

Divisions affected: *Charlbury and Wychwood*

CABINET MEMBER FOR HIGHWAY MANAGEMENT –26 MAY 2022

CHARLBURY: B4437 FOREST ROAD – PROPOSED EXTENSION OF 30MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the proposed extension of the 30mph speed limit on the B4437 Forest Road.

Executive summary

2. This report presents responses received to a statutory consultation on proposals to extend the 30mph speed limit on the B4437 Forest Road at Charlbury as shown in **Annex 1** as a result of adjacent development.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund the extension of the limit if approved

Equality and Inclusion Implications

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

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 17 March 2021 and 15 April 2022. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire &

Rescue Service, Ambulance service, Bus operators, Charlbury Town Council, West Oxfordshire District Council, and the local County Councillor representing the Charlbury & Wychwood division.

7. Thirteen responses were received during the formal consultation: with 2 objections, 1 raising concerns, 8 in support and 2 non-objections.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police raised no objection to the proposal.
10. Charlbury Town Council and members of the public expressed support for the proposals.
11. Two objections, one expression of concern and one response expressing no opinion were received from members of the public stating that the proposals were either unnecessary or would not be effective in reducing speeds. Noting these, the proposed speed limit extension is considered appropriate taking account of the proposed development and existing adjacent junction, and that although it is agreed that its effectiveness would be increased by also providing traffic calming measures, the speed limit extension – with speed limit signing alone – will still help improve safety for all road users.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1: Consultation Plan
 Annex 2: Consultation responses

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May 2022

- This drawing shall be read in conjunction with the civil engineer's specifications, and all relevant Act's and the Engineer's drawings.
- The contractor must not alter, reproduce or duplicate in any way or under any circumstances, the drawings.
- The scale from this document are fixed dimensions only. All dimensions must be checked on site or in conjunction with the architect's drawings. Any dimensions of any road works are to be referred to the architect's drawings. Dimensions must not be scaled.
- All levels are in metres above sea level datum.
- The Contractor is to complete all S118 O&M regulations in one week of commencing the works.
- All the commencement of the works, the Contractor is to carry out the road and base sub-grades according to the design to establish the exact location of all existing utility lines in the vicinity of the works and take adequate provisions for their protection.
- The Contractor is to refer to Health and Safety Executive (HSE) 'Working Safely from Underground' and the 'Roadworks' section of the 'Working Safely from Underground' manual.
- The provision of signage at existing public highway will be executed in accordance with the Traffic Signs Code for Road Works and Traffic Signs Visual Display R.
- The Contractor will ascertain the O&M value of the subgrade in order to determine the required sub-grade / paving thickness. Prior to laying any concrete, the subgrade must be inspected and any soft spots removed and filled with 375mm compacted material.
- Where the construction of any drainage works, the Contractor is to confirm the level, cover of existing manholes, drains and sewers. Any variations from the design level shown on the drawings must be notified to the Design Engineer in advance of construction. All existing manholes and drains are to be left in service extending from the public location.
- All drainage to be installed in accordance with relevant Building Regulation requirements and current Sewers for Adoption. Connections to public sewers are to be agreed and inspected by the relevant Authority.
- All drain and sewer pipes are 300mm and are laid to 1% fall, unless shown otherwise.
- Work to be done in areas liable to be 450mm below existing ground level for up to three days during the construction of the works, the level to be based on a 1% slope towards the road shall be 750mm. All soil and surface water drainage works are to have cover to the existing surface. Refer to above ground drainage layout for details.
- All sewer ground construction are to reach above ground outside size, minimum 410mm. Sills are to be a minimum 100mm above finished floor level.
- All internal manholes and inspection chambers to have double sealed recessed covers to null floor finishes as detailed by the Architect.
- All external manholes and inspection chambers are to have recessed covers to suit the existing materials.
- All CCTV survey and repair in 200mm bore for all new drains will be required prior to the start of any new work.
- The Contractor is responsible for the total safety and management associated with the construction of the works. All traffic management on the existing highway will be the responsibility of the contractor. All traffic management proposals have been agreed with the Highway Authority.
- Where the works involve the occupation of a highway, the Contractor will provide a minimum safe highway width agreed, guarded and lit.
- Where on-site traffic is unavoidable, traffic will be controlled by a proper system of police-controlled traffic signs or traffic cops, to be used during the hours of darkness, by a proper system of police-controlled traffic signals, or by the approval of the Highway Authority.
- 80mm Minimum thickness traffic paving, coloured surf will be the surface of all pedestrian crossings in accordance with the Department for Transport and Regions document 'Guidance on the Use of Kerbs (Working Surfaces)' (DfT 14/14/1440).
- All signs are road markings will be in accordance with the Traffic Signs Regulations and General Directions 2016 (TSRD 2016).
- All excavation and bedding work in the existing highway is to be in accordance with the provisions of the New Street Works Act 1991 or that specified on the working drawings.
- All traffic signs to be carried out in accordance with 'Traffic Signs Regulations and General Directions' (TSRD) and the Highway Authority's Highway Works.
- Where any junction, roundabout, roundabout, roundabout, roundabout and other drainage structures involved to carry only highway motor cars to be constructed in accordance with the construction of highway authority and to the satisfaction of the Highway Authority.
- Where existing junctions and crossings are to remain in operation, the Contractor will ensure the access to these will remain available at all times.
- Signs in the vicinity of the works must be kept free from mud, debris and dust being from vehicles or other vehicles connected with the works. Where the signs are affected and they are a variable message sign, they must be replaced with a sign in progress and affected carriageway / footways must be clearly marked.

