



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

***Thursday, 3 September 2015 at 10.00 am  
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 11 September 2015 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

August 2015

**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: 8 October 2015*

**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. 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.

### 2. Declarations of Interest

### 3. Petitions and Public Address

### 4. Proposed Zebra Crossing - Bridge Street, Witney (Pages 1 - 16)

*Cabinet Member:* Environment

*Forward Plan Ref:* 2015/057

*Contact:* Paul Durham, Service Manager for Delivery Tel: (01865) 815074

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

On 9 October 2014 the Cabinet Member for Environment approved implementation of a zebra crossing on Bridge Street, Witney at a location north of the mid-point, towards the West End mini roundabout. However, local County Councillor Langridge and a number of residents of Bridge Street who live close to proposed zebra, asked for the location to be reviewed, based on loss of parking and potential increase to pollution in area already recognised as having poor air quality and for an alternative location to be considered, namely the existing uncontrolled crossing close to the Mill Street roundabout at the southwest end of Bridge Street. This report considers responses to a re-consultation for a proposed zebra crossing on Bridge Street, Witney.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing on Bridge Street at its revised location.***

**5. Proposed Speed Limit Changes, Turning Ban & Traffic Calming - Hagbourne Hill & Chilton Road, SVUK Area** (Pages 17 - 48)

*Forward Plan Ref:* 2015/047

*Contact:* Owen Jenkins, Service Manager for Highways, Transport & Waste Tel: (01865) 323304

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

The report considers the responses to the consultation on proposals to introduce a 40mph speed restriction on both Hagbourne Hill and Chilton Road, to prohibit right turns from Main Street, West Hagbourne onto the A417 London Road, and to introduce a priority build-out located on Chilton Road at the western entrance to Upton village.

***The Cabinet Member for Environment is RECOMMENDED to approve:***

- (a) the Oxfordshire County Council (Harwell and Various Parishes) (Speed Limits) Order 20\*\* as advertised, and amended on Chilton Road as described in this report;***
  - (b) the Oxfordshire County Council (West Hagbourne Main Street – London Road) (Prohibition of right turn) Order 20\*\* as advertised;***
  - (c) the Chilton Road, Upton – Proposed traffic calming build out as advertised and amended as described in this report;***
  - (d) approve the Chilton Road / A417 junction improvements as advertised and amended as described in this report;***
  - (e) approve the gateway features as advertised.***
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Divisions: Witney North & East
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## **CABINET MEMBER FOR ENVIRONMENT– 3 SEPTEMBER 2015**

### **PROPOSED ZEBRA CROSSING – BRIDGE STREET, WITNEY**

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

#### **Introduction**

1. This report considers responses to a re-consultation for a proposed zebra crossing on Bridge Street, Witney.

#### **Background**

2. At the meeting on 9 October 2014 approval was given to the implementation of a zebra crossing on Bridge Street, Witney at a location north of the mid-point, towards the West End mini roundabout. A copy of that report, which includes background information on local and town-wide traffic matters, is attached at Annex 1.
3. The location of the crossing proposed in 2014 was considered to be on a desire line from the new residential area on the southeast of Bridge Street to shops and services on the northwest side. The crossing and associated zig-zag markings would not have removed any daytime parking spaces but would remove the opportunity to park in the evening and on Sunday over a length of approximately 40m on either side of the road.
4. Following the October 2014 decision, an approach was made by County Councillor Langridge and a number of residents of Bridge Street who live close to proposed zebra, asking for the location to be reviewed, based on loss of parking and potential increase to pollution in area already recognised as having poor air quality, and for an alternative location to be considered, namely the existing uncontrolled crossing close to the Mill Street roundabout at the southwest end of Bridge Street. Officers agreed to establish whether a crossing in this location would be feasible, and if so, to carry out a further consultation on the revised location. Initial design work has established that a crossing in the location shown at Annex 2 can be introduced and a formal consultation has been carried out.

#### **Consultation**

5. In July 2015 a statutory consultation took place on the proposed new location. As part of the consultation the Council wrote to local residents and businesses affected by the proposal and public notices were displayed on site. A total of 34 responses were received with thirteen objections and eighteen letters in support of the new location. A summary of the responses is attached at Annex 3 and copies of all the responses are available in the Members' Resources Room.

## CMDE4

6. The majority of the objections were not objecting to the provision of a zebra crossing but rather to the location now being proposed as it was felt that the original location was the correct one. The letters in support of the new location were principally from those who were opposed to the original location, but also included residents of Mill Lane and High Street who had not commented on the first proposal.
7. West Oxfordshire District Council support the revised proposal as it was felt that the openness of the River Windrush would help disperse any pollution, although they did raise concerns about the proximity of the crossing to the roundabout and its potential impact on traffic flow. Witney Town Council also support the new location for the crossing. No responses were received from the Emergency Services

### **Conclusion**

8. Both the proposals have generated objections and letters of support. The original proposal would provide a crossing close to a number of businesses located in or close to the central part of the street but would restrict evening and weekend parking for some residents and potentially worsen the existing air quality. The revised location enhances an existing informal crossing rather than providing a completely new one, but has no effect on parking and should have less impact on air quality. On balance it is considered that the revised location will better meet the overall needs of the area.

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

9. The cost of the proposed work will approximately £50k including fees and will be funded by S106 developer monies.

### **RECOMMENDATION**

10. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing on Bridge Street at its revised location.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers:      Consultation documentation  
                                 Bridge Street, Witney - Scheme Appraisal Report  
                                 Consultation Responses  
                                 Complementary Traffic Measures Study

Contact Officers:          Paul Durham 01865 815803

August 2015

Divisions: Witney North & East
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## **CABINET MEMBER FOR ENVIRONMENT– 9 OCTOBER 2014**

### **PROPOSED ZEBRA CROSSING – BRIDGE STREET, WITNEY**

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

#### **Introduction**

1. This report considers responses to a consultation for a proposed zebra crossing on Bridge Street, Witney.

#### **Background**

2. Bridge Street provides a link between Witney Town Centre and the residential areas in the north and east of the town. It also provides links from these residential areas to health, education and leisure facilities, as well as job opportunities. Bridge Street has footways on both sides which generally vary in width between 2m and 3m, although there are pinch points on both sides which narrow the footway width to less than 1m in places. There are no formal crossing points in terms of signal controlled or zebra crossings on Bridge Street.
3. In 2004 a public consultation on the design for a pelican crossing on Bridge Street was held. The responses to the consultation were presented, at that time, to the Witney Integrated Transport Strategy steering group, the members of which agreed not to proceed with the installation of the crossing. Since 2004 further housing development has been built in the vicinity of Bridge Street and new residents have persistently lobbied for a pedestrian crossing. The current Witney Area Transport Strategy within the Local Transport Plan includes policy WIT6 of “Improving conditions for pedestrians and cyclists in Bridge Street and the town centre”.
4. The Transport Infrastructure Strategy for Witney was agreed by County Council Cabinet in March 2013. This recognises that the Shores Green A40 west facing slip roads scheme will need to progress before any whole scale traffic management improvements at Bridge Street or in the town centre can be delivered. However, it is now felt that, as an interim measure, the introduction of a formal crossing point in Bridge Street can be progressed to improve conditions for pedestrians, and that such a crossing will have a negligible impact on the existing level of road congestion, whilst significantly improving the level of pedestrian infrastructure in Bridge Street. A zebra (rather than a signalised „puffin“) crossing is proposed as this type of crossing is less disruptive to traffic flows when the number of pedestrians wishing to cross is not high.

## CMDE4

in Bridge Street it is a timely opportunity to revisit the type of crossing, design and location and subsequently hold this 2014 public consultation.

5. As developer funding has been identified to implement a pedestrian crossing in Bridge Street it is a timely opportunity to revisit the type of crossing, design and location and subsequently hold this 2014 public consultation.
6. The location of the proposed crossing is on a desire line from the new residential area on the south of Bridge Street to shops and services on the north side. The scheme also includes a short span of pavement widening, making the environment slightly better for pedestrians. The crossing and associated zig-zag markings do not remove any daytime parking spaces; however they will remove the opportunity to park in the evening and on Sunday over a length of approximately 40m on either side of the road.
7. Plans showing the proposed crossing location are at Annex 1 and 2.

### **Consultation**

8. In July 2014 a statutory consultation took place on the proposal. As part of the consultation the Council wrote to local residents and businesses affected by the proposal and public notices were displayed on site. Forty seven responses were received of which thirty two supported the crossing, one response included a four hundred signature petition. Of the fifteen objectors most were residents or businesses located on Bridge Street. The issues raised are summarised below (copies of all the responses are available in the Members' Resource Room).
9. County Councillor Richard Langridge objects to the proposal on the grounds of increased pollution and strong local opposition. The Police do not object to the crossing and the Town Council's Planning and Development Committee fully supports the proposal.
10. Whilst fully supportive of the provision of new and improved pedestrian and cycle linkages, West Oxfordshire District Council has strong reservations about this particular proposal. They state that Bridge Street suffers from significant traffic congestion at peak times and as a result is a designated Air Quality Management Area. Although there are a number of planned measures to help reduce the flow of traffic in this area including Shores Green and the West End Link these are long-term and will take some time to bring forward. In their absence, Bridge Street will continue to take a large number of daily traffic movements. As such, the provision of a pedestrian crossing in the suggested location is likely to cause a significant backlog of traffic at peak times, thereby exacerbating the current air quality concerns and also raising potential safety concerns as vehicles suddenly come to a halt to allow pedestrians to cross. Until the wider strategic measures to reduce traffic flows in Bridge Street are

## CMDE4

introduced, the District Council is likely to raise concerns in relation to the provision of new pedestrian crossing facilities in this location.

11. Other concerns raised by objectors are that the crossing will prohibit deliveries to local businesses and prevent customer parking; will increase in property values.
12. In response, it is acknowledged that some kerbspace for loading and evening/Sunday parking will be lost as a result of the zebra crossing, but not all businesses in Bridge Street will be directly affected. However, the loss of parking will only be over a distance of 40 metres so there will only be a small additional walk required.
13. With regard to air and noise pollution, during peak times it is unlikely that any increase in pollution will be noticed, as traffic movement at these times is already stop-start. Although the concerns over the impact on property values are noted, this is not considered a material concern, mindful that pedestrian crossings are routinely provided in urban areas adjacent to housing.

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

14. The cost of the proposed work will be approximately £50k including fees funded by S106 developer monies.

### **RECOMMENDATION**

15. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed zebra crossing on Bridge Street as advertised and set out in this report.**

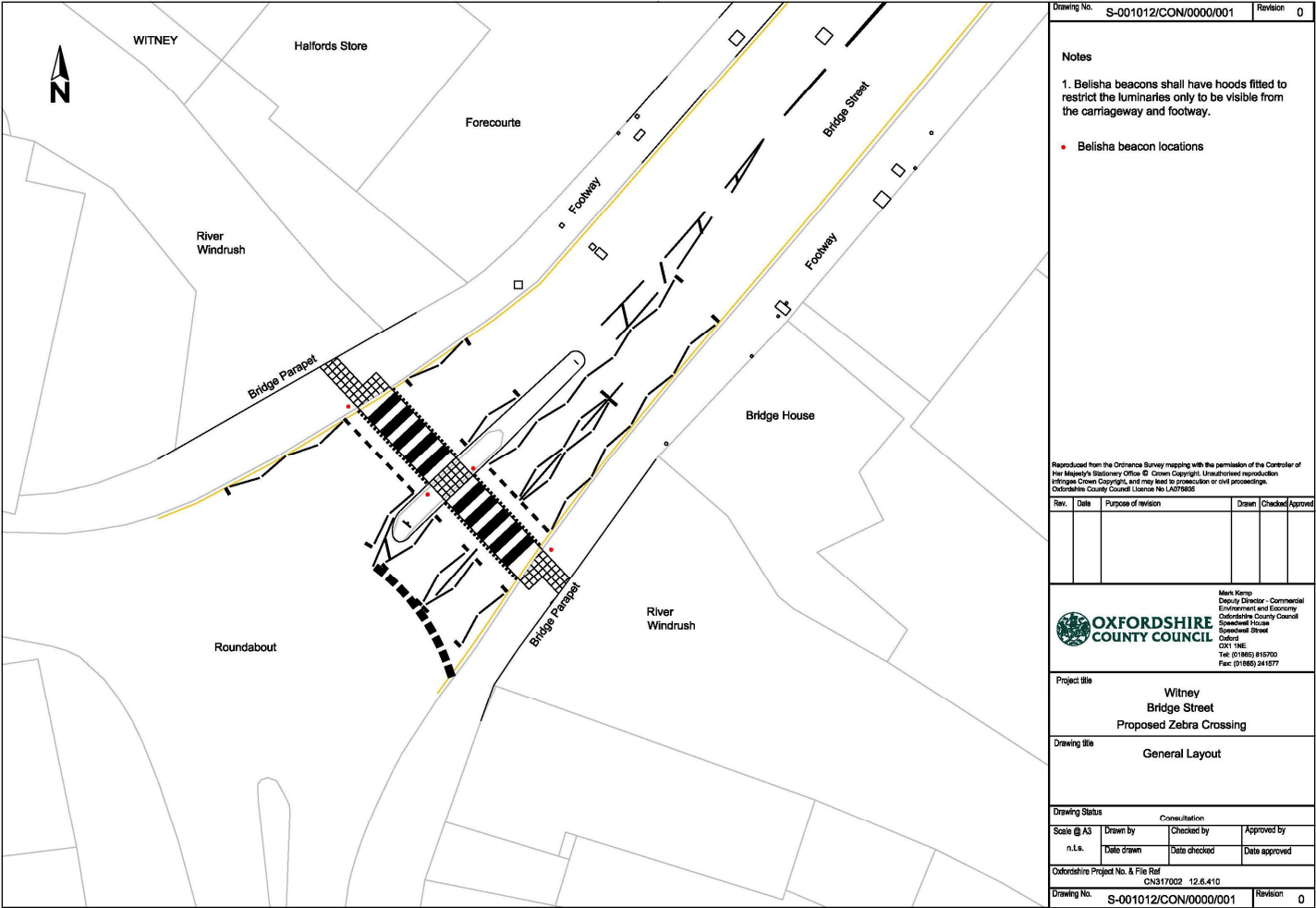
MARK KEMP


Deputy Director for Environment & Economy (Commercial)

