



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

Thursday, 29 June 2017 at 10.00 am

Rooms 1&2 - County Hall, New Road, Oxford OX1 1ND

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 7 July 2017 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".

Peter G. Clark
Chief Executive

June 2017

Committee Officer: **Graham Warrington**
Tel: 07393 001211; E-Mail:
graham.warrington@oxfordshire.gov.uk

Note: Date of next meeting: 20 July 2017

If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.

Items for Decision

1. **Declarations of Interest**
2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. **Petitions and Public Address**
4. **Proposed Speed Limit Reduction on A423 Oxford Southern Bypass and Adjacent Roads** (Pages 1 - 6)

Forward Plan Ref: 2017/036

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: (01865) 815942

Report by Director for Infrastructure Delivery (**CMDE4**).

The report presents responses received in the course of a statutory consultation on a proposal to introduce a 50mph speed limit on the A423 Oxford Southern Bypass, and 30mph speed limits on roads linking the bypass to Kennington and Oxford.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposal for a 50mph speed limit on the A423 Oxford Southern bypass as advertised, but with a further consultation being carried out on revised proposals for the linking roads as set out in paragraph 10 of the report CMDE4.

5. Proposed 50mph Speed Limit - A41 Bicester - Blackthorn (Pages 7 - 12)

Forward Plan Ref: 2017/019

Contact: David Tole, Area Steward & Traffic Safety Manager Tel: (01865) 815942

Report by Director for Infrastructure Delivery (**CMDE5**).

The report presents responses received in the course of a statutory consultation on a proposal for the introduction of a 50mph speed limit on the A41 between (and including) its roundabout junction with the A4421 Bicester Eastern perimeter road and the existing 50mph speed limit by the Blackthorn rail bridge.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

6. Proposed 30mph Speed Limit - Foxcombe Road, Sunningwell and Wootton (Pages 13 - 18)

Forward Plan Ref: 2017/027

Contact: David Tole, Area Steward and Traffic Safety Manager Tel: (01865)

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents responses received in the course of a statutory consultation on a proposal to introduce a 30mph speed limit on Foxcombe Road, mainly within Sunningwell parish but including also a short length of the road within Wootton parish, in place of the existing 40mph speed limit.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposal as advertised.

7. Proposed Extension of 30mph Speed Limit , Bus stop Clearways and Road Narrowing - A415 Witney Road & Oxford Road, Kingston Bagpuize (Pages 19 - 26)

Forward Plan Ref: 2017/050

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: (01865) 815942

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received in the course of a statutory consultation on a proposal for the extension of the 30mph speed limit on the A415 Witney Road at the north end of Kingston Bagpuize, the introduction of two bus-stops (and associated clearways) on Witney Road, and the proposals to narrow a section of Oxford Road.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

8. Proposed 30mph Speed Limit and Puffin Crossing - A417 East Hendred (Pages 27 - 36)

Forward Plan Ref: 2017/045

Contact: David Tole, Traffic Safety & Area Steward Manager Tel: (01865) 815942

Report by Director for Infrastructure Delivery (**CMDE8**).

The report presents responses received in the course of a statutory consultation on a proposal for the introduction of a 30mph speed limit and a 'puffin' signalled crossing on the A417 at East Hendred.

The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.

Division(s): Berinsfield and Garsington; Isis; Kennington and Radley

CABINET MEMBER FOR ENVIRONMENT – 29 JUNE 2017

PROPOSED SPEED LIMIT REDUCTIONS ON A423 OXFORD SOUTHERN BYPASS AND ADJACENT ROADS

Report by Strategic Director, Communities

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to introduce a 50mph speed limit on the A423 Oxford Southern Bypass, and 30mph speed limits on roads linking the bypass to Kennington and Oxford.

Background

2. The above speed limit changes have been proposed following consideration of the post completion road safety audit of the major improvement scheme at the A423 Kennington roundabout completed in late 2014. In considering the extent of the proposal, account was taken of the existing 50mph speed limit on the adjacent A423 Heyford Hill roundabout, and the existing 30mph limit at Kennington and on the Old Abingdon Road in Oxford. A plan of the proposal is shown at Annex 1.

Consultation

3. The formal consultation on the proposal was carried out between 30 March and 28 April 2017. A public notice was placed in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire & the Vale of White Horse District Councils, Oxford City Council, Kennington, South Hinksey, Sandford, Littlemore & Sunningwell Parish Councils and the local County Councillors.
4. Four responses were received. These are summarised at Annex 2. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police have not objected to the proposed 50mph speed limit on the A423 Southern Bypass, providing the necessary speed data fully supports the proposal. They did, however, raise an objection to the proposed 30mph on the roads linking the bypass to Kennington and Oxford, taking account of the character of these roads which have no or minimal road-side development, and which, therefore, they do not consider would be perceived

by drivers as suitable for a 30mph limit, with the consequent risk of there being high levels of non-compliance. Additionally the police response noted the low number of reported injury accidents on these roads (3 slight injury accidents have been recorded in the most recent 5-year period for which data is available), which in their opinion also reduced the case for a speed limit reduction.

6. The proposals were supported by an elected member of the Vale of the White Horse District Council for this area and also by a member of the public, who also requested that consideration be given to extending the existing 50mph speed limit on the A34 at Botley southwards to include the Hinksey hill interchange.

Review of responses

7. The response of Thames Valley Police is noted and it is accepted in respect of their objection to the proposed 30mph speed limit on the linking roads to the southern bypass that the level of road-side development is low.
8. Alternatives to the current proposals that would help address this objection would be to extend the proposed 50mph speed limit into the linking roads to meet the current 30mph speed limits, or to introduce a 40mph limit on these roads (the latter would only be appropriate for the roads to the north of the A423, given the very short length of the link road between the westbound A423 and the existing 30mph terminal signs).
9. Both of the above would also have the advantage of retaining the existing 30mph terminal sign locations which arguably would have a stronger benefit in terms of reminding drivers to reduce speeds on the entry to the built up areas, noting that as the linking roads have street lighting, it would not be possible to provide 30mph repeater signs if a 30mph limit was approved.
10. It is therefore recommended that the proposed 50mph speed limit on the A423 Oxford Southern bypass is approved, but with a further consultation being carried out on:
 - a) Extending the proposed 50mph limit into the link road to/from the westbound A423 carriageway to meet the existing 30mph limit (**A** on plan at Annex 1)
 - b) Introducing a 40mph speed limit on the linking roads (including the north end of Kennington Road) to/from the eastbound A423 carriageway (**B** on plan at Annex 1)

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. Funding for the speed limit changes is available from the residual budget for the major improvement scheme at the A423 Kennington roundabout.

