member of the public.
4. The objection by Thames Valley Police is on the grounds that a 40 mph limit without supporting measures would likely not be well respected leading to on-going demands for enforcement.
5. The objection by the member of the public was on the grounds that careful drivers will adopt a speed appropriate to the road conditions and that a lower speed limit would not influence careless or reckless drivers.
6. Copies of the objections are on deposit in the Members' Resource Centre.

#### **Response to objections**

7. Department for Transport guidelines on setting speed limits recognise that on roads with a level of road side development lower than would merit a 30mph limit but where there are nevertheless fairly frequent property accesses, as is the case here, a 40mph may be appropriate.

8. A speed survey carried out in 2011 showed average and 85<sup>th</sup> percentile speeds of 42mph and 50mph (northbound) and 42mph and 46mph (southbound) respectively. The introduction of a 40mph limit in place of the national speed limit could be expected to reduce average speeds by approximately 2mph.
9. The reported injury accident over the most recent 5-years shows 2 fatal, 1 serious and 4 slight injury accidents and in three of the incidents inappropriate speed was recorded as a possible factor. Monitoring of accidents following the introduction of a 40mph speed limit on similar roads has typically shown appreciable improvements in road safety.
10. Taking account of the local support and also that a reasonable degree of compliance could be expected without the need for additional measures, the officer recommendation is to approve this proposal.

### **How the Project supports LTP3 Objectives**

11. The proposal would help reduce the risk of accidents and improve road safety.

### **Financial and Staff Implications (including Revenue)**

12. The costs will be met from the Area Stewardship Fund and contributions from Drayton Parish Council, Milton Parish Council and the Milton Park Estate. Maintenance of the signs will be met from the highways maintenance budget.
13. The appraisal of the proposal and consultation has been undertaken by Environment & Economy officers as part of their normal duties.

### **RECOMMENDATION**

14. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposal for a 40 mph speed limit on Milton Road in the parishes of Drayton and Milton as advertised.**

MARK KEMP

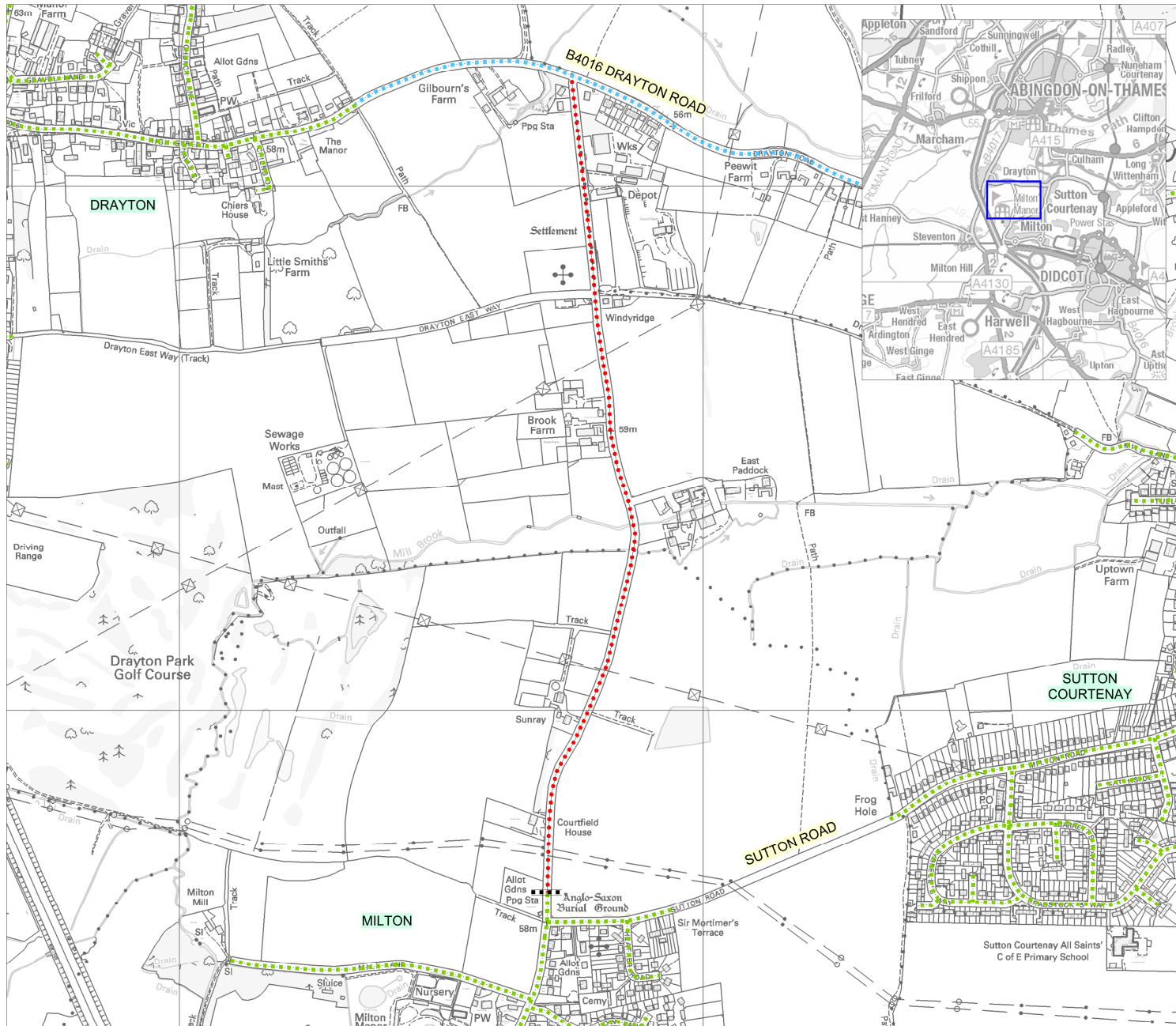
Deputy Director of Environment & Economy (Highways & Transport)

Background papers: Consultation responses

Contact Officers: Jim Daughton 01865 323364

March 2014





Drawing No.

Revision 1

Existing 30mph speed limit

Existing 40mph speed limit

Proposed 40mph speed limit  
in place of current National  
speed limit

Speed limit terminal point  
signing change

Site Location

Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings, Oxfordshire County Council. © Crown Copyright and database rights 2013. 100023343

OXFORDSHIRE  
COUNTY COUNCIL

Mark Kemp  
Deputy Director - Commercial  
Environment and Economy  
Oxfordshire County Council  
Speedwell House  
Speedwell Street  
Oxford  
OX1 1NE  
Tel: (01865) 815700  
Fax: (01865) 241577

CABINET MEMBER  
FOR ENVIRONMENT  
24 APRIL 2014

DRAYTON TO MILTON ROAD  
PROPOSED 40MPH SPEED LIMIT

Drawing Status

Drawn by:

CJM

Checked by:

Approved by:

Date drawn:

31/03/2014

Date checked:

Date approved:

Drawing No.

Revision 1

This page is intentionally left blank