Background papers:      Consultation documentation  
                                 Bridge Street, Witney - Scheme Appraisal Report  
                                 Consultation Responses  
                                 Complementary Traffic Measures Study

Contact Officers:          Jim Daughton 01865 815803

September 2014



Drawing No.		S-001012/CON/0000/001		Revision		0	
<b>Notes</b>							
1. Belisha beacons shall have hoods fitted to restrict the luminaires only to be visible from the carriageway and footway.							
• Belisha beacon locations							
<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 LA079603</small>							
Rev.	Date	Purpose of revision				Drawn	Checked/Approved
<div><b>OXFORDSHIRE COUNTY COUNCIL</b> <small>Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Spenshall House Spenshall Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241077</small></div>							
Project title							
Witney Bridge Street Proposed Zebra Crossing							
Drawing title							
General Layout							
Drawing Status							
Scale @ A3		Drawn by		Checked by		Approved by	
n.t.s.		Date drawn		Date checked		Date approved	
Oxfordshire Project No. & File Ref							
CN317002 12.6.410							
Drawing No.		S-001012/CON/0000/001		Revision		0	

## RESPONSES TO CONSULTATION

RESPONDANT	COMMENT
West Oxfordshire District Council	Welcome the decision to move away from the originally proposed location, and the latest proposal represent a sensible compromise between the need to facilitate the movement of pedestrians with the need to maintain the flow of vehicular traffic along Bridge Street.
Witney Town Council	Witney Town Council supports the revised location
Sustainable Witney	<p>Sustainable Witney is strongly in favour of the zebra crossing that was proposed last year (2014) located by the newsagent shop, and is therefore opposed to the crossing being sited on the bridge instead. We have assessed the crossing by the newsagent to be more useful to more people than the crossing that is being proposed on the bridge itself.</p> <p>People walking the length of Bridge Street as part of their journey will not care where along the street the crossing is located, however, people whose (potential) walking journeys do not include the south western end of Bridge Street will be far less likely to detour to use it because the distance there and back is so much greater. This will not encourage people to walk nor will it serve the people who have been calling for a crossing located at the north eastern end of Bridge Street.</p> <p>Has any positive effect of a crossing on house prices been evaluated? We are also sceptical of claims that air quality in the street will become markedly poorer. Has this been evaluated? Why are queues already caused by deliveries etc deemed</p>
Resident (Bridge Street)	<p>The zebra crossing on Bridge Street needs to go in its originally agreed position between Relics and the newsagents.</p> <p>In this position it is where most pedestrians try to cross, where most accidents have occurred in the past and where there is no island in the middle of the road..</p>

CMDE4

Resident (Otters Court)	Resident objects the proposed location in favour of the original location
Resident (The Willows)	Resident objects the proposed location in favour of the original location
Business (Bridge St)	<p>Was disappointed to hear that the zebra crossing that was approved to go on the eastern section of Bridge Street near Relics is now being moved to the other end outside Halfords. As a local resident who regularly walks into town from my home just off of Woodgreen I do find it scary to cross the road at times especially when I do not need to go as far into town as near Halfords. As a driver it is also frightening as people cross outside of Relics and I remember a lady being knocked down recently there due to a lack of crossing. As a driver I also worry about those crossing the road not looking properly or stumbling and an accident occurring; this could not only cause harm to a person but also put a standstill to traffic at that area of the town.</p> <p>The crossing is urgently needed at the Relics end of Bridge Street because here most people cross to go to the gym, dance studios, houses, pub and care home. There are no traffic islands to slow cars down and assist with crossing and past accidents demonstrate how dangerous this section of road is to pedestrians. I am therefore requesting that the crossing is to be placed in the original proposed spot at the eastern end of Bridge Street.</p>
Business (Bridge St)	I am getting in touch with you regarding the recent idea to move the planned zebra crossing on Bridge Street to a new position near to Halfords. This is a complete waste of time for all our members who need to have it much further up the street in order to make use of it. The majority of people who attempt to cross the road currently aim to do it somewhere between Relics shop and Costcutters. To move it as far along as Halfords would render it useless. Please will you reconsider
Business (Bridge St)	<p>Your letter regarding the proposed location of the zebra crossing on Bridge Street in Witney was forwarded to me as I rent an office on Bridge Street.</p> <p>I must say the location seems to be in completely the wrong place. The crossing by Halfords is easy to get over as it has an island in the middle. It is the other end of Bridge Street that needs a crossing by The Old Court Inn. This is where most people cross and it has no island to help. As I walk to work from West End where I live I try and cross this road most days and it is both difficult and dangerous. A</p>



CMDE4

	crossing somewhere between The Old Court in and the small shop would be ideal.
Business (Bridge St)	<p>I understand the proposed siting of a pedestrian crossing is to be further down towards the town. I feel this is totally in the wrong place, the crossing is needed towards West End part of Witney, ideally by the newsagents. Students of mine, including teenagers, cross here to get to my yoga studio. I have seen many people try to cross at this part of Bridge Street, so is clearly needed. I would certainly use the newsagents more if I could cross the road safely, but do not.</p> <p>I sincerely hope that a suitable siting of the crossing can be made before someone gets injured.</p>
Business (Bridge St)	<p>Further to the proposed location of the pedestrian crossing on Bridge Street. I believe this is not the best position for the following reasons.</p> <p>Most of the pedestrian traffic is at the east end of the street. It includes people going to Pirate Fitness which has over 500 members. It includes people taking their children to Jill Stews school of dance. Both these groups of people enter Bridge Street Mills via the road opposite the Court Inn which is at the east end of Bridge Street. Also this road is used by pedestrians from Aquarius housing estate as well as the staff from Mill House nursing home the nursing home on the Aquarius site.</p> <p>Also people who go to the Court Inn will also cross on the east end of Bridge Street. In fact all the facilities that pedestrians are likely to walk to are at the east end. It therefore makes no sense to put the pedestrian crossing at the west end of this road. Indeed at this position there are already two traffic islands on either side of the round about which makes crossing their much safer.</p> <p>The danger spot is both where there is most pedestrian activity and where there is no traffic island in the centre of the road and this is at the east end of Bridge street.</p>
Resident (Bridge Street)	<p>Thank you for your consultation letter dated 29th June 2015 and for the opportunity to comment. I totally approve of the crossing being between the news agents and Otters Ct. This is where the majority of pedestrians cross in their hundreds daily, myself included. Aquarius is a fairly big estate and the Bridge Street shop is the nearest around and is a convenience store not just a new agents.</p> <p>Lots of people cross to the shop all day long. I suspect most people who have objected live on the newsagent's side of the street as they or their children would have little need to cross the road. Parking</p>

CMDE4

	<p>is also on their side. I can see why they would not want a crossing 'In their back yard'. Easier to object when you have no personal need for it.</p> <p>I was so pleased that the long fought battle for the crossing was finally happening but I must say the proposed location seems like spending council budget for the sake of it. There is already an island there which makes it relatively easy to cross. Right by a roundabout doesn't seem a great idea and the location is not really to serve the people of Bridge Street which i understood was the original idea.</p> <p>Please please for safety and quality of life move it back to where it is really needed. I suspect at this stage of consultation the opportunity to comment is a formality and the location is decided, but I hope not.</p>
Resident (Bridge Street)	<p>I am responding to your letter of 29th June re the above matter.</p> <p>Very disappointed that opposition has forced this change to the potential location. As a resident and a motorist, I (and my family) believe that the proposed new location will cause more problems than it solves. The scenario of potential further back up of traffic on the roundabout, and onto Mill Street will worsen (it's already quite bad during busy periods ), and traffic gridlock along the approach to Bridge Street from Witney will only become worse. In addition, you then have to consider how pedestrians who have been given a way to cross Bridge Street then have to dodge traffic to cross Mill Street! I can't in all honesty, lend our support to this watered-down and potentially less desirable alternative. A roundabout is, after all, supposed to assist in the flow of traffic.</p> <p>The original proposal for a crossing fairly central in Bridge street would have been welcomed, seemed a very good solution, and would have been far less likely to cause traffic backing up on the roundabout and approaching streets; I cannot see how this is going to improve anyone's lot. There is also, a controlled crossing already a little further up near the junction with Witan Way.</p> <p>Not for me to speculate, but at some point, someone needs to come up with a better solution to reduce the intolerable traffic volume in Bridge Street, which starts at 6am and continues virtually unabated until late at night.</p>
Resident (Bridge Street)	Regarding the proposed zebra crossing at the River Windrush on Bridge Street I believe that the

#### CMDE4

existence of a zebra crossing at this point will increase the risk of motor vehicle shunt accidents on the NW side of the crossing. At present pedestrians can cross the road safely in two parts stopping at the central reservation. This enables them to have opportunity to cross the road only when there is no traffic coming. This naturally makes pedestrians take care and give way to oncoming vehicles.

If you introduce a zebra crossing this will encourage some pedestrians to consider that they have a right over oncoming vehicles from the High Street or the Burford Road and may step out in front of oncoming vehicles. This will mean that vehicles that have just accelerated from the High Street or the Burford Road may have to suddenly brake and stop to allow pedestrians to pass. Due to the proximity of the proposed zebra crossing to the roundabout, I predict that this sudden braking may cause more rear shunt accidents on the NW side of the crossing.

I live nearby and I know that the volume of pedestrians crossing the road at this point is not large. The expenditure of the zebra crossing at this point may not be justified. The NW side of the crossing tends to be single file traffic. The SE side of the proposed crossing involves two marked lanes of traffic approaching the roundabout. There is therefore an additional risk of accidents of pedestrians being hit by overtaking vehicles in the second lane.

I would prefer the Council to consider a better location for a zebra crossing on Bridge Street where there is a greater need for protection of pedestrians and a higher volume of people crossing Bridge Street. There is a much larger number of pedestrians who wish to cross Bridge Street at the Old Court Hotel end - because of the location of the S1/S2 etc bus stop. This is a very dangerous crossing point for pedestrians who wish to cross to the NW side of Bridge Street or to go up West End after alighting from the bus from Oxford.

A zebra crossing at this point may cause temporary hold ups to traffic on the double roundabout but the problem of rear shunts will not be as much as at the other end of Bridge Street because of the lower speed of traffic on the double roundabout. It will also have the added advantage of assisting pedestrians to walk from the NW side of Bridge Street to the S1/S2 bus stop (in the Oxford direction). They can use the zebra crossing and then cross the Oxford Hill road where there is a central reservation. At present such pedestrians tend to cross West End and then cross again at the very dangerous corner at the

CMDE4

	bottom of the hill from the Long Hanborough road. This is not a safe crossing point.
Resident (Bridge Street)	<p>I write as a concerned tenant of Bridge Street Mills about the proposed Zebra crossing in Bridge Street, Witney</p> <p>My understanding was that this was pencilled in for the location where this needs to be, i.e. at the east end of bridge street near the Newsagents. Now this appears to have been moved to the entirely pointless location of near Halfords where it is relatively safe to cross anyway due to the slow nature of the traffic on the roundabout and also the fact there is an island in the middle of the road anyway! Indeed if I go to the newsagents I actually walk down to that very location to cross because it is entirely safe as it stands anyway. There is also a pedestrian crossing a little further down where the traffic lights are.</p> <p>The crossing needs to be at the east end where most of the on foot activity takes place (dance school, gym, nursing home etc). From my recollection also, there have been a few accidents at the east end due to people crossing. I believe an old lady broke her leg once. If the crossing is all the way up towards Halfords these accidents will continue and further injuries may occur.</p> <p>Please reconsider this location, I'm sure I'm not the only person who has these views and I would hate to think that money is being wasted here on something which nobody actually wants/needs.</p>
Resident (The Willows)	Objecting to lack of explanation why the original location has been dropped
Resident (Mill Street)	The proposed zebra crossing is in the best location for crossing in an easily accessible place on Bridge Street. A lot better than the previous proposed location. I am a resident in Mill Street and a controlled crossing nearby would be very useful for crossing Bridge Street. I would have no objections for its installation.
Resident (Farmers Close)	Supports the zebra crossing due to the difficulty in crossing the road
Resident (Bridge Street)	Strongly supports the new location.