RECOMMENDATION

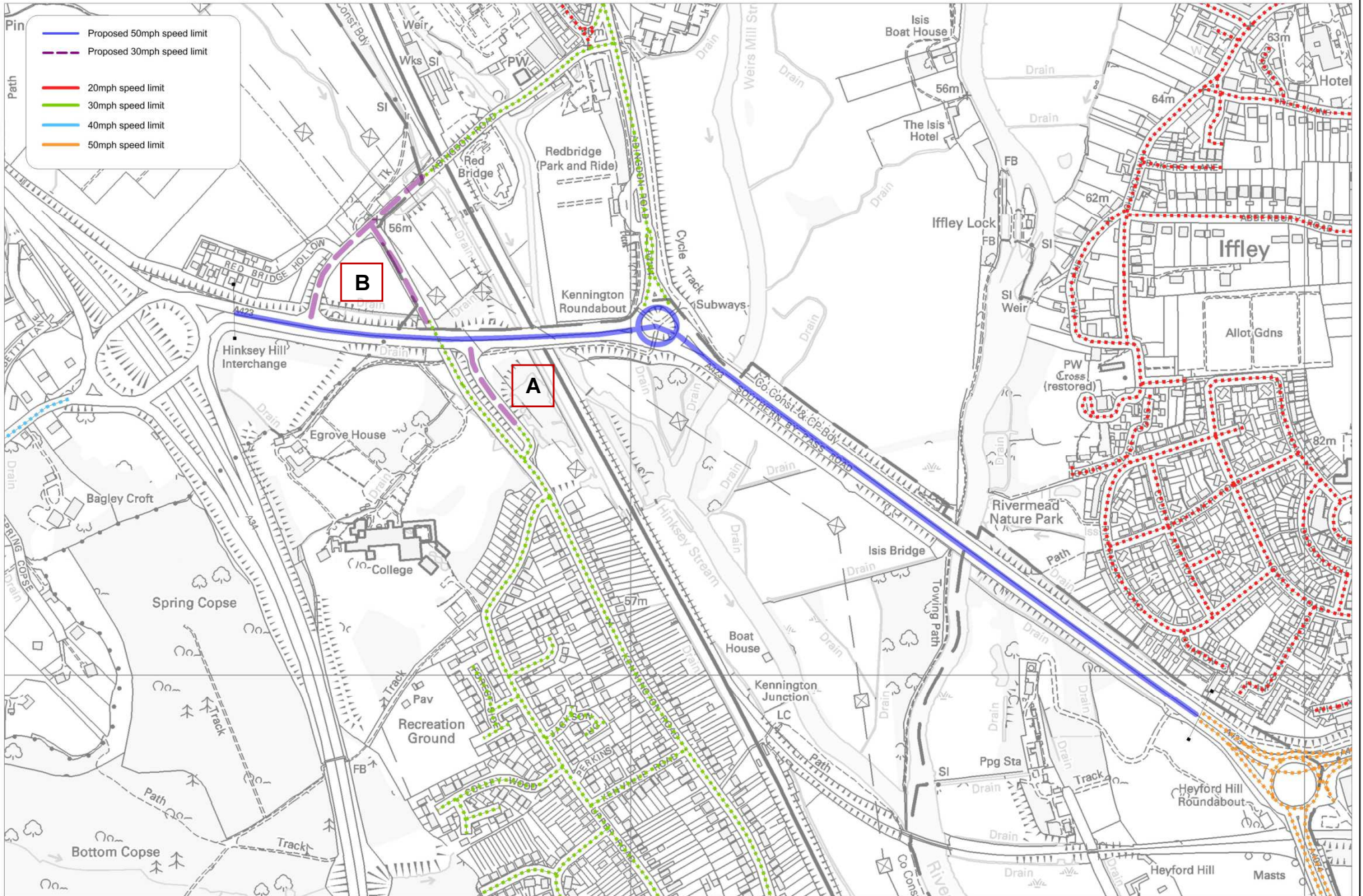
13. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal for a 50mph speed limit on the A423 Oxford Southern bypass as advertised, but with a further consultation being carried out on revised proposals for the linking roads as set out in paragraph 10 of this report.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

June 2017



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p><u>Proposed 50mph (A423 Southern Bypass)</u> – No objection – this will make it consistent with most of the other roads that form part of the Oxford City ring road, providing the necessary speed data has already been gathered and that data fully supports this proposal.</p> <p><u>Proposed 30mph (linking Roads)</u> – Object - having taken into account: collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p>
(2) Vale of White Horse District Councillor	Support - <i>No response.</i>
(3) Vale of White Horse District Council Planning	No objection.
(4) Online response	Support - I would also like to see the speed limit reduced to 50 mph on the A34 between just south of Botley (where the 50mph limit stops going south) and the Hinksey interchange. I guess this is not under County control but any pressure you can bring to bear on Highways England would be welcome.

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Division(s): Otmoor; Ploughley

CABINET MEMBER FOR ENVIRONMENT – 29 JUNE 2017

PROPOSED 50MPH SPEED LIMIT – A41 BICESTER - BLACKTHORN

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal for the introduction of a 50mph speed limit on the A41 between (and including) its roundabout junction with the A4421 Bicester Eastern perimeter road and the existing 50mph speed limit by the Blackthorn rail bridge.

Background

2. The above speed limit change was proposed by developers as part of works to create a new access for a commercial development on the north side of the A41 east of the junction with the Ploughley Road. In considering the extent of the proposal, account was taken of the existing 50mph speed limit on the A41 in the vicinity of the Blackthorn railway bridge, and the alignment and other junctions in the vicinity. A plan of the proposal is shown at Annex 1.

Consultation

3. The formal consultation on the proposal was carried out between 30 March and 28 April 2017. A public notice was placed in the Bicester Advertiser newspaper and sent to statutory consultees, including; Thames Valley Police, Fire & Rescue Service, Ambulance service, Cherwell District, Bicester Town Council and Ambrosden, Merton & Piddington Parish Councils, and the local County Councillor.
4. Four responses were received. These are summarised at Annex 2. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police have not objected to the proposals, taking account of the character of the road and its collision history (excluding the roundabout junction of the A41 with the A4421 – where, in addition to the proposed speed limit, a major improvement is being funded by other adjacent development – a total of 19 injury accidents have been reported in the most recent 5-year period available along the length where the 50mph speed limit is proposed).
6. Two objections were received from members of the public. One was on the grounds that imposing a 50mph speed limit would place an unnecessary restriction on drivers, with 60mph being a safe speed for the road and noting

that any safety concerns arising from the proposed new junction should be addressed by the junction being designed to an appropriate standard to remove such risks, rather than by reducing the speed limit over a distance of approximately two miles. The other objection was on the grounds that speeds are already often constrained by the heavy traffic flows and that therefore a 50mph speed limit was unnecessary.