KEY:

- Proposed bituminous footway
- Proposed bituminous sub-base
- Viewway Clearance Area
- Tactile Paving - Blind (BUT)
- Curbside Ladder Paving
- Proposed Road Gully
- 1102 - 126 x 200 Left Battered Precast Concrete Kerb 125mm upright
- BK - 125 x 200 Dimpled Precast Concrete Kerb 50mm Uprights
- BF - 50 x 50 Edging Precast Concrete Kerb (Section)
- Highway Boundary
- Site Boundary
- Visibility Splay

ROAD MARKINGS SC-E-DULE:

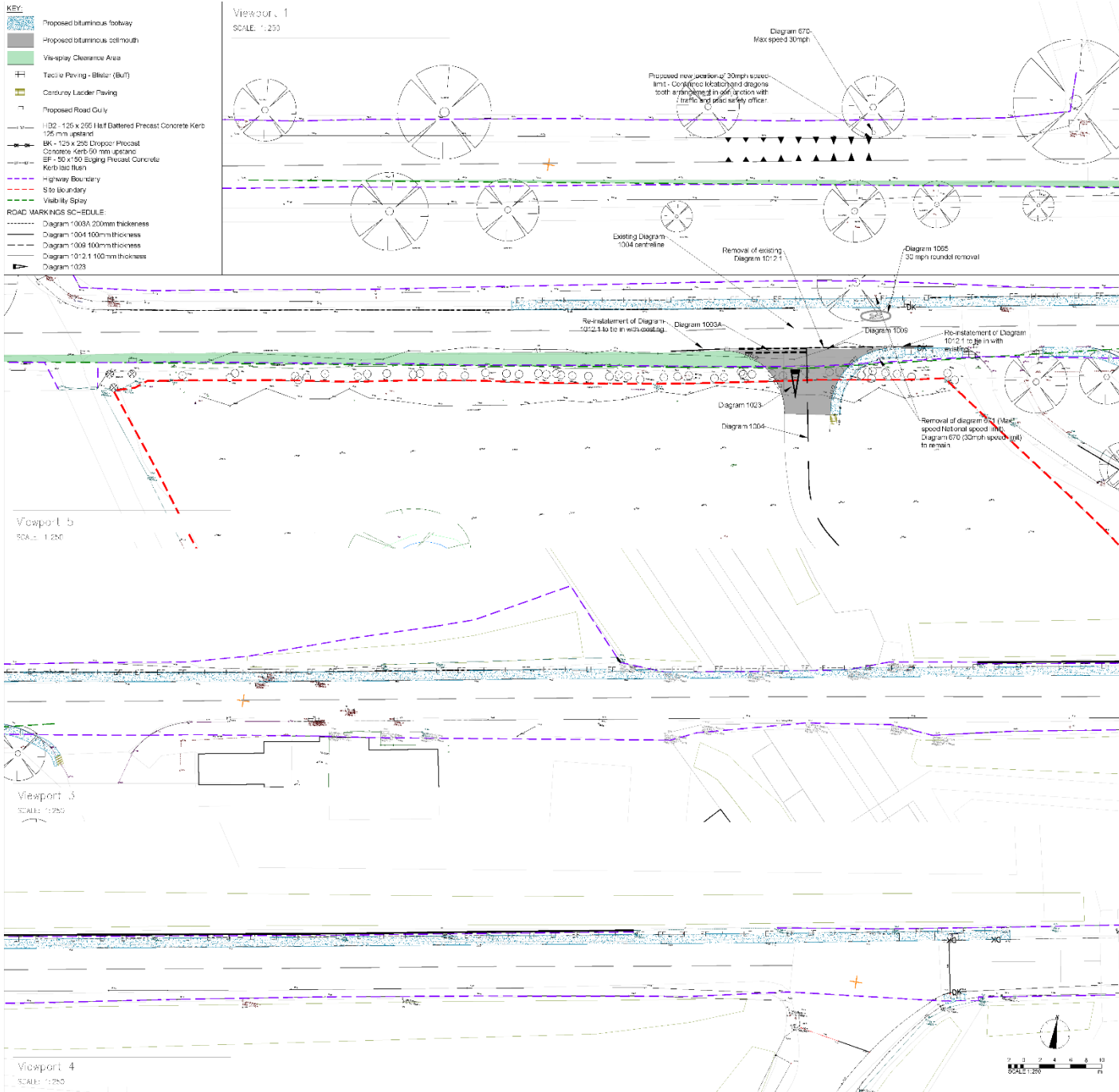
- Diagram 1003A 200mm thickness
- Diagram 1004 100mm thickness
- Diagram 1009 100mm thickness
- Diagram 1012 100mm thickness
- Diagram 1013