CMDE4

Resident (Bridge Street)	<p>Thank you for all the hard work that was needed in looking into the re-siting of the zebra crossing . The O.C.C. is to be congratulated for listening to residents and using their common sense in this matter.</p> <p>So many positives, updating existing crossing as, traffic is already slowing for roundabout. Pollution the biggest reason of all will now hopefully, disperse over the river and I will get not get any extra into my home. The bridge site also has a built in refuge for pedestrians so will be much safer. Emergency vehicles of which there are many will not have the worry of stationary traffic on both sides of the road to contend with. We as residents put up with a lot of noisy rattling traffic and to lose of the tiny amount of parking was the straw that final broke the camel's back.</p>
Resident (Bridge Street)	<p>Thank you for rethinking the final position of the Zebra Crossing in Bridge Street, Witney. We, as residents and businesses, in Bridge Street appreciated the previous opportunity to express our concerns and this new location is an ideal compromise at a site which is already predisposed to crossing.</p> <p>Whilst concerns over pollution levels remain, the ventilation along the river will, we hope, aid the dispersal of any increase in fumes due to the crossing. Furthermore the crossing does not impinge on any overnight parking and is situated at a point where traffic is naturally slowing due to the junction. We look forward to having this resolved and implemented as soon as possible.</p>
Resident (Riverside Gardens)	<p>Dear Sir, thank you for advising of this proposed crossing. This is a much better solution than by the newsagents. Yes, it will probably hold up the traffic but it goes too fast at this junction anyway and will give people time to cross Mill Street from Bridge Street when going into town.</p>
Resident (Mill Street)	<p>Supports the crossing</p>
Resident – no address given	<p>Fully supports the scheme</p>
Resident (Riverside Gardens)	<p>I am strongly in favour of a zebra crossing on Bridge Street as shown on your map. I live in Riverside Gardens, a retirement complex. At present there is no safe place to cross in the direction of the town centre. I believe that one is urgently needed.</p>

CMDE4

Resident (Bridge Street)	We are very pleased to note that the Belisha beacons will be hooded, so that the light of the beacons will be seen only from the carriageways of Bridge Street and of the streets to the east and south of the bridge, and from the adjoining footpaths. We trust that those hoods will greatly restrict the amount of light that would otherwise be visible from above the beacons.
Business (High Street)	We have received your letter this afternoon and cannot see any reason why we would be opposed to a zebra crossing at this point.
Resident (Riverside Gardens)	I am strongly in favour of a zebra crossing on Bridge Street as shown on your map. I live in Riverside Gardens, a retirement complex. At present there is no safe place to cross in the direction of the town centre. I believe that one is urgently needed.
Resident (Bridge Street)	<p>We supported the previous location, but have listened to neighbours' concerns from the businesses on Bridge Street which would be more affected, we feel, than residents and do feel that passing trade would be discouraged from stopping and suppliers loading/unloading from these premises would still stop and pedestrians would be more at risk.</p> <p>We fully support the new location of the crossing on the Bridge, which would give people, mainly children walking to/from school, a safer route into the town centre. The crossing is already there, but would eliminate the Russian roulette of whether drivers will slow down sufficiently to let you cross. We do not believe it will unduly affect the flow of traffic.</p>
Resident – no address given	Thank you for your letter regarding the crossing in Bridge St. This is the most sensible decision and should be of great help to the largest number of pedestrians, Even to those crossing from Otter's Court it will only add a few yards to their journey ,and cause no inconvenience to anyone. It will also allow a break in traffic coming from Mill Street hopefully allow people to cross more easily there.
Resident (Mill Street)	Fully supports the crossing in the new location
Resident (Riverside Gardens)	Yes I am in favour of the crossing
Business – (High Street)	Regarding the proposed crossing, I did not know there was a clamour for such a crossing, I have not noticed any particular problem crossing High or Bridge Streets. Personally, I prefer to see street signage and other clutter kept to a minimum.

# CMDE4

	<p>Was the previously suggested place opposite the newsagents near Relics? In which case, this seems as good as any. I would have thought that where you are now suggesting very close to the mini-roundabout will rather gum up the traffic on all three streets (High, Bridge, and Mill.) Certainly the signal controlled junction with Witan Way causes very long queues.</p> <p>Personally, I would prefer people to cross where they can, which reduces the overall speed of traffic, but allows it to keep moving.</p>
Resident (Riverside Gardens)	Not objecting but concerned the crossing will cause more congestion, would like a crossing on Mill Street

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Division: <i>Hendreds &amp; Harwell Division</i>
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## **CABINET MEMBER FOR ENVIRONMENT – 3 SEPTEMBER 2015**

### **PROPOSED SPEED LIMIT CHANGES, TURNING BAN & TRAFFIC CALMING – HAGBOURNE HILL AND CHILTON ROAD, SVUK AREA**

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

#### **Introduction**

1. This report considers the responses to the consultation on proposals to introduce a 40mph speed restriction on both Hagbourne Hill and Chilton Road, to prohibit right turns from Main Street, West Hagbourne onto the A417 London Road, and to introduce a priority build-out located on Chilton Road at the western entrance to Upton village. Plans showing these proposals are attached at Annex 1.

#### **Background**

2. The on-going Science Vale UK (SVUK) developments are complemented by a diverse range of infrastructure improvement projects which will ensure that sustainable links are provided from existing and proposed settlements.
3. As part of the SVUK proposals, Hagbourne Hill in combination with the proposed Harwell Link Road will provide a new route linking Didcot with the Harwell Campus and other locations, reducing journey times and congestion on the network.
4. The existing speed limit on Hagbourne Hill is the national speed limit. The introduction of a 40 mph speed restriction together with highway engineering improvements, form part of an integrated package of safety and calming measures for Hagbourne Hill. An option with no speed limit reduction, comprising larger and more costly improvement works, was initially considered as the design team reported some 80% of the existing road alignment was non-compliant with modern standards. However, meeting these standards can also be achieved by lowering the speed limit, as the design standards to be applied vary with the design speed of the road. The proposal now being considered uses a combination of speed limit restriction and engineering measures to maximise value for money.
5. On Chilton Road, the initial proposal to calm traffic was a permanent closure of the road which, whilst it had substantial local support was strongly resisted by some members of the community, particularly by farmers who would be significantly affected by a closure. The proposed speed restriction and priority build-out were established as a compromise to the differing standpoints with involvement of the local community and Upton Parish Council.

6. The proposed no right turn restriction from Main Street, West Hagbourne is required for reasons of safety given the proposed construction of a new roundabout at the A417/Hagbourne Hill junction nearby.
7. In addition to the measures described above for which formal consultation is required, other features (including a new refuge at the A417/Chilton Road junction in Upton and gateway features on the A4185 Newbury Road and at Hagbourne Hill to demarcate the entry to Chilton Village, and reinforce the 30 mph speed limit) were included in the consultation.

## **Formal Consultation**

8. Consultation on this package of proposals took place between 20<sup>th</sup> May and 19<sup>th</sup> June 2015. In addition to statutory consultees, information was sent to around 180 properties in Upton and a further 120 in West Hagbourne. Respondents were also able to view and respond to the consultation documents on-line, via a dedicated web portal.
9. Thirty-four responses in total were received. The full consultation response record together with officer response is set out at Annex 3, with a summary below. County Councillor Stewart Lilly has no objection to any of the proposals.

### Hagbourne Hill – 40 mph Speed Limit Restriction – Summary of consultation responses

10. Thames Valley Police objected to the proposal on the basis that the 85<sup>th</sup> percentile speed survey data provided demonstrates that the existing 60 mph National Speed Limit is appropriate for the road environment. The Police view the existing 85<sup>th</sup> percentile speed of traffic as an indicator of how acceptable the introduction of a new speed limit will be. If the 85<sup>th</sup> percentile speed of existing traffic is 7 mph or more over the proposed new limit, they consider the new proposal as unlikely to be effective without other measures such as engineering or continual enforcement.
11. The speed survey locations are shown at Annex 2. 85<sup>th</sup> percentile speeds of approximately 57-58 mph were recorded at survey locations A and B, to the east of the Chilton Road intersection. This moderated to 54 mph at survey location C, closer to A417. These results are out of tolerance with the police acceptability criterion as stated above, being a large margin in excess of the stated threshold of 7 mph above the proposed new limit.
12. Upton Parish Council has no objection to the lowering of the limits.
13. Public response was mixed, with three objections and also some concerns being raised about driver compliance with the proposed limit and the police's ability to enforce. One objection was on the basis that the measure is not necessary, with vehicles currently able to travel in safety at 60 mph over the majority of the length of the road. Another objector points out the road was improved recently and that traffic is able to exceed 40 mph in complete safety. Where speed limits are artificially low, unreasonably constraining the progress

of cautious drivers, they serve only to increase frustration, contention and pollution. The final objector views the proposal as pointless, and advises that there may be a small merit in a 50 mph limit.

Chilton Road – 40 mph Speed Limit Restriction – Summary of consultation response

14. Thames Valley Police objected on the basis that the speed survey data provided by OCC show that the existing National Speed Limit is appropriate for the road environment. They will not support lowering this speed limit to 40mph. Speed survey data shows an 85<sup>th</sup> percentile speed of around 49 mph at the single survey location D on Chilton Road.
15. Upton Parish Council had no objection to the lowering of the limits but requested a change in position of the start of the existing 30 mph limit to move it much further to the west, to achieve reliable speed reducing effect.
16. Public response is more supportive for the restriction on Chilton Road than Hagbourne Hill. Concerns and comments raised include whether the proposed limit will be adhered to, that existing speeds do not appear excessive, and that the past safety record of the road is good.

Officer response to proposed 40 mph speed restriction objections

17. The County Council applies the Department of Transport guidelines on setting local speed limits as the basis for determining the appropriate limit for any specific location. It is acknowledged that the character of this road lies somewhat outside the usual parameters for a 40mph limit as given in the DfT guidelines, but the latter do provide for some flexibility, and in this instance, taking account of the concerns of the local community over the increases in traffic volumes and speeds using local networks as a result of the Science Vale wider proposals, the proposed 40 mph speed limit is judged to be broadly consistent local opinion and the wider strategy for the Science Vale area.
18. The request from Upton Parish Council that the start of the proposed 40 mph limit (and coincident start of 30mph zone) should be moved further to the west than that advertised, by around 25 - 30 metres, which will coincide with the revised position of the build out (see below) is accepted.

No Right Turn Restriction from Main Street to A417 – Summary of consultation response

19. Upton and Harwell Parish Councils offered no objection to the proposal however two local farmers have strongly objected due to the hazards of driving larger vehicles with trailers and the difficulty of negotiating a 360 degree turn on the roundabout perhaps in the outside lane.

Officer response to No Right Turn Restriction Main Street to A417 objections

20. The proposed roundabout has been designed in accordance with design standards, without any relaxation or departure from standard. The situation

described – that of overly large vehicles negotiating a roundabout – is not uncommon and considered relatively low risk particularly where, as in this case, highway gradients are not adverse. Adverse gradients pose a risk because of the increased likelihood of vehicle overturning, associated with excessive speeds or high vehicle centre of gravity or these factors combined. In this case, the low risk can be further reduced by the introduction of a warning signs on the approaches.

#### Priority Build-Out on Chilton Road –Summary of consultation response

21. Upton Parish Council clarified that they neither object to nor support the proposal, but offered their opinion on how the proposal can be improved. They are concerned that a single build out will be inadequate to slow eastbound traffic, and their preferred option is for the build-out to be combined with a wide speed bump or if not possible, alternatively, a double build-out (chicane). They suggest that a location of the build-out further to the west would be more effective in reducing speeds.
22. Public comments are generally supportive. The strongest adverse response was from a nearby resident on the grounds of safety, who suggested that the build-out will push vehicles onto the wrong side of the road and closer to the access lane to his residence. This would create a conflict zone as the respondent reports that his access lane junction with Chilton Road suffers from poor visibility, with the result that he has to edge out of the lane into Chilton Road. However, despite this the respondent clarified that he does not object to the proposal, but advises a chicane would be preferable in this situation, as this would push vehicles back over onto the correct side of the road. Another resident questioned whether the measure is really necessary, speeds not being excessive and pointed to the good accident history of the road.