7. Cherwell District Council support the proposal.

Review of responses

8. The response of Thames Valley Police is noted, together with the support registered by Cherwell District Council.
9. The objection from the member of the public that the speed limit is unnecessary is noted, and while accepting that the creation of the new junction itself is not sufficient grounds for considering a reduction in the speed limit, the Department for Transport (DfT) guidelines on setting local speed limits state that for lower quality A and B roads with frequent junctions, accesses or bends – as is the case for this part of the A41 – a 50mph speed limit is appropriate, with the national speed limit of 60mph being reserved for high quality strategic roads with few such hazards. The proposed reduction in speed limit will therefore benefit the existing traffic and that generated by the new development along the route as a whole.
10. In respect of the objection that the speed limit is unnecessary due to frequent congestion, it is accepted that while this is true at peak times, traffic is usually free flowing outside these times.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. Funding for the speed limit extension has been provided by the developer of land adjacent to the A41 at Ambrosden

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised**

CMDE5

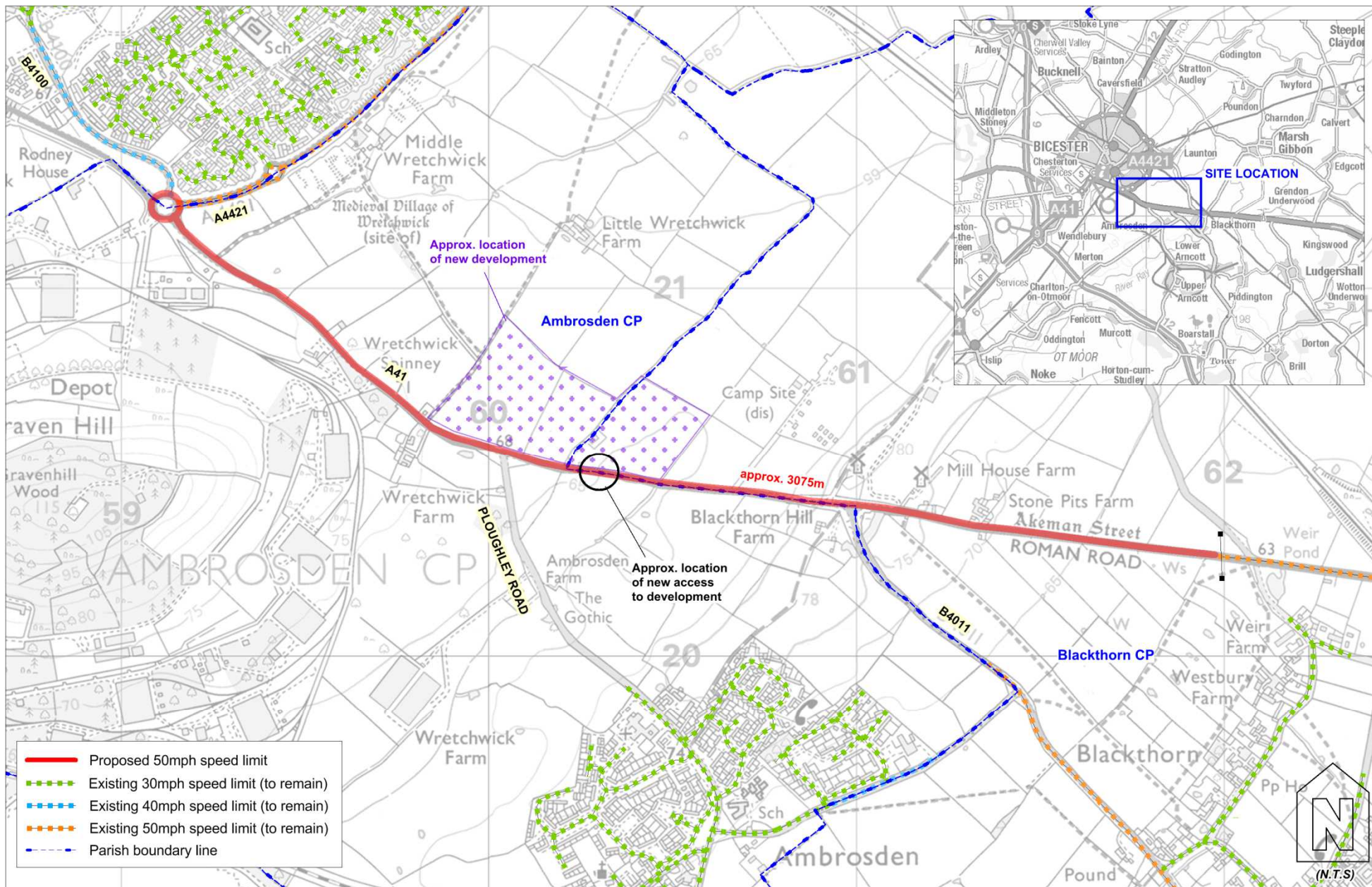
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
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Contact Officers: Anthony Kirkwood 07392 318871

June 2017

OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



- Proposed 50mph speed limit
- - - Existing 30mph speed limit (to remain)
- - - Existing 40mph speed limit (to remain)
- - - Existing 50mph speed limit (to remain)
- - - Parish boundary line

Page 10

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection.
(2) Cherwell District Council	Support - In summary, Cherwell District Council welcomes the proposals as a step towards addressing accessibility issues, congestion and improving the safety of the A41. However, some of the options identified in the emerging Bicester Masterplan will require further investigation and development.
(3) Resident, (Titchener Close, Bicester)	<p>Object - The 2-mile section of the A41 covered by this proposal is a wide trunk road with good sightlines and currently the subject of a NSL restriction.</p> <p>The road includes protected right-turn ghost islands at the junctions with the entrance to the Graven Hill site, with Ploughley Road and with the B4011. The absence of speed-related accidents at all of these junctions over a long period is ample evidence that the combination of the road width and good sightlines allows road traffic to proceed at speeds of up to 60mph without undue risk. Furthermore, the alignment and engineering of existing junctions is such that potential hazards are easily detected by users of the road who self-evidently take appropriate mitigating action when required.</p> <p>The presence of a single additional junction for the new commercial facility does not sufficiently change the character of a 2-mile section of road such that it warrants a reduction in the speed limit to 50mph, and any safety concerns relating to this junction should be addressed by appropriate improvements to the design of this junction. Taking account of the character of the road, a 50mph limit on this 2-mile section of the A41 will have no effect on road safety but will instead criminalise the reasonable actions of safe and competent drivers and place an additional enforcement burden on the Police, where none currently exists or is required.</p>
(4) Resident, (Woodpiece Road, Upper Arncott)	Object - The speed limit change is pointless. The traffic on that road at peak times crawls as it is. The ridiculous warehouses being put there will simply make a bad situation worse.

CMDE5

Division(s): Kennington and Radley

CABINET MEMBER FOR ENVIRONMENT – 29 JUNE 2017

PROPOSED 30MPH SPEED LIMIT FOXCOMBE ROAD SUNNINGWELL AND WOOTTON

Report by Strategic Director, Communities

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to introduce a 30mph speed limit on Foxcombe Road, mainly within Sunningwell parish but including also a short length of the road within Wootton parish, in place of the existing 40mph speed limit.

Background

2. The above speed limit change has been requested by Sunningwell Parish Council in response to concerns over the dangers and disturbance caused by speeding traffic on Foxcombe Road. If approved, the full costs of implementing the requested change would be met by Sunningwell Parish Council. A plan of the proposal is shown at Annex 1, which as can be seen also includes reducing the speed limit from 40mph to 30mph on parts of Berkeley Road and Bayworth Lane as shown, to avoid having very short lengths of 40mph limits on these roads.

Consultation

3. The formal consultation on the proposal was carried out between 30 March and 28 April 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire & the Vale of White Horse District Councils, Oxford City Council, Kennington, South Hinksey, Sandford, Littlemore, Sunningwell and Wootton Parish Councils and local County Councillors.
4. Five responses were received as summarised at Annex 2. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police objected to the proposal on the grounds that taking account of the character of the road, the limited reported accident history, and the observed speeds, the current 40mph speed limit was appropriate and that the proposed 30mph speed limit would be unrealistically low.

6. An elected member of the Vale of White Horse District Council representing this area also objected, on the grounds that if the proposal was approved, the speed limit changes on Fox Lane, Foxcombe Road and Hinksey Hill would be confusing, with (starting from the junction of Fox Lane) with the B4017 Lamborough Hill) a 40mph limit, a short section of national speed limit, then the 30mph speed limit as currently proposed, with then a 40mph limit through to the junction of Hinksey Hill with the A34/A423 Hinksey Hill interchange. The view was expressed that a 30mph speed limit on the entire route would be best, or alternatively a 40mph limit.
7. Officers from the Vale of the White Horse District Council planning department have not objected.
8. Two responses were received from members of the public supporting the proposed 30mph speed limit, but also requesting that this should be extended to the north east to include the remainder of Foxcombe Road to its junction with Hinksey Hill, and also Hinksey Hill, to its junction with the A34/A423 Hinksey Hill interchange, noting that there were a significant number of residential properties with accesses onto the road.

Review of responses

9. The response of Thames Valley Police is noted, and it is accepted that the current traffic speeds (which will to a significant extent reflect the perceptions of drivers as to the character of the road) are arguably more consistent with the 40mph speed limit than the proposed 30mph limit, and also that the reported accident history is modest, with only one slight injury accident recorded in the latest 5-years for which such data is available.
10. The response from the member of the Vale of the White Horse District Council is also noted, and it is also accepted that multiple changes in speed limit on a route can be confusing for drivers.
11. The expressions of support from two members of the public for the proposal but also requesting that the 30mph speed limit should also apply to the A34/A423 Hinksey Hill interchange are noted, and it is agreed that there are a significant number of residential premises adjacent to the length of Foxcombe Road east of the proposed 30mph speed limit, and on Hinksey Hill.

Criteria for setting local speed limits and their application to this proposal

12. The current speed limits reflect the outcome of extensive local consultation carried out in 2000 as part of a village speed limit project covering the whole county, although there was a subsequent amendment in 2014 when a short length of national speed limit north west of the Red Copse Lane junction was reduced to 40 mph.
13. In considering requests for speed limit changes, officers apply the guidance issued by the Department for Transport (DfT) on setting local speed limits (DfT Circular 1/2013). This guidance, in respect of more rural areas such as is

the case here recommends that 30mph speeds are generally appropriate in village settings where there are a minimum of 20 properties over a 600 metre length, with 40 mph speed limits being potentially appropriate where there is a lower level of development.

14. As Annex 1 shows, there is, over much of the length of the proposed 30mph speed limit, a level of road-side development that meets or exceeds the suggested 20 houses over a 600 metre length (although there is a gap in the development to the north east of the Berkeley Road junction) – although not forming part of the current proposals and therefore not shown at Annex 1, the same applies on Hinksey Hill and the north eastern part of Foxcombe Road.
15. However, it is also the case that the development does not present a very obvious ‘village’ character, with the housing being largely quite well set back from the road, and mostly being screened by high hedging or fencing, and it is accepted that the police observations of driver perception of the environment would likely - were the proposal to be approved – result in significant non-compliance with a 30mph speed limit, thereby resulting in ongoing requests for speed enforcement which would unlikely be able to be met given the already significant pressure on police resources.
16. Sunningwell Parish Council have been made fully aware of the above, and given that the proposal if approved would be funded by the council, and that the majority of the length of the proposed 30mph limit does nevertheless technically comply with DfT guidance, there would appear to be a case for its approval, notwithstanding the police objection, or the objection of the local Vale of the White Horse District councillor, noting that the proposal would result in a further speed limit change, but also that in respect of the request for a continuous 30mph speed limit, this would clearly not comply with the DfT guidance.
17. Should the proposal be approved, it is recommended that further speed surveys are carried out to assess its effect not only on the length where the speed limit is reduced, but also on the length of Foxcombe Road to the north east of the proposed change, and also Hinksey Hill, noting that in informal discussions with members of South Hinksey Parish Council (who are supportive of the proposal but have also asked for it to be extended to the Hinksey Hill interchange), some concerns were raised that drivers may increase speeds on these roads, having travelled at a lower speed on the 30mph section.
18. Given that – other than for the current proposal - there is no funding for any of the other speed limit changes requested in response to this consultation, no further action other than the above speed monitoring is considered possible at present.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

20. The full costs of the speed limit change if approved would be met by Sunningwell Parish Council.

RECOMMENDATION

21. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal as advertised**

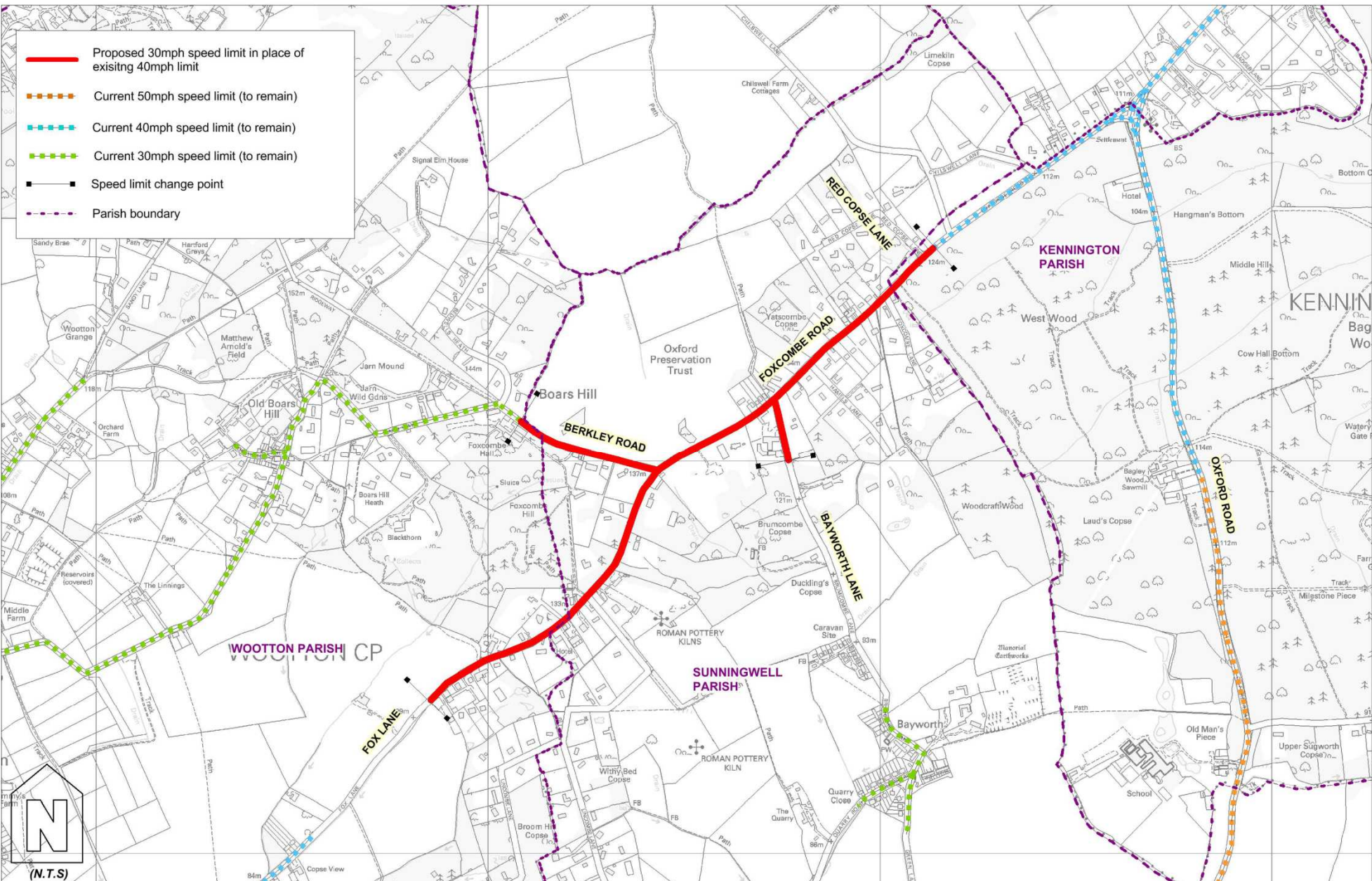
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