#### Officer response to priority build-out comment

23. Earlier draft designs involving the inclusion of a speed cushion here were met with strong objections from local farmers who need to take large farm machinery on the road; consequently this option is not being pursued.
24. On the suggestion of altering the location of the build-out (and associated change in speed limit) by 25–30 metres further to the west, this can be accepted as it would not significantly affect its effectiveness in calming traffic speeds and would better reflect the desires of the local community, including local farmers who have a field access nearby.
25. Regarding the Parish Council's proposal for the additional build-out to create a chicane, it is proposed not to accede to this at the present time but to keep the situation under review.

#### Splitter Island – A417 / Chilton Road junction – Summary of consultation response

26. Upton Parish Council responded that they neither objected to nor supported the proposal and commented on how it could be improved. They consider that proposal will not have the desired effect to slow down left turning traffic which comes from the Blewbury direction, and suggest narrowing the junction, which will force vehicles to slow down. The majority of public respondents supported narrowing of the junction, reflecting the Parish's views

Officer response to splitter island comment

27. In order to meet local aspirations, a compromise is suggested with the entry radii tightened with an over-run area provided to accommodate the larger HGV vehicles.

Gateway Features – Summary of consultation response

28. There were no objections to the proposals.

**How the project supports LTP3 objectives**

29. The measures will help to reduce congestion, improve accessibility and road safety.

**RECOMMENDATION**

30. **The Cabinet Member for Environment is RECOMMENDED to approve:**
- (a) the Oxfordshire County Council (Harwell and Various Parishes) (Speed Limits) Order 20\*\* as advertised, and amended on Chilton Road as described in this report;**
  - (b) the Oxfordshire County Council (West Hagbourne Main Street – London Road) (Prohibition of right turn) Order 20\*\* as advertised;**
  - (c) the Chilton Road, Upton – Proposed traffic calming build out as advertised and amended as described in this report;**
  - (d) approve the Chilton Road / A417 junction improvements as advertised and amended as described in this report;**
  - (e) approve the gateway features as advertised.**

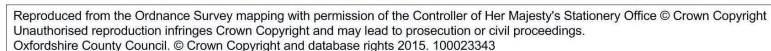
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Copies of the draft order, statement of reasons, plan and notice, and copies of responses to the consultation, are available in the Members Resource Room.

Contact Officers: Paul Durham 01865 815803  
August 2015

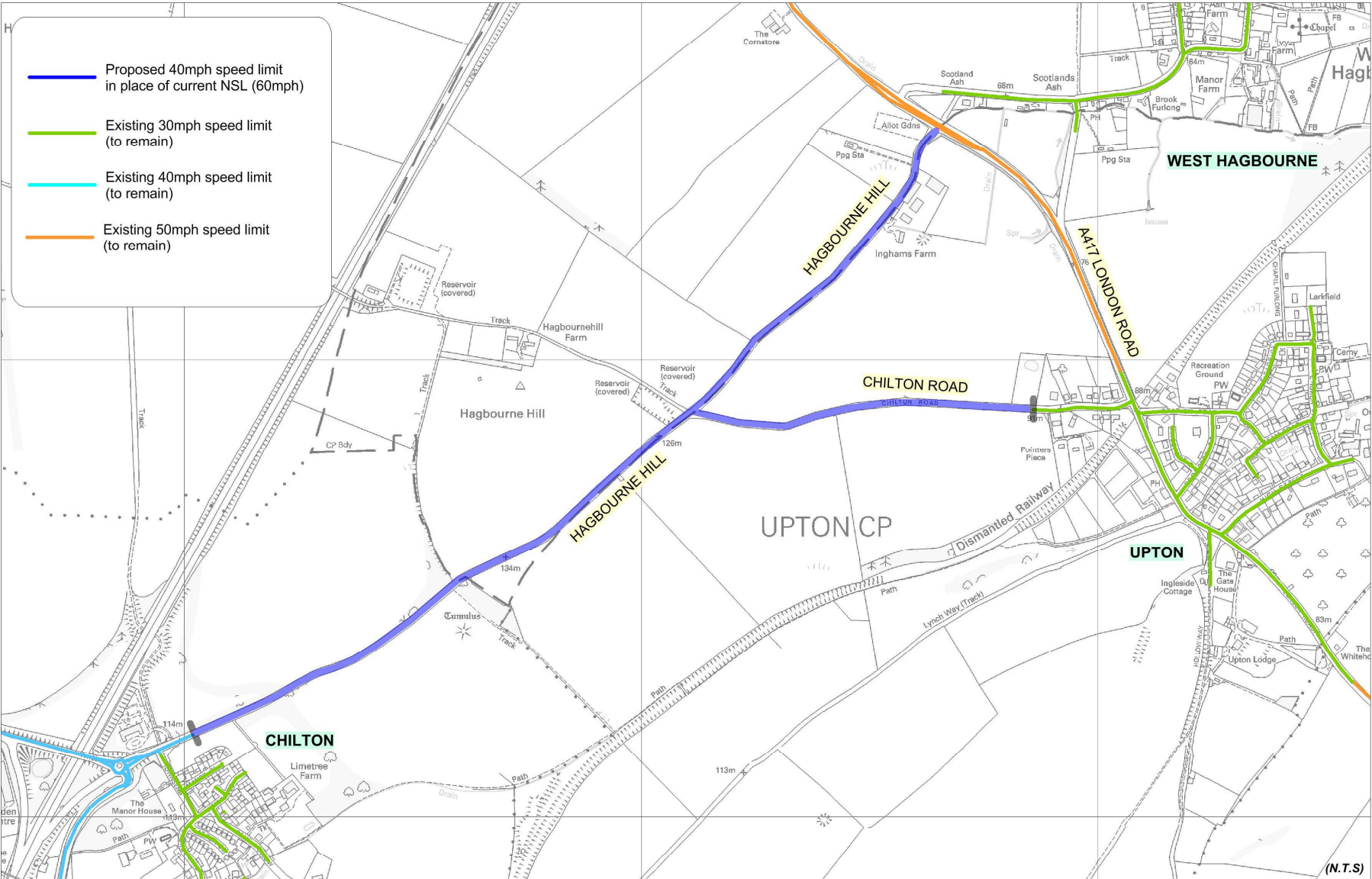
## Page 22





HAGBOURNE HILL AREA:  
PROPOSED 40MPH SPEED LIMIT

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



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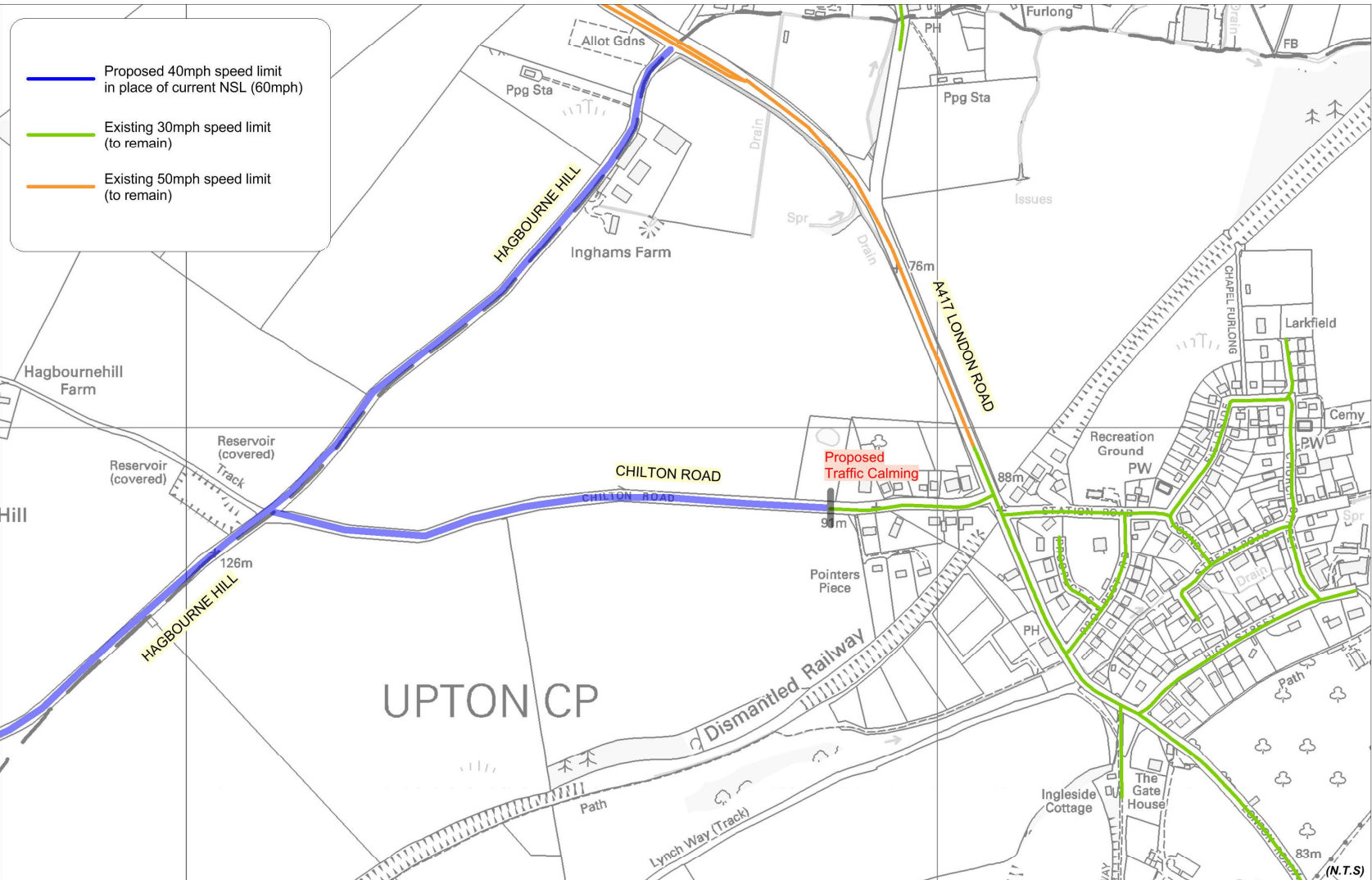


Date drawn: 20/05/2015  
Drawn by: CJM

Map centre:  
easting. 450100, northing. 186820

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT

HAGBOURNE HILL AREA - CHILTON ROAD:  
PROPOSED 40MPH SPEED LIMIT



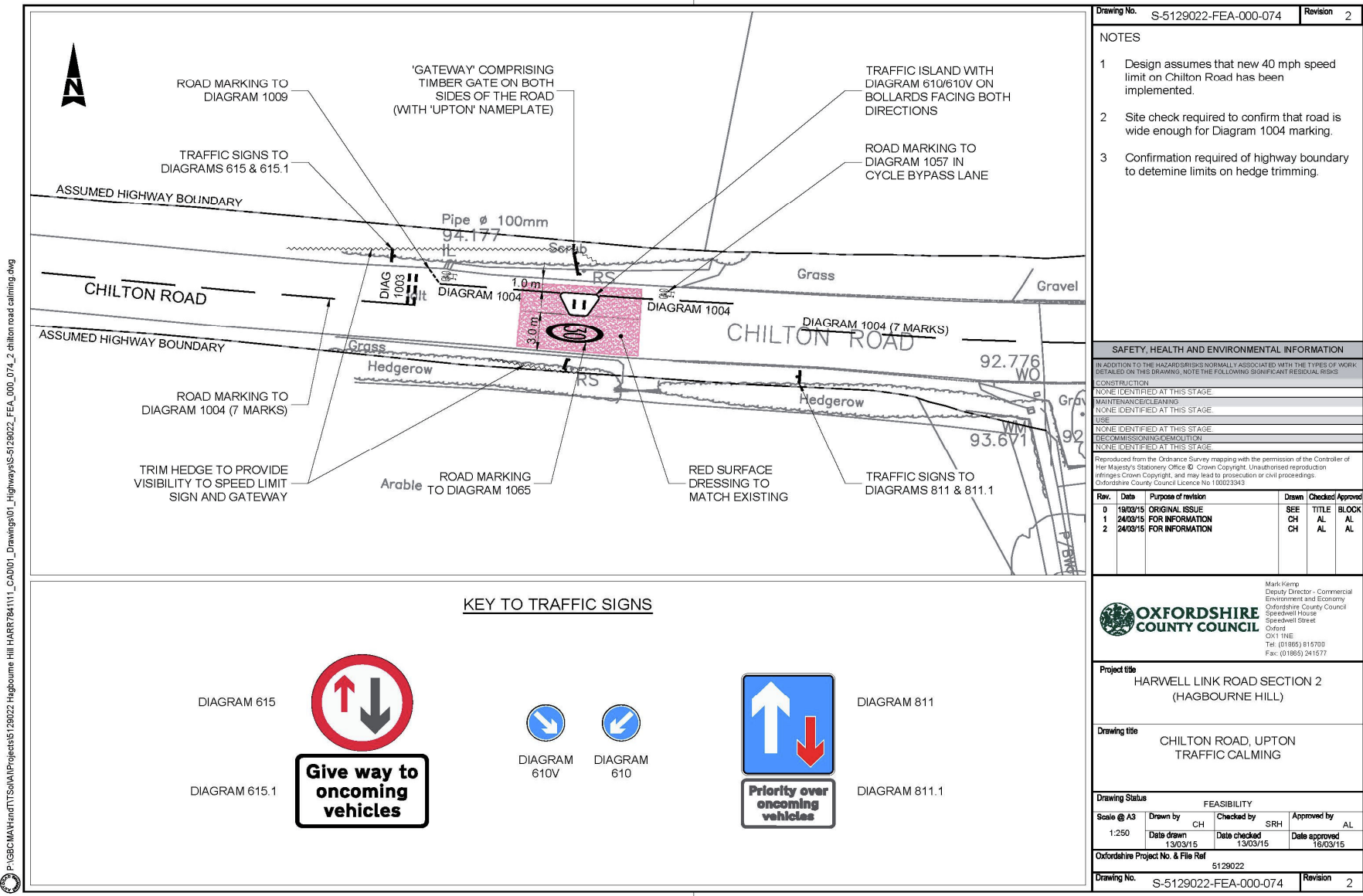
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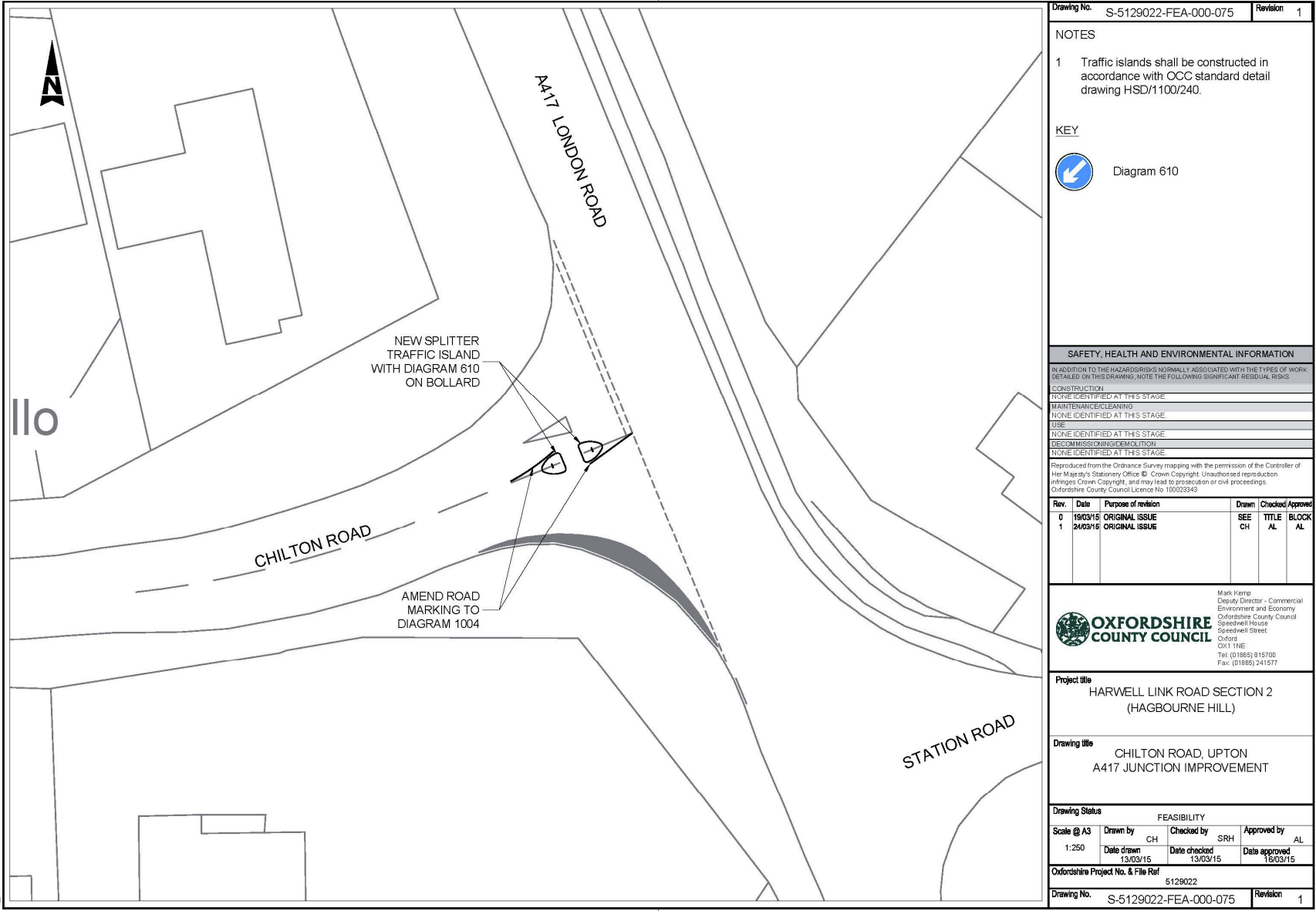
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Drawn by: CJM



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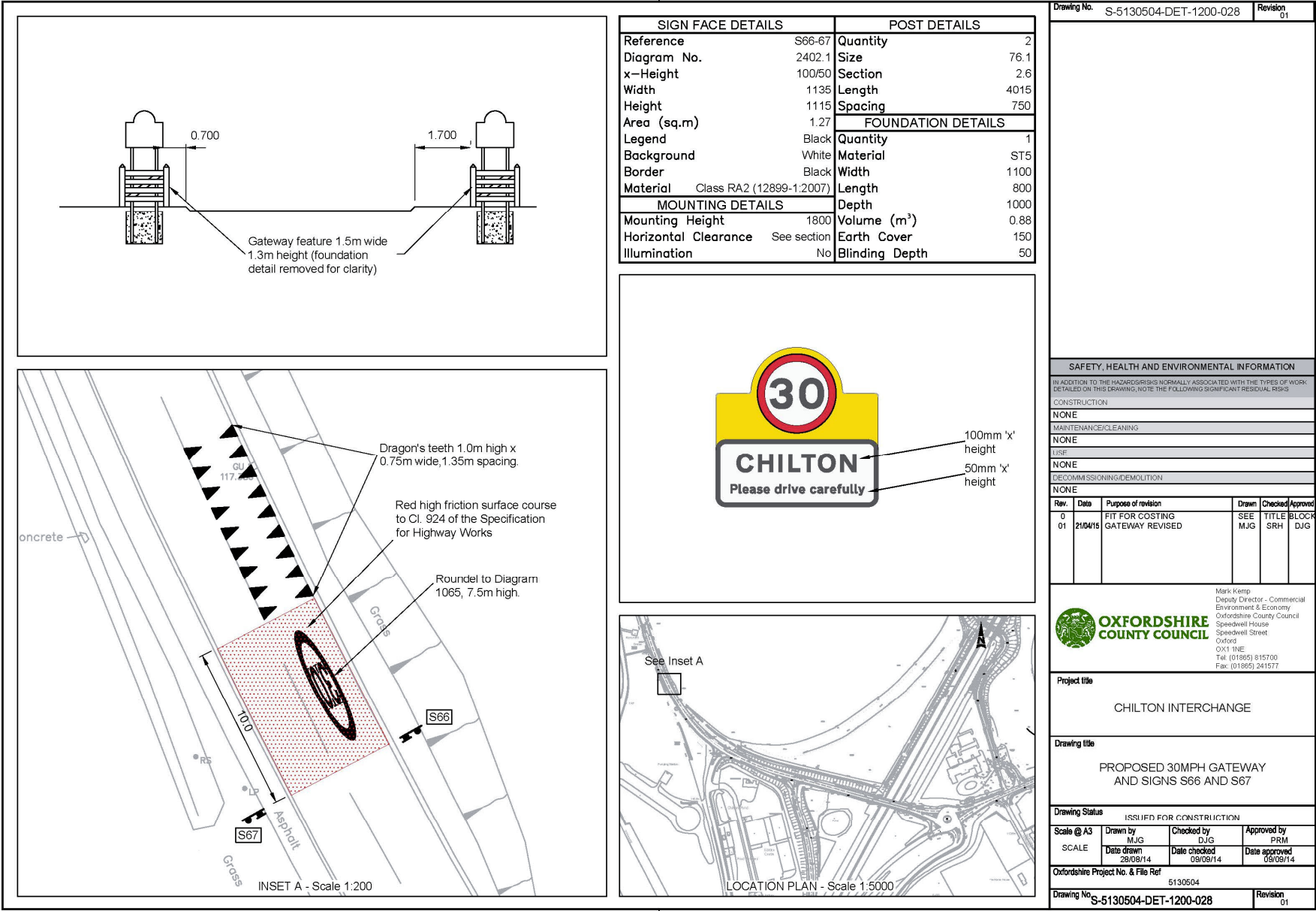