June 2017



Page 17

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Date drawn: 24/02/2017
 Drawn by: CJM

Map centre:
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RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	Object – having taken into account: collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.
(2) Vale of White Horse District Councillor	Object - support a consistent speed limit over the boundary between Boars Hill and Hinksey Hill. 30mph would be best, but 40mph everywhere is better than 40mph, national speed limit, the proposed 30mph speed limit and then 40mph again as one drives towards Hinksey Hill.
(3) Vale of White Horse District Council Planning	No objection.
(4) Online response	Support - It would seem sensible to have a 30mph limit right from the top of Boars Hill and all the way down Hinksey Hill (the latter at present being 40mph). This would be more consistent than leaving the Hinksey Hill stretch at 40mph. Could this be added in? I suspect that traffic surveys have been done on Hinksey Hill in the not too recent past when the 40mph was adopted.
(5) Online response	Support - Please consider making all of Hinksey Hill (from the roundabout to Foxcombe lane) 30mph too. This is a residential area and children and elderly residents frequently cross the road to use the bus stops etc. Cars using it as a cut through off the ring road regularly drive at high speed along this road, and traffic calming measures and/or a reduced speed limit would greatly enhance the safety of the residents of this road.

Division(s): Kingston and Cumnor

CABINET MEMBER FOR ENVIRONMENT – 29 JUNE 2017

PROPOSED EXTENSION OF 30MPH SPEED LIMIT, BUS STOP CLEARWAYS & ROAD NARROWING– A415 WITNEY ROAD & OXFORD ROAD, KINGSTON BAGPUIZE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal for the extension of the 30mph speed limit on the A415 Witney Road at the north end of Kingston Bagpuize, the introduction of two bus-stops (and associated clearways) on Witney Road, and the proposals to narrow a section of Oxford Road.

Background

2. The above proposals are being proposed in conjunction with a residential development on the east side of the A415. A plan of the Witney Road proposals is shown at Annex 1, and Annex 2 shows the Oxford Road proposals.

Consultation

3. The formal consultation on the proposal was carried out between 27 April and 19 May 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Kingston Bagpuize with Southmoor, Longworth and Fyfield & Tubney Parish Councils, and the local County Councillor.
4. Four responses were received. These are summarised at Annex 3. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police have not objected to any of the proposals.
6. One objection was received from the Parish Council in response to the proposed speed limit change and one objection from a local resident in respect of the proposed bus stops & associated bus stop clearway on Witney Road, and the proposed carriageway narrowing on Oxford Road. Additionally, a further response from a member of the public was received, registering no objection to any of the proposals, but also referring to concerns previously raised with the parish council, but with no details of the latter supplied.

Review of responses

7. The response of Thames Valley Police expressing no objections to any of the proposals is noted.
8. The objection from Kingston Bagpuize Parish Council is noted, but the guidance issued by the Department for Transport on setting local speed limits recommends that at roundabouts where different speed limits apply on different approaches, the speed limit on the roundabout itself should be set at the limit that applies on majority of the approaches, which in this case is the national speed limit.
9. The objection from the member of the public in relation to the proposed bus stops and bus stop clearways is noted, but in respect of the concern on the potential hazard caused by Swindon bound buses turning left off the A420 and then stopping, the proposed bus stop is in a new layby, the design of which should allow this movement to be made by buses without having to slow unduly while on the main carriageway of the A415. A new bus stop for the Oxford bound buses will be sited as shown at Annex 1, with both stops being funded by the developer.
10. The same respondent also expressed an objection to the proposed narrowing of the carriageway on Oxford Road, but as shown at Annex 2 the reason for the proposed narrowing is to provide a footway on the north side of Oxford Road that will provide a continuous safe link for pedestrians from the Oxford Close junction westwards to the existing footway at the west end of Oxford Road.
11. The other concerns noted by the respondent are noted but are not considered to be material to the proposals as advertised.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the extension of the speed limit, the bus stops and the narrowing of Oxford Road to provide the footway has been provided by the developer of land adjacent to the A415.