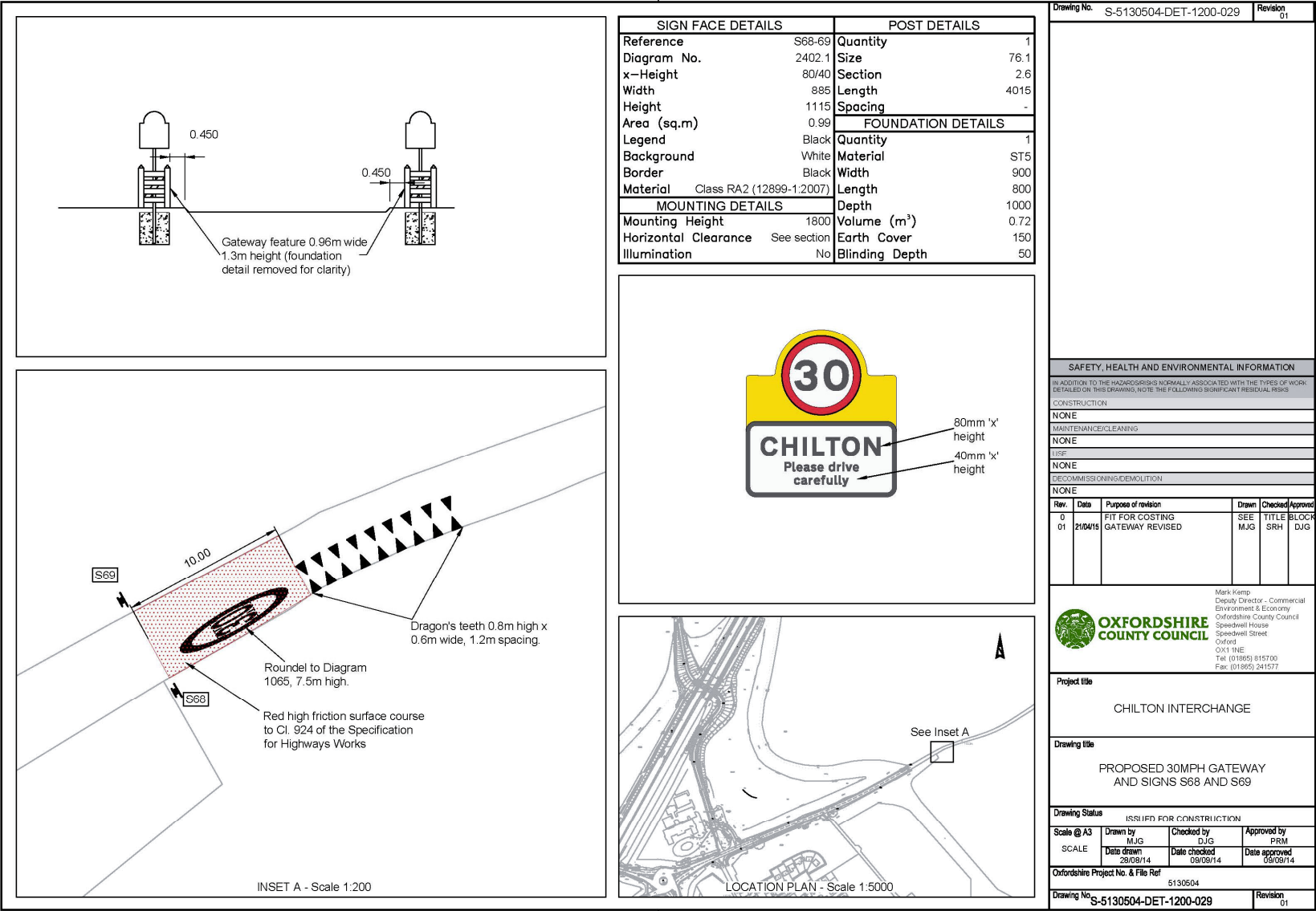


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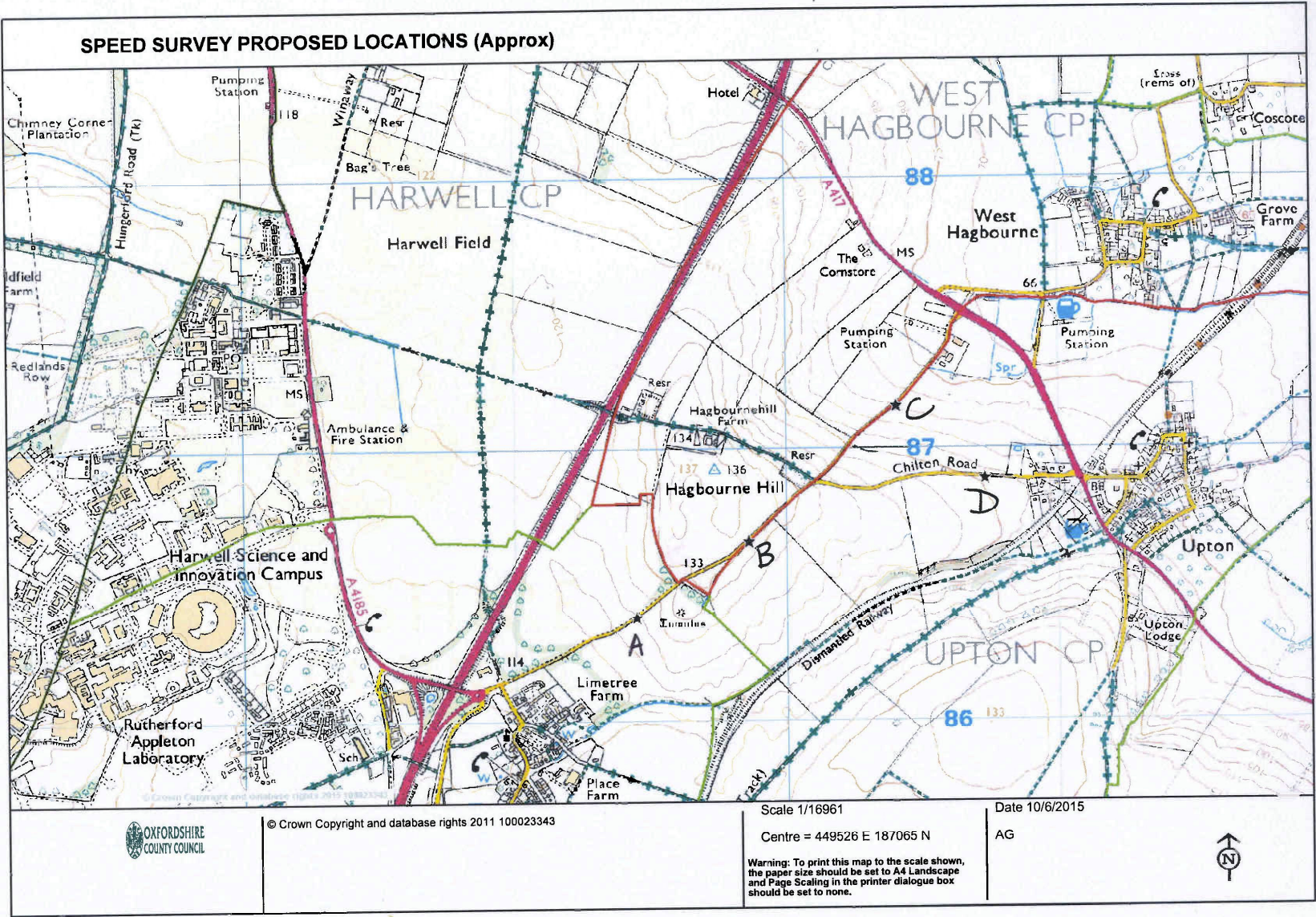


Drawing No. S-5129022-FEA-000-075		Revision 1			
<b>NOTES</b>					
1 Traffic islands shall be constructed in accordance with OCC standard detail drawing HSD/1100/240.					
<b>KEY</b>					
 Diagram 610					
<b>SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION</b>					
IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS					
CONSTRUCTION					
NONE IDENTIFIED AT THIS STAGE					
MAINTENANCE/CLEANING					
NONE IDENTIFIED AT THIS STAGE					
USE					
NONE IDENTIFIED AT THIS STAGE					
DECOMMISSIONING/DEMOLITION					
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
0	19/03/15	ORIGINAL ISSUE	SEE	TITLE	BLOCK
1	24/03/15	ORIGINAL ISSUE	CH	AL	AL
 Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577					
<b>Project title</b> HARWELL LINK ROAD SECTION 2 (HAGBOURNE HILL)					
<b>Drawing title</b> CHILTON ROAD, UPTON A417 JUNCTION IMPROVEMENT					
<b>Drawing Status</b> FEASIBILITY					
Scale @ A3	Drawn by	Checked by	SRH	Approved by	AL
1:250	Date drawn 13/03/15	Date checked 13/03/15	Date approved 16/03/15		
Oxfordshire Project No. & File Ref 5129022					
Drawing No. S-5129022-FEA-000-075		Revision 1			









## Consultation Responses

	Consultee	Comment	Officer Response
1a	Traffic Management Officer for Superintendent i/c Roads Policing Thames Valley Police	<p><b><i>(Prior to submission of speed survey data to Thames Valley Police)</i></b></p> <p>In principle I do not object to these proposals with exception to the lowering of the speed limit along the complete length of Hagbourne Hill and part of Chilton Road.</p> <p>I can find no justification in this documentation that supports a lowering of the existing speed limit from National to 40 mph. Existing collision history is confined to only two locations, the junction with Chilton road and a bend in the road south of this junction.</p> <p>Statement of reason is generic and not specific to the location. Once again Department for Transport Circular 1/2013 appears to have been ignored and no speed data in support of the proposal has been included.</p>	Comprehensive speed survey data was subsequently provided to TVP.
1b	Traffic Management Officer for Superintendent i/c Roads policing Thames Valley Police	<p><b><i>(After submission of speed survey data to Thames Valley Police)</i></b></p> <p>Hagbourne Hill Based on the figures provided, I will not support any lowering of the current National speed limit. The figures clearly suggest that the National speed limit is appropriate in the current environment.</p> <p>Chilton Road Based upon the current data I believe the current speed limit is appropriate to this environment and will not support lowering this speed limit to 40.</p>	Part of the wider Science Vale strategy is to calm local traffic, to allay resident's concerns about the increases in traffic volumes using their local networks, as a result of the Science Vale wider proposals. OCC has already carried out substantial consultation with the parishes and local community. OCC led the proposal for the 40 mph speed limit on Chilton Road as an alternative solution to the opposed original plan to completely close Chilton Road to through traffic. The proposed 40 mph speed limit is therefore in accordance with local opinion and the wider

			strategy of the Science Vale proposals.
2	Harwell Parish Council	Harwell Parish Council has no comment on the consultation	Noted
3	Upton Parish Council	<p>Upton Parish Council met last night to discuss the proposed traffic calming measures described in your consultation documents circulated on 20<sup>th</sup> May 2015.</p> <p>Taking these in order, the Council has <b>no</b> objection to:</p> <p>(1) the proposed no right turn out of Main Street onto the A417 in West Hagbourne. However, this would serve no purpose until the roundabout at the bottom of Hagbourne Hill is built.</p> <p>(2) the proposed change to a 40mph speed limit on Hagbourne Hill towards its junction with the A417, nor to the proposed 40mph speed limit on Chilton Road itself, towards the existing 30mph speed limit at the Upton end. However, there is very strong support for moving the existing 30mph speed limit much further up the road.</p> <p>However,</p> <p>(3) the proposed traffic calming priority build-out was thought to be inadequate as a measure to slow traffic coming down the hill towards Upton, unless also accompanied by a wide speed hump, or alternatively having two Priority Build-outs, the former being the preferred option. We feel both these measures and the 30mph limit sign should be situated further up the road (beyond the houses?) to have any sort of reliable speed-reducing effect. It was not thought that emergency vehicles would object to the presence of a hump on what is in effect a country lane, albeit at the moment a convenient cut-through to the A417.</p> <p>The majority of traffic tends to be one-way, uphill in the mornings and downhill in the evenings, so it was not thought that the build-out combined with a hump would cause unnecessary delays, but would hopefully have the effect of encouraging drivers to go on to Hagbourne Hill, without</p>	<p>Noted</p> <p>Agreed – the start of the 30 mph restriction can be moved around 25-30 metres further west to coincide with the revised position of the build-out</p> <p>Agreed that the proposed build out can be situated around 25 – 30 meters further west. It is proposed to adopt a 'wait and see' approach to monitor the performance of a single build out before introducing an additional one if required.</p> <p>There is no proposal to introduce a speed hump assurance has been given to local farmers that this will not be an option for consideration.</p>

		<p>such inconvenience.</p> <p>Residents with young children are deeply concerned about the dangers of speeding traffic when exiting their drives, and also the danger to children walking down the grass verge towards the junction with the A417, which they have to cross to get to the school bus stop in Station Road.</p> <p>(4) We do not think the proposed splitter at this junction will have the required effect and reiterate our earlier suggestion of narrowing the entrance to Chilton Road in order to force vehicles to slow down when turning left into Chilton Road from Blewbury, which at the moment they can swing round without slowing down and speed up the hill.</p>	<p>Noted.</p> <p>Agreed - The radius will be tightened, and an overrun area in the verge will be provided for large HGV vehicles.</p>
4	Two Residents of Upton	<p>We are very concerned that there is no mention of traffic calming on the actual A417 as you approach Upton village from Hagbourne or Blewbury. The main road is already busy and although there are flashing speed restriction signs and white gates, these are ignored by the majority of road users. The road is only going to get busier with all the new developments plus the new access onto the A34 at Chilton.</p> <p>Children have to cross this road to catch school buses from outside the village hall and this is at peak times. It can take ages waiting for a safe time to cross especially at the Chilton Road junction. There is also a blind bend at the junction with Prospect Road which means exiting right onto the A417 is very difficult, especially with the speed of 30mph constantly being ignored. It is not unusual for drivers to be going between 40 and 50mph on this road until they come to the bend. It is equally hard to cross on foot at this point.</p>	<p>These comments are outside the scope of the consultation, but noted.</p>
5	A Resident of Upton	<p>I have no issue with proposal b) or c).</p> <p>I do have issue with proposal a). We already have a restriction coming out of that side of the village and no right turn onto the A417 from the road that passes the Horse and Harrow - the only other access road on this side. How are we supposed to get onto the Wantage road? Go all the way through Didcot, take a</p>	<p>This manoeuvre can be made by use of the proposed new roundabout.</p>



		<p>loop around Chilton?</p> <p>I have never seen this right turn cause issue, so would like to understand a more detailed rationale for why curtailing it is being proposed.</p> <p>I would also like to understand why traffic calming hasn't been considered for Main Street itself. Cars frequently use it like a rat run, completely ignoring the speed restriction and going through at 50mph. If you made that a less attractive route for Didcot then any issue would self - resolve.</p>	<p>Improve safety by preventing vehicle conflict.</p> <p>These comments are outside the scope of the consultation, but noted.</p>
6	A Resident of Upton	<p>I would not support a no right turn from Main Street in West Hagbourne without there first being a roundabout built at the bottom of Hagbourne Hill where traffic could go towards Rowstock.</p> <p>At Harvest time, tractors taking grain to the Grainstore a few hundred yards from the current junction would not be able to access the Grainstore without a roundabout.</p> <p>I have lived in Upton for forty years and don't believe a traffic calming build out is necessary nor desirable on Chilton Road. After all, traffic approaching the A417 down Chilton Road have to stop to negotiate the road junction anyway so their speed is not unduly excessive, even if above the 30 limit.</p> <p>I cannot remember any serious accidents or incidents when entering the village down the hill nor at the junction where (unlike at the poor junction at the bottom of Hagbourne Hill) visibility is excellent and traffic speed is relatively low.</p> <p>Chilton Road residents make an issue of traffic speed, but if traffic calming measures are needed anywhere that must surely be on the A417 at the entry to Upton from the Rowstock direction.</p> <p>I would remind you also that Combine Harvesters travel up Chilton road to gather in the harvests from the fields on their left hand side. It is very narrow at the moment and Combines can only pass with care, that would be impossible with a narrowing of the road.</p> <p>Furthermore, tractors pulling forty foot?</p>	<p>The roundabout will be constructed first.</p> <p>Speeds may not be excessive in relation to the current national speed limit, but proposed build out will be introduced to calm traffic in combination with new 40 mph speed limit. This will make the road environment safer and enhance it for pedestrians/cyclists.</p> <p>Noted</p>