RECOMMENDATION

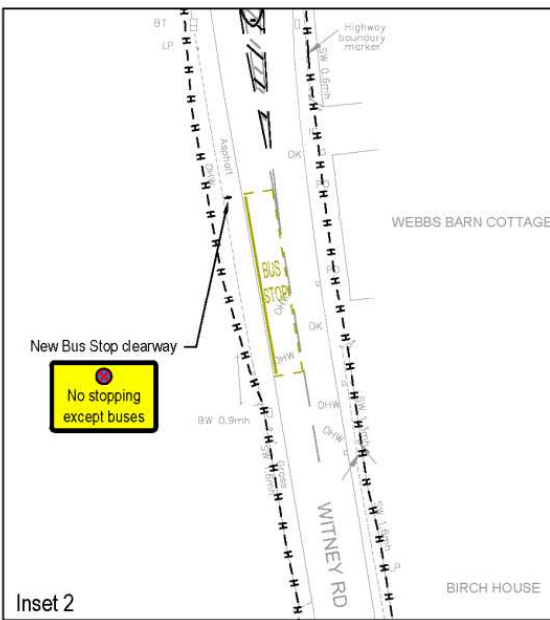
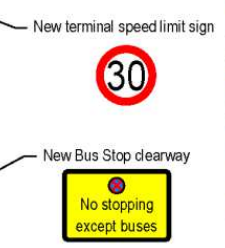
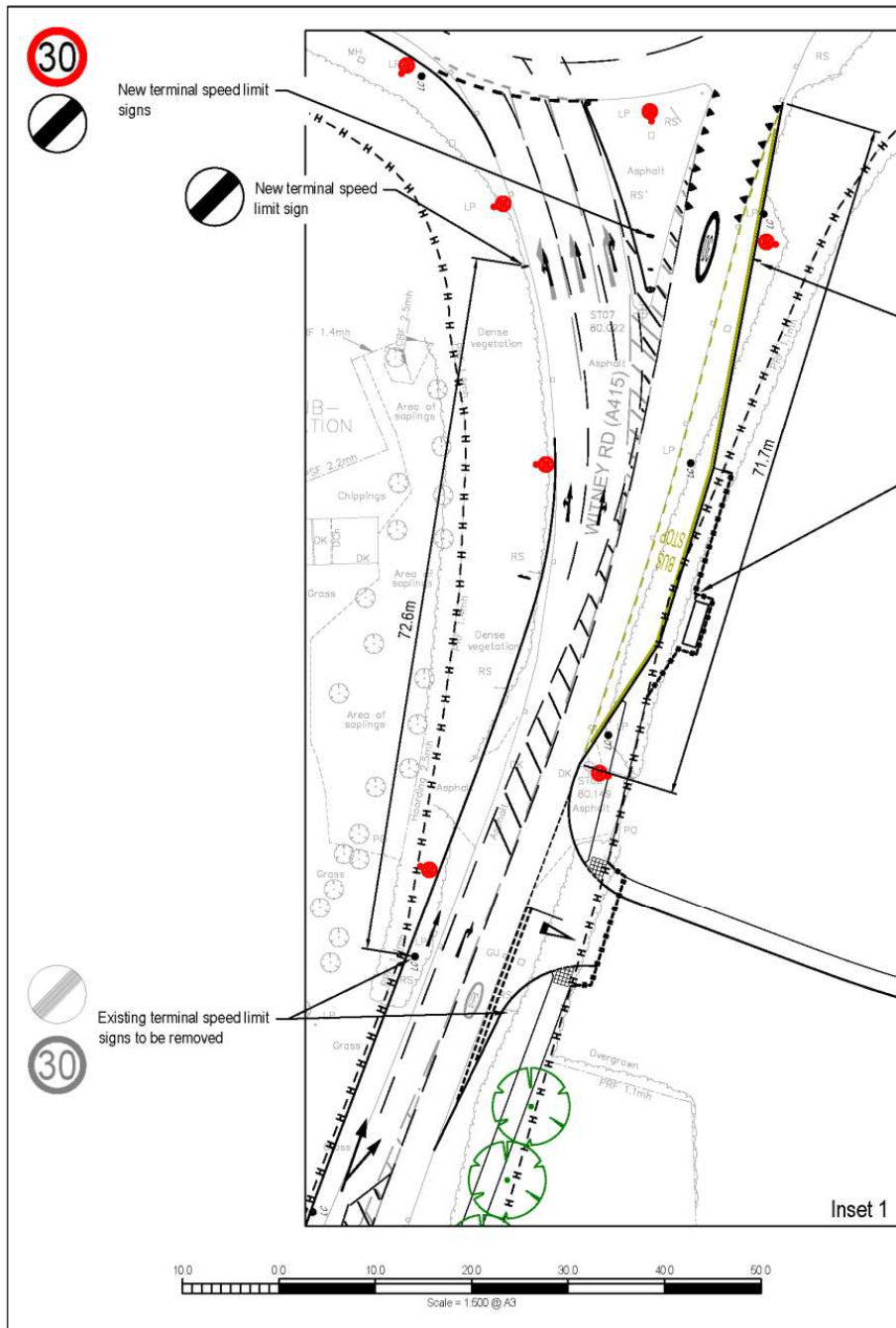
14. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

June 2017



LOCATION PLAN
Scale: 1:10000

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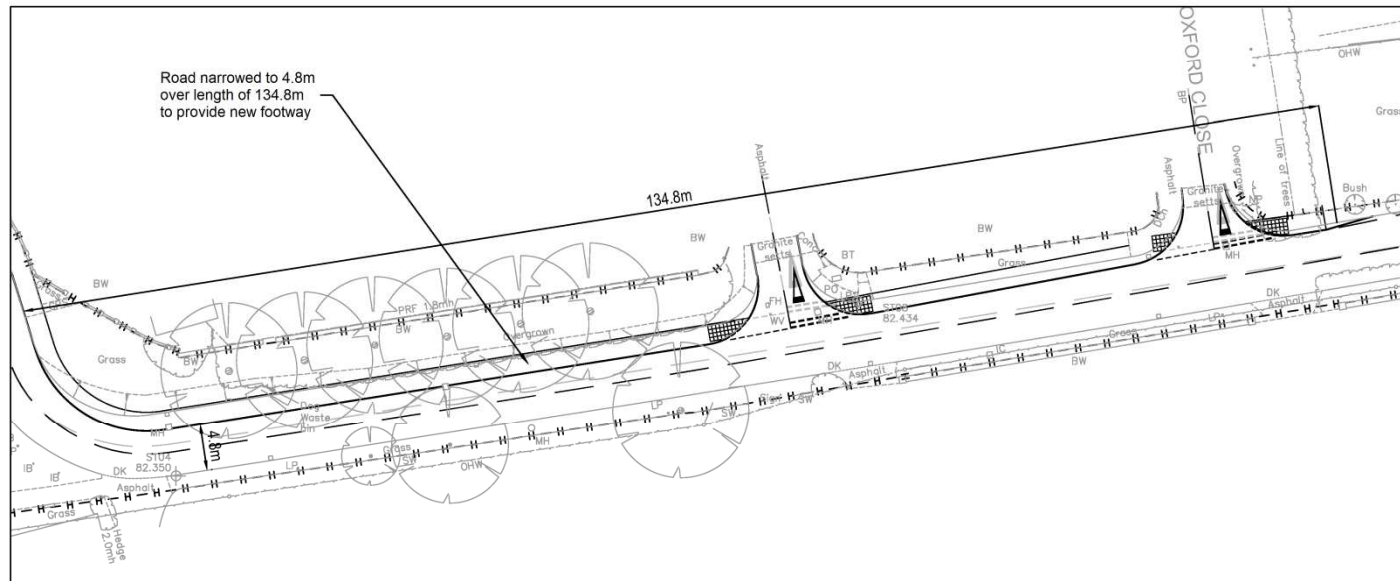


Witney Road (A415), Kingston Bagpuize
30mph Speed Limit Extension and New Bus Stop Clearway
TRAFFIC REGULATION ORDER PLAN

Scale	1:500 / 1:10000
Date	March 2017



LOCATION PLAN
Scale: 1:10000

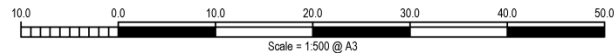


Road narrowed to 4.8m
over length of 134.8m
to provide new footway

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Oxford Road, Kingston Bagpuize	
New Road Layout	
TRAFFIC REGULATION ORDER PLAN	
Scale	1:500 / 1:10000
Date	March 2017



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	No objection.
(2) Kingston Bagpuize Parish Council	<p><u>30mph Speed Limit</u> – Object – the changes to the A415 have probably been designed to Manual for Streets. However as the road is dominated by vehicles is must be designed to DMRB. Hence the 30mph limit is too close to the roundabout and the speed limit on the roundabout really should be 30mph also.</p> <p><u>Bus Stop & Clearway</u> – No objection</p> <p><u>Carriageway Narrowing</u> – <i>No response</i></p>
(3) Resident, (Witney Road)	<p><u>30mph Speed Limit</u> – Support – I support the speed limit part of this proposal however a speed alert notice will need to be given before the roundabout on the East direction of the A420 carriageway to alert East going traffic who wish to turn to Kingston Bagpuize.</p> <p><u>Bus Stop & Clearway</u> – Object – Buses slowing down and stopping near the corner from the roundabout will create a potential danger to other following traffic and in rush hours and will cause traffic to back up on the roundabout and to the East going A420 traffic.</p> <p>The bus stop for 66 buses going into Oxford apparently stays in the existing Faringdon Road position. Why not leave both Oxford and Swindon direction bus stops where they are and save valuable council money.</p> <p><u>Carriageway Narrowing</u> – Object – I see no reason why narrowing the road width provides benefit to traffic on the Oxford Road and only to pedestrians if a pavement is built further down the Oxford road and around the corner to match up with the pavement in front of the houses by the memorial. The major problems to traffic flow on the Oxford Road are parked cars on the 'S Bend' by the memorial and traffic passing onto and from the Oxford Road/Abingdon Road junction.</p>

CMDE7

	<p>The whole area between the Hinds Head Roundabout and the Oxford Road/Abingdon Road junction needs to be reviewed urgently as this will be aggravated by the new Sainsbury shop exit traffic and the additional new traffic from the Oxford Road. Perhaps money spent on the pointless Carriageway Narrowing exercise would be better spent addressing the overall traffic problem in the areas referred to above.</p>
<p>(4) Resident, (Oxford Road)</p>	<p><u>30mph Speed Limit</u> – No Objection</p> <p><u>Bus Stop & Clearway</u> – No Objection</p> <p><u>Carriageway Narrowing</u> - No Objection - concerns that once works have been completed the necessary responsibilities are accepted and that due attention is made to the serious health and safety issues (relating to concerns raised to Parish Council in August 2016).</p>

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Division(s): Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 29 JUNE 2017

PROPOSED 30MPH SPEED LIMIT AND PUFFIN CROSSING – A417 EAST HENDRED

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal for the introduction of a 30mph speed limit and a 'puffin' signalled crossing on the A417 at East Hendred.

Background

2. The above speed limit change and crossing is proposed in conjunction with a residential development on the north side of the A417 east of its junction with White Road. A plan of the proposals is shown in Annex 1 (Speed limit) & Annex 2 (Puffin crossing).

Consultation

3. The formal consultation on the proposal was carried out between 4 May and 2 June 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, East & West Hendred Parish Councils and the local County Councillor. Letters were sent directly to 11 properties in the immediate vicinity of the proposed crossing.
4. Nine responses were received which are summarised at Annex 3. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police have not objected to either proposal, though did note that the proposed puffin crossing would be quite close (approximately 100 metres) to the existing crossing to the west of the White Road junction, which might potentially cause some traffic congestion at peak times were both crossings being heavily used at these times.
6. East Hendred Parish Council expressed support in principle for the proposed 30mph speed limit but requested that consideration be given to extending it westwards to the start of the 50mph limit at the west end of West Hendred, or at least to include the junction with Allins Lane, and eastwards to include the junction with Featherbed Lane. The council did not object to the proposed puffin crossing, but did express concerns on the width (approximately 2

metres) of the proposed footway/cycletrack on the south side of the A417 then linking the crossing to the White Road junction, which they considered inadequate to provide a safe facility, noting also that maintaining this width would also require regular cutting back of the hedge, which may in practice be difficult to deliver given the pressures on the County Council's maintenance budgets.

7. West Hendred Parish Council similarly expressed support in principle for the proposed 30mph speed limit, but expressed a preference that it be extended to the west to the start of the 50mph speed limit at the west end of West Hendred, partly on the grounds that they consider that too many speed limit changes can undermine respect for the limits.
8. County Councillor Fox-Davies supports the representations from the parish councils.
9. One objection to the proposed speed limit was received from a member of the public on the grounds that it was too short and should be extended to the west and also to the proposed puffin crossing on the grounds that the visibility of the crossing for drivers approaching on the A417 was restricted, that it is too close to the junction with White Road and additionally that the width of the new footway on the south side of the A417 was inadequate.
10. Objections to both the proposed 30mph speed limit and puffin crossing were received from another member of the public but with no specific grounds cited.
11. One response from a member of the public was received in respect of both proposals, stating that the speed limit would improve safety and that the proposed puffin crossing was preferable to the original proposal (although not formally consulted on) for a toucan crossing, the latter being a crossing for the use of both pedestrians and pedal cyclists.
12. A further response was received from a member of the public in respect of the provision of an access gate for their property. However, it appears that this response is not directly related to either of the proposals.

Review of responses

13. The response of Thames Valley Police is noted. In respect of their observation that the proposed crossing will be quite close to the signalled crossing to the west of the White Road junction, the spacing (at just over 100 metres) is considered acceptable (with other examples of similarly spaced crossings elsewhere in the county) and in respect of the possible traffic congestion, it is not anticipated that either crossing will have especially heavy use even in the peak periods.
14. The request of both parish councils (and the support given to them by County Councillor Fox-Davies, the local member) that the 30mph speed limit is extended has been given careful consideration. Officers apply the guidance on setting local speeds limits issued by the Department for Transport (DfT)

when considering speed limit changes required as a result of development. In the case of East Hendred, while no change in limit was judged to be required when the recent housing to the west of the White Road junction was approved, with the approved development to the east of the junction, it is judged that the character of the road will be sufficiently changed to now merit the introduction of a 30mph limit to include the frontage of both developments, with the length of the proposed 30mph limit – at around 600 metres – meeting the DfT guidance on the recommended minimum length of a speed limit.

15. While noting the requests on the part of the parish councils and other respondents to extend the proposed limit further to the west, the character of this part of the A417 is unchanged, with there being minimal road-side development other than the small group of houses by The Hare Inn. The reported accident history on this length of the road is also very low, other than a small cluster of slight injury accidents at the junction of The Greenway at West Hendred. The current 40mph speed limit is therefore considered to be consistent with the DfT guidance.
16. The request of East Hendred Parish Council to extend the 30mph limit eastwards to include the junction with Featherbed Lane is noted. While this would represent only a small extension to the current proposal, the proposed major improvement scheme for Featherbed Lane includes the construction of a roundabout here, and with the speed limit on Featherbed Lane also being reduced to 40mph; taking these into account it is considered that the proposed terminal point of the 30mph limit just to the west of the roundabout is appropriate and in accordance with the DfT guidance on setting speed limits (noting that the latter advises that the speed limit at a roundabout should – where speed limits on the approaches differ – be set at the limit applying to the majority of the approaches).
17. The concerns of East Hendred Parish Council – and other respondents – on the width of the footway on the south side of the A417 linking the proposed crossing to White Road are noted. This facility is not intended for use by cyclists as originally envisaged (as reflected in the crossing now being a puffin rather than a toucan crossing). The 2 metre width is considered adequate, and consistent with many other locations in the county.
18. The objection received from the member of the public in respect of the visibility of the crossing for drivers approaching from the west, and its proximity (25 metres) to the White Road junction are similarly noted. An independent road safety audit of the crossing has been carried out with no design issues flagged as a concern.

How the Project supports LTP4 Objectives

19. The proposals would help facilitate the safe movement of pedestrians and traffic.

Financial and Staff Implications (including Revenue)

20. Funding for the proposed 30mph speed limit and puffin crossing has been provided by the developer of land adjacent to the A417.