		<p>trailers loaded with bales use this road as they cannot turn left exiting Hagbourne Hill Farm Road as they cannot negotiate the tight left turn to go down Hagbourne Hill. Tractors pulling Grain Trailers use Chilton Hill rather than Hagbourne Hill because the descent gradient is less and it is safer to use that road. They however could probably negotiate a calming measure.</p> <p>Any calming measure at the bottom of Chilton Road would need to take into account the need of the "bales" tractor and trailers to be able to negotiate it. The speed of the traffic on Chilton Road that is going down Hagbourne Hill is sometimes quite quick but it doesn't seem to cause any problems at the junction opposite Hagbourne Hill Farm.</p> <p>Traffic going the other way tends to be slower due to the hill but recent work at that junction seems to have made things better.</p> <p>It wouldn't bother me at all if a 40 mph speed limit was imposed on this road but I doubt it would be enforceable and at the moment there is nowhere for enforcement vehicles to position themselves at the roadside. Perhaps speed cameras would be a more effective way of enforcing speed limits on any entry to the village? If you have not sent already this letter to Hagbourne Farmers, perhaps you could consider doing so as it could be them that are affected most?</p>	<p>Noted</p> <p>Noted</p> <p>Local farmers were included in the scope of the consultation.</p>
7	A Resident of Upton	<p>I would comment as follows: I have lived in Upton For 35 years and 33 years in Didcot. I can see no benefit to the community for any of the proposals. Reducing the speed limit to country roads is not a priority'. The roads included in the proposal do not have bad accident statics or if they do then the lowering of the speed limit to 40 MPH will serve no purpose in this case.</p> <p>If it is not broken then don't fix it.</p> <p>We have 30 mph signs in Upton village - I doubt you could reach 30MPH When driving around the village</p> <p>What would be a benefit to Upton in the</p>	<p>The speed limit proposal is allied to the strategy for the Science Vale network as a whole and reflects the desire for calmer traffic on the local road network.</p>

		<p>light of public safety would be to calming traffic using the A417 through Upton Village. We have a Public House on one side of A417 and the village on the other. I would suggest average speed cameras on this part of the A417</p> <p>Also that Prospect road be blocked off at its exit onto the A417 this is a dangerous area. Also a footpath might be a good idea as pedestrians are at the mercy of vehicles exceeding the speed limit with a blind bend in the middle of the area described.</p> <p>Upton has a large volume of cyclists passing through the village from Didcot using the cycle path/ the old railway line to the Ridgway. I believe this area needs to be looked at way before the Hagbourne Hill Area Proposals.</p>	<p>These comments are outside the scope of the consultation, but noted.</p>
8	A Resident of West Hagbourne	<p>As mentioned in our previous letters we had hoped for safety reasons that Chilton Road would be closed as it would have made exiting Hagbourne Hill Farm much safer . The introduction of a 40mph speed limit is welcomed and just hope drivers adhere to it !!! Hagbourne Hill road is now a much smoother surface and is due to be straightened which will encourage drivers to go faster so one hopes there are measures being taken to deter this . We still have concerns that visibility over the brow of the hill gives little time for braking if cars have stopped to turn right into Chilton Road and accidents could happen as they have in the past. Would it be possible to encourage cars and particularly large lorries to continue down to the roundabout and turn right as it would help the flow of traffic ??</p> <p>The traffic calming build out on Chilton Road when reaching the residential area at Upton is certainly a good idea as cars presently ignore the 30mph limit and are a danger to cyclists and children. We had hoped that the Chilton Road junction with the A417 would be narrowed, again to reduce the speed of cars and to deter huge vehicles from taking a short cut through a residential area. This might also make room for a pedestrian crossing which would provide a safe crossing for children catching the school bus from Upton village. Anything that reduces</p>	<p>Noted</p>

		speed and increases safety has to be a step in the right direction and we look forward to these improvements taking place.	
9	A Resident of Upton	<p>As residents of Chilton Road, Upton we welcome the proposals for traffic calming measures as set out in your letter of 5th June, especially as the original plans to close this road to through traffic were unfortunately dismissed. We are doubtful, however, if the new 40mph speed restriction to be implemented beyond the residential section of Chilton Road in place of the present unrestricted speed limit will be adhered to, as the existing 30mph in the residential section is not, which is largely due to the considerable width of the road at the junction with the A417. We would like to see this narrowed to restrict drivers turning into Chilton Road off the A417 far too fast, cutting off the corners, enabling them to accelerate far beyond the 30mph limit. Even with the proposed chicane in place, this will not stop speeding drivers unless there is also provision for a speed hump. As ours is the last house just before the unrestricted speed limit sign, we, more than most, witness these excessive speeds in both directions on a daily basis.</p> <p>We also feel very strongly that a pedestrian crossing, preferably with traffic lights from a safety point of view, on the A417 between the staggered junctions of Chilton Road and Station Road should be part of the scheme, to slow down traffic and allow safe passage for everyone negotiating this increasingly busy road, where once again the 30mph speed limit is largely ignored, despite the gates and flashing sign on the approach to Upton village.</p>	<p>Noted</p> <p>These comments are outside the scope of the consultation, but noted.</p>
		<p>I would comment as follows:</p> <p>1. Consideration of cyclists on Chilton Road, which is a signed cycleway, is most welcome. The cycle bypass lane for the priority build out is a positive initiative. However, cyclists and motorists will still conflict on this stretch of road which is narrow and has poor sight lines in places. The original plan, to close Chilton Road to</p>	<p>These comments are outside the scope of the consultation, but noted.</p>

10	A Resident of Upton	<p>through motor traffic, was preferable. Absent the closure of Chilton Road to through motor traffic, then a dedicated cycle lane running the length of Chilton Road (on the margin or adjacent to the road) should be provided.</p> <p>2. The intended splitter traffic island at the junction of Chilton Road and the A417 serves no obvious purpose (it doesn't serve pedestrians, for instance) and is aesthetically inappropriate to its location in a small rural village.</p> <p>3. The intended 40mph speed limit, on Hagbourne Hill Road between Chilton and the A417, is not warranted. This section of road has been improved recently, making it more safe for the existing majority of traffic on this road which exceeds 40mph in complete safety where appropriate and slows for hazardous sections (such as the Chilton Road crossroads) where 40mph may still be inappropriately fast. Speed limits should not be employed as a proxy for the reasoned assessment of safe speed by cautious motorists. Where speed limits are artificially low, unreasonably constraining the progress of cautious drivers, they serve only to increase frustration, contention and pollution.</p>	<p>The purpose of the island is to prevent right turning (A417 to Chilton) traffic cutting the corner and to calm traffic.</p> <p>The speed limit proposal is tied into the strategy for the Science Vale network as a whole and reflects the desire for calmer traffic on the local road network.</p>
11	A Resident of Chilton Road Upton	<p>Further to your letter of the 5th of June, we are very much in favour of the proposals with regard to the reduced speed limits and especially the traffic calming measures on Chilton Road, now it is not to be closed to through traffic.</p> <p>As we live on the corner of Chilton Road at the junction with the A417, we would also like to see the entrance to Chilton Road narrowed considerably as this would prevent drivers turning in off the A417 at speed and accelerating through the residential section, well in excess of the 30mph limit.</p> <p>We would also like to see a pedestrian crossing on the A417 between the junctions of Chilton Road and Station Road, which would slow down the majority of drivers ignoring the 30 mph speed limit and make crossing this stretch of road safer for families such as ourselves with</p>	<p>Agreed</p> <p>Agreed - The radius will be tightened, and an overrun area will be provided for large vehicles.</p> <p>These comments are outside the scope of the consultation, but noted.</p>

		young children, the elderly and cyclists using the 544 route.	
12	A Resident of Pound Lane Upton	<p>1. We believe the best solution would be the construction of a roundabout or traffic lights at the A417 intersection with Hagbourne Hill and Main Street. It is a matter of speculation as to how drivers wishing to travel west along the A417 from West Hagbourne will circumvent the proposed No Right Turn restriction. Would they (i) attempt a U-turn on Hagbourne Hill or (ii) travel to Upton entering and exiting the village along Station Road and Prospect Road or (iii) travel to Upton, turn right up Chilton Road and make a dangerous right turn down Hagbourne Hill?</p> <p>2. There is clearly an awareness that Chilton Road is on a cycle route. We therefore suggest Chilton Road should have a 30mph restriction along it's entirety. There should be a designated (two way) separate cycle track. Motorised vehicles should be one way (west bound) only with a No Entry restriction at the junction with Hagbourne Hill, two way traffic being permitted at the village end for residents' access to the A417 only.</p>	<p>This manoeuvre can be made by use of the proposed new roundabout.</p> <p>Noted</p>
13	A Resident of Chilton Road Upton	<p>You may remember that, about a year ago, I was active with proposals to make Chilton Road safe and access to the rest of the village, including the Bus Stop, less hazardous. I now wish to make the following comments for consideration by your colleagues and committees:</p> <p>1) The traffic calmer at the top of Chilton Road will be of some help, but it misses the considerable danger of cars accelerating after turning from the A417 into Chilton Road.</p> <p>I frequently find myself overtaken after taking that turn and trying to turn into our drive. There is a need to slow that traffic just as much as that coming downhill.</p> <p>2) At busy times I find it impossible to cross the A417 to go into the village and to the bus stop. This crossing is not only used by old men like me but also by children going to the playground and school bus. It is unrealistic to assume that</p>	<p>These comments are outside the scope of the consultation, but noted.</p>

		<p>the speed limit is observed during rushhour. A pedestrian crossing in that place is at least as important as the one under construction from the new houses in Hendred to the Bus Stop across the A417.</p> <p>I hope that my comments will be taken sufficiently seriously to result in some suitable action.</p>	
14	A Resident of Main Street West Hagbourne	<p>When I first looked at this scheme I thought It was a joke – a very bad joke. The No right turn restriction proposed is the most stupid, cracked-brain proposal I have ever seen, but it fits in with most of the stupidity becoming the norm now.</p> <p>As for the build-out and gates, this is the most superb way to waste public money – the way Oxfordshire loves. The speed humps do not serve any use, other than to damage car suspension equipment. Another total waste of public money at best damaging at worst.</p>	No comment
15	A Resident of Chilton Road Upton	<p>As a resident of Chilton Road, Upton, we would welcome any traffic restrictions/calming that could make our living environment safer. I am sure you are aware that there are no pavements or street lamps on the road. As a parent of a school girl who catches a school bus from the village bus stop every morning, this is a great concern of mine. The traffic races up and down Chilton Road, with no consideration for pedestrians or cyclists.</p> <p>The proposal for a traffic calming build and a 40mph speed limit on the Chilton Road would be a start. I would also request that a pedestrian crossing be installed at the bottom of Chilton Road to enable residents &amp; cyclists to cross this busy road safely. With the new slip road being introduced on the Chilton interchange, Chilton Road is going to be very busy and increasingly dangerous for pedestrians, cyclists and us poor residents.</p> <p>Your continued consultation with the residents of this area is very much appreciated.</p>	<p>Agreed</p> <p>These comments are outside the scope of the consultation, but noted.</p>
		<p>Island on Chilton Road</p> <p>a. It would be far more preferable if this</p>	