RECOMMENDATION

21. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.**

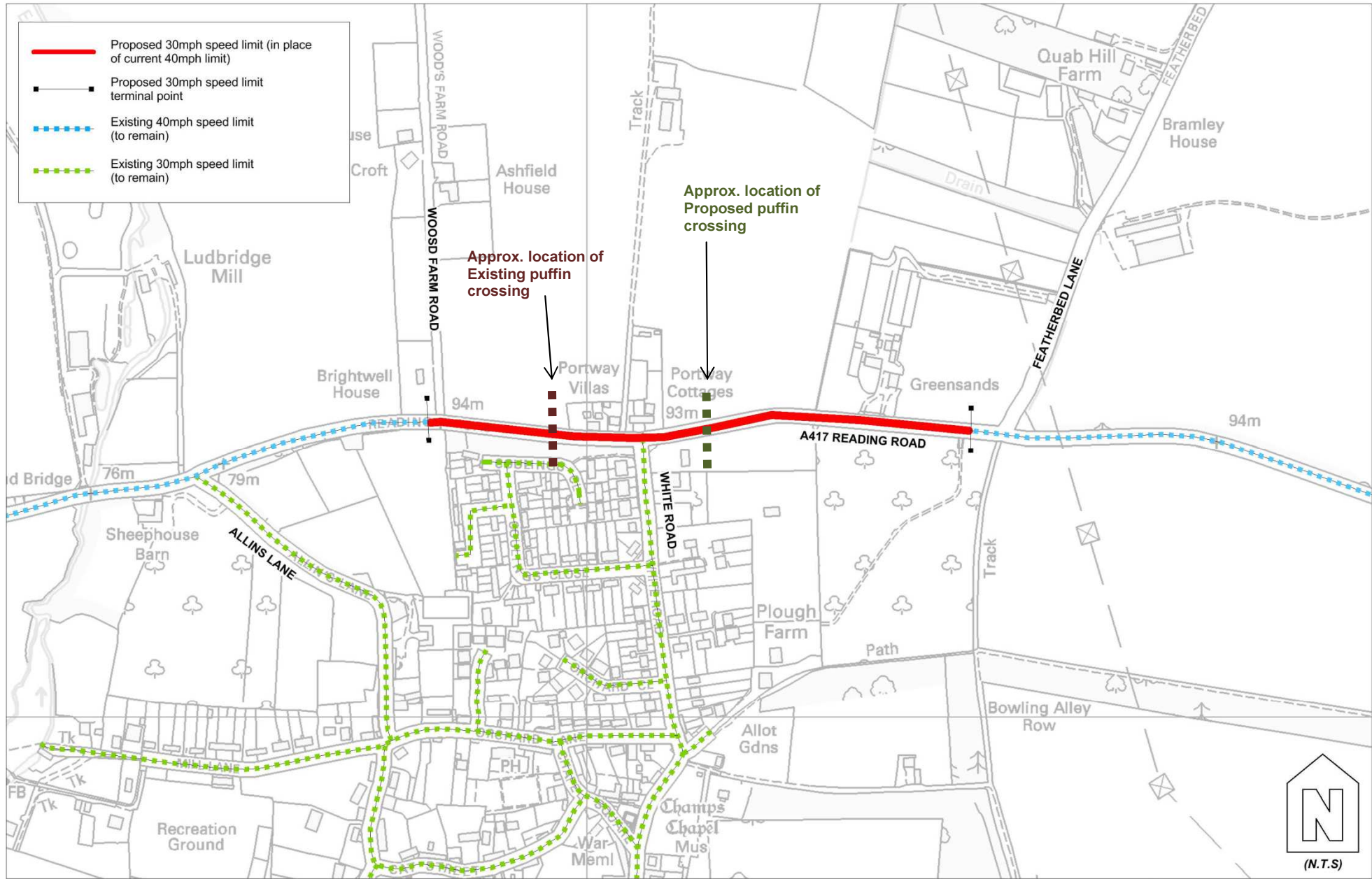
OWEN JENKINS

Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

June 2017



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Date drawn: 03/05/2017
 Drawn by: CJM

Map centre:
 easting. 446109, northing. 189296



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>No objection - My only observation in relation to the new formal crossing point, is its close proximity to the existing crossing point installed last year on the west side. At peak times queuing for both crossings may cause difficulties for traffic trying to exit White Road.</p> <p>Please ensure this new pedestrian crossing fully complies with current pedestrian crossing legislation and that traffic speeds meet such design.</p>
(2) Cllr Mike Fox-Davies, Local Member	<p>Support - I would like to add my support to the representation of the two Parish Councils. As a regular user of that road I fully endorse their views</p>
(3) East Hendred Parish Council	<p>Support - However, in order to reduce the number of changes in speed limit between Wantage and Rowstock we would prefer the 30mph limit to be extended at the western end to just west of The Greenway at West Hendred, where the speed limit becomes 50mph.</p> <p>If this option is unacceptable we strongly recommend that the western end is extended to the west of Allins Lane. This is because the area between the western end of the Hendred dip and Woods Farm Lane is a notorious accident black spot, with recent fatalities.</p> <p>Given the OCC proposal for the location of a new roundabout on the A417 at the junction of Featherbed Lane, we also request that the eastern end of the 30mph limit is extended eastward to beyond this junction. The Featherbed Lane junction with the A417 is another accident black spot.</p> <p>East Hendred Parish Council notes the requirement for a puffin crossing. We believe that the combined footway/cycleway on the South side of the A417 leading from the proposed crossing is dangerous. This is proposed to be only 2m wide which is less than OCC's guidance of 2.5m minimum. In addition to our concerns over the narrowness of the footpath/cycleway, we have reservations about whether the proposed (narrow) width can be maintained given the that the hedge on the southern side is protected by a planning requirement (condition 10 of approved planning application P12/V1786/FUL), particularly because maintenance of roadside trees and hedges in the county has been reduced.</p>

CMDE8

	Unless the existing streetlight and telegraph pole sited on the proposed footpath/cycleway are repositioned, the already inadequate width of the footpath/cycleway will be even further reduced.
(4) West Hendred Parish Council	Support - However, in order to reduce the number of changes in speed limit between Wantage and Rowstock we would prefer the 30mph limit to be extended to the west of West Hendred, where the speed limit becomes 50mph. Too many changes in the speed limit will encourage drivers to ignore them altogether.
(5) Vale of White Horse District Council	No objection - Having reviewed the documents provided the Vale of White Horse District Council raises no objection to the proposal and is satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.
(6) Email response	<u>30mph speed limit</u> Object – the current proposal is too short; the 30mph speed limit should be extended to the west end of West Hendred to include the hazardous Hendred dip / Allins Lane junction, and to avoid multiple changes in speed limits which can be confusing for drivers. <u>Puffin Crossing</u> Object – the sight lines available to the crossing for traffic travelling east on the A417 are not adequate, and the crossing is too close (25 metres) to the White Road junction; the width of the footway on the south side of the road is also too narrow. The combined effect of the above will be a crossing that is hazardous.
(7) Resident, (Reading Road, East Hendred)	<u>30mph speed limit</u> – Support - This will help crossing the road much safer. <u>Puffin Crossing</u> – Support - A better option than a toucan crossing.
(8) Online response	<u>30mph speed limit</u> – Object (but with no other comments supplied) <u>Puffin Crossing</u> – Object (but with no other comments supplied)
(9) Resident, (Reading Road, East Hendred)	<u>Puffin Crossing</u> – No objection - Would it be possible to have an access gate from the front of this property? Trying to cross the busy road is a problem.

CMDE8

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