16	Three Residents of the Local Community	<p>allowed a 4m wide gap. A combine is a minimum of 9-10ft wide at the moment, the likelihood is that they will only increase in size. It would be advantageous to have a small width either side for ease of manoeuvrability. I see no reason why the island could not be slightly shallower in its design allowing for say 1m of encroachment in to the other carriageway. The traffic will still have to slow down and give way, it will however still allow wider vehicles to pass.</p> <p>b. As to location it would be better for say a minimum 20m distance from the field gateway you have identified in order that a better turning circle can be achieved if longer vehicles or tractors and trailers are in use when turning left out of the gateway and down into Upton.</p> <p>Chilton Rd / London Rd Junction</p> <p>a. I see no problem with tightening the radius of the junction between the above, this has been discussed before and is unlikely to impact on the vehicle movements my clients will undertake.</p> <p>b. The proposed islands pose a problem for traffic turning out from Chilton Road heading towards Blewbury or turning into Chilton Road from Wantage direction. I would say that both tractors with trailers and articulated lorries will perhaps struggle with turning onto or off the road, exacerbating what is currently a difficult junction for cumbersome traffic due to the high frequency of traffic on London Road.</p> <p>c. I would propose that the radius of the junction is reduced and that the islands are removed.</p>	<p>Agreed – an overrun area to allow for large farmers machinery to pass by the build out, will be provided.</p> <p>Agreed</p> <p>Agreed - The radius will be tightened, and an overrun area will be provided for large vehicles.</p> <p>OCC highways design team will configure an appropriate design to allow for these vehicles.</p>
17	An Anonymous Resident	I approve of these proposals without modification.	Agreed
18	An Anonymous Resident	Given that Chilton Road is not going to be closed to through traffic as first proposed, this is an excellent and much needed measure which I hope will be implemented at the earliest opportunity.	Agreed
19	An Anonymous Resident	<p>a) No right turn should not be implemented before roundabout in place</p> <p>b) Is cycle lane at restriction on safest side? Cyclists leaving Upton have to cross traffic to access lane. Please check with</p>	Agreed



		cycle users.	
20	An Anonymous Resident	The roundabout with a road up to Chilton should have been placed at the end of Main Street thus avoiding the inconvenience to local residents and in particular to two farmers, who will have difficulty in moving heavy loads and equipment between their farms in West Hagbourne and their barns located on the A417.	
22	An Anonymous Resident	I agree that build outs in Chilton Road are necessary but the proposed build out in Chilton Road is more dangerous than doing nothing at all. The singular build out is generally ineffective as they only slow traffic if vehicles are approaching from the other direction. The proposed singular build out will merely move traffic to the wrong side of the road where it will be in a dangerous position and still travelling at a dangerous speed for the 5 properties on the south side of the road that have access within a few metres of your proposed build out. The present proposal is badly located and of the wrong design, please provide a double build out moved farther up the hill.	Agreed that the proposed build out can be situated around 25 – 30 m further west. It is proposed to adopt a 'wait and see' approach to monitor the performance of a single build out before introducing an additional one if required.
23	An Anonymous Resident	I have absolutely no idea what you hope to achieve with the splitter island in Chilton Road, you appear to have totally misunderstood the problem. The need is to deter the very large lorries from using Chilton Road where they are a considerable danger to the cyclist and the local residents and also to slow traffic sweeping at high speed round the over generous bend when leaving the A417. The necessary remedy is to build out the kerb on the south side of the junction making entry into Chilton Road more difficult and hence slowing the traffic down. By all means install the splitter island as well as that would make it much more difficult for the large lorries and would encourage them to go on along the A417 to the roundabout and use Hagbourne Hill.	Agreed – The radius will be tightened, and an overrun area will be provided for large vehicles.

24	An Anonymous Resident	<p>The vast majority, and worst, of traffic collisions at the junction at the bottom of Hagbourne Hill have occurred when vehicles were turning right from the A417 onto the Hagbourne Hill road. This is because of the high speed of vehicles coming along the A417 from Upton and the poor visibility caused by the lighted bollard in the central island.</p> <p>The proposed roundabout would be an improvement generally because it should slow down the traffic approaching from Upton. Therefore, right turns from Main Street should be even safer than they are currently. Also, having to negotiate a 180 turn around the roundabout will be less safe, and especially awkward and dangerous with a long trailer on the back of a tractor or van, for example.</p> <p>None of the current proposals will discourage traffic from using the unclassified road through the conservation area of West Hagbourne as a primary route from Didcot to the A34 - quite the reverse in fact.</p>	<p>Agreed</p> <p>Roundabout will be constructed to comply with highway design guidelines with no departures/ relaxations from standards. Any minor increase in risk will be offset by gain elsewhere.</p>
25	An Upton Resident	<p>Any traffic calming measures around Upton can only be a good thing however these do not mitigate the difficulties crossing from Chilton Road down to the REC where she catches a bus every day.</p>	Agreed
		<p>A priority build out on Chilton Road It is proposed to introduce priority working, in favour of vehicles leaving Upton, on Chilton Road at the village limit (30 mph speed limit). The proposals are shown on drawing S-5129022 - FEA- 000 - 074.</p> <p>We live in (<del>deleted</del>), one of 3 properties down a track off Chilton Road right on the edge of the village. This track is just visible on drawing S-5129022 - FEA – 000 – 074 (bottom right).</p> <p>Point 1: When accessing Chilton Road from the track we have to pull quite far forward to have enough visibility to drive out onto Chilton Road. This can cause drivers travelling in the direction of Chilton to swerve slightly to the right into the</p>	<p>Agreed that the proposed build out can be situated around 20 – 25 m further west. It is proposed to adopt a 'wait and see' approach to monitor the performance of a single build out before introducing an additional</p>

26	An Upton Resident	<p>centre of the road. The likelihood of an accident in this location would be increased by the proposed traffic island which will force cars driving into Upton to travel on the right hand lane.</p> <p>Proposal: A chicane with staggered islands on both sides of the road would be a better solution – the island closest to Upton Village should be on the right hand side of the road thus ensuring that cars entering the village are definitely forced back onto the correct side of the road before entering the village. The proposed solution is similar to the chicane at the village edge in Steventon on the road to East Hanney.</p> <p>Point 2. We have children who walk to catch a school bus (from the bus stop on Station Road, at the gated entrance to the Village Hall). Our children walk from our home, down the length of Chilton Road and cross the busy A417 to get to the bus stop, they walk the reverse route back home in the evening. During the winter this walk may be in the dark, at both ends of the day. This is an issue for both children and elderly people living in Chilton Road. The proposed changes to Chilton Road and the A417 do not address the need to make this safe for residents. If traffic is to increase on the A417, which it surely will with the developments proposed in the area, it is essential that people's safety is paramount. We do not want an accident to happen before better safety is considered.</p> <p>Proposal: To extend the pavement on the south side of Chilton Road to all properties on the south side of the road. To add a zebra crossing to the A417.</p>	<p>one if required.</p> <p>These comments are outside the scope of the consultation, but noted.</p>
27	A Resident of the Area	<p>I appreciate that the current consultation is looking at speed restrictions around the Hagbourne Hill and Chilton areas but my request is to expand any speed restrictions and traffic calming measures to look at Rowstock as well. The current speed of traffic leaving the Harwell campus area on the A4185 towards Rowstock, and from Rowstock to the Harwell campus, is excessive and will cause a really bad accident soon if not dealt with. The road needs to adopt a 30</p>	<p>These comments are outside the scope of the consultation, but noted.</p>

		<p>mph speed limit and traffic calming measures in the respective village areas and a maximum 40mph speed in between these areas.</p> <p>The 30mph speed zone in Rowstock also needs to be extended to cover the area of the road going past my property whereas at the moment the 30mph zone starts and stops some 200 yards from my property.</p>	
28a	An Upton Resident	<p>The proposed priority build out on Chilton Road is a much needed feature and I fully support it.</p> <p>The use of a splitter island at the junction of Chilton Road and the A417, however, will NOT address the concern of residents which is the speed at which traffic travelling NW (from Blewbury) can turn into Chilton Road given the unnecessarily wide radius which exists.</p> <p>The suggested island and signage are completely incongruous in this rural environment and will give the impression that Chilton Road is a substantial road actively encouraging greater speeds.</p> <p>There is no need for a pedestrian refuge here and a far better solution would be to tighten the radius of the existing kerblin. This could be done to both carriageways at the junction of Chilton Road with the A417 at relatively low cost but significant advantage as the visual cues a narrowed junction would give to motorists will be significant.</p>	Agreed
		<p>Yes, I object to the proposed splitter island as do other residents. Following a meeting yesterday evening I believe the Parish Council will be registering their objections too.</p> <p>A review of existing arrangements at the junction of Chilton Road was requested by residents and the Parish Council because we all have concerns about the speed with which A417 traffic from the Blewbury</p>	

28b	An Upton Resident (further correspondence from respondent above)	<p>direction can negotiate the very easy radius which exists and continue at speed up Chilton Road.</p> <p>As I have explained the width of the bellmouth is huge, way in excess of any other junction width in the village. It is not necessary for the swept path to be as generous as it is for farmers or any other larger vehicle and importantly we are trying to discourage anything but local traffic from utilising Chilton Road, preferring it instead to use Hagbourne Hill.</p> <p>The problem you have described (vehicles turning right into Chilton Road cutting across the path of traffic leaving Chilton Road) does not exist. Not every junction requires a splitter island and there is a strong feeling against this proposal in the village as it will urbanise the junction, imply large vehicle are welcomed and fail to address the primary concern, that of vehicles travelling towards Wantage entering Chilton road at speed.</p> <p>A simple tightening of the radius (or radii to maintain symmetry) would help ease all these concerns at a stroke – it would not prevent farm vehicles from entering Chilton Road, it would slow traffic down at the point of entry and it would avoid the unnecessary introduction of urban street furniture and signage as has been suggested.</p> <p>I hope this clarifies my view.</p>	Agreed - The radius will be tightened, and an overrun area will be provided for large vehicles.
29	A Resident	<p>The "no right turn proposal" on A417 at West Hagbourne from Main Street should not be made until the new roundabout has been built and is in operation. Until that happens there is no merit in the proposal.</p> <p>The traffic calming on the Chilton road is a poor second best to the original proposal, the dropping of which seems to have no solid basis.</p> <p>The speed limit proposals seem to be pointless. There would be some small merit in a 50mph on Hagbourne Hill but, in practice the nature of the road sets the limits at different levels along its length. On which point why was part of the said</p>	Agreed

		road left unaltered and not resurfaced when the works were carried out earlier in the year?	
30	A Resident	<p>While I agree with the proposed 40mph limits and "no right turn" at the Junction of Main Street, West Hagbourne and the A417, you have omitted to take into consideration the need for concurrent traffic calming in Main Street West Hagbourne which remains an ongoing issue. As you know, this is an unclassified road with several right angled bends and 1 significant pinch point which is used as a rush hour rat run to avoid Milton interchange and Rowstock congestion to reach the A34 south and the Science Park at Harwell. Great Western park traffic is adding to the daily volume of through traffic and measures are badly needed to calm this traffic as at times it becomes unsafe for pedestrians and many drivers tend to pull out before entering right angled bends without regard to oncoming traffic. Driving behaviour needs modifying urgently, plus in the longer term, the village needs to be bypassed altogether as Main Street is inadequate to bear current and future likely traffic volumes.</p>	These comments are outside the scope of the consultation, but noted.
31	An Upton Resident	<p>The speed restrictions and chicane on Chilton road are very helpful, however, the traffic island at the bottom of Chilton road at the junction of the A417 will not slow down traffic as it enters Chilton road. A narrowing of the entrance to the road is needed.</p>	Agreed
32	A Coscote Resident	<p>This change will be very inconvenient for residents of Coscote and West Hagbourne who wish to drive to Rowstock and Wantage. If the intention is that the alternative is to U-turn at the Hagbourne Hill roundabout can we be reassured that the roundabout will be large enough to enable this to be done safely in a single turn.</p> <p>Please note also that many large vehicles will also need to be able to turn.</p>	The roundabout will be large enough to make this manoeuvre.
		I am not in favour of the no right turn--I am a farmer and regularly have to turn right	The roundabout will be constructed to current

33	A West – Hagbourne Resident	up to my grain store with large trailers. I feel that going all the way round the roundabout will be dangerous. My views are shared by Mr (deleted) from (deleted) Farm West Hagbourne.	design guidelines, without any departure. This manoeuvre is considered low risk. Warning signs will be provided.
34	A Resident	<p>Please register my following comments for the Hagbourne Hill consultation :</p> <p>I note that the plan shows a new speed limit of 40mph.</p> <p>I wonder why this is as the current limit is 60 and the road is being improved and straightened in places so why do you consider a new lower limit is needed when the road has been improved and is therefore safer than before?</p> <p>In the attempts to sanitise the roads in Oxfordshire by introducing lower speed limits sometimes a new limit is introduced that is not correct and is too low for the road or its situation. What happens then is that motorists simply ignore it regarding the limit as an example of the authorities being anti-motorist and out of touch by introducing a limit which is so obviously not appropriate.</p> <p>So please think again about this 40 limit on a rural road with no houses and make it one that local motorists might vote for in the unlikely event that this were ever possible.</p> <p>What the Didcot area with all its expansion needs is a better road infrastructure, i.e. more new roads to cope with the vastly increased traffic volumes both in and around the town. And these should be planned with input from local users rather than, as with the current arrangement with your agents Atkins whose employees do not live in the area and therefore cannot have a clear vision of what is really needed.</p>	Proposed speed limit reflects local and OCC priorities for calmer traffic due to SVUK proposals.

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