Viewport 1
SCALE: 1:250

Viewport 2
SCALE: 1:250

Viewport 3
SCALE: 1:250

Viewport 4
SCALE: 1:250



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DRAWING NOTES:

- See drawing 1013 for impact on plan.

Revision	Description	Date
A	FIRST ISSUE	14.12.2021
B	UPDATED IN LINE WITH TECHNICAL AUDIT NOTES	24.02.2022



TITLE: S278 ROAD MARKINGS

PROJECT: RUSHY BANK, CHARLBURY

DRAWING NUMBER: IN078

DATE	BY	CHK	SCALE	AS SHOWN	DATE
14.12.2021	SW				

STATUS: INFORMATION

UNLESS ISSUED FOR CONSTRUCTION WORKS BY CONTRACTORS ONLY

DATE	BY	CHK	SCALE	AS SHOWN	DATE
14.12.2021	SW				

PROJECT: 5015266 RDG

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Charlbury Town Council	Support – the Town council is looking to reduce speeds around the town
(3) Individual, (Oxford, Rymers Lane)	Object – Statement of reasons suggests that the existence of a junction into a 60mph road is dangerous - given the number in the country this is clearly nonsense.
(4) Local Resident, (Charlbury, Crawborough)	Object – Currently I do not see the need in extending the limit to the proposed site. It is already stretched beyond the railway which is more than sufficient.
(5) Local Resident, (Woodstock, Boundary Close)	Concerns – This will not provide any improvement
(6) Local Resident, (Charlbury, Little Lees)	Support – This will be required to ensure the safety of those accessing the new development including walking along the road
(7) Local Resident, (Charlbury, Nineacres Lane)	Support – I am in favour of the Rushy Bank development because of its provision of some low-cost housing and also of care for dementia patients. I am therefore very much in favour of the access to that development being made as safe as possible.
(8) Local Resident, (Charlbury, The Slade)	Support – It is a wholly appropriate measure to protect road users and residents

<p>(9) Local Resident, (Charlbury, The Green)</p>	<p>Support – Traffic heading towards Charlbury can travel at considerable speed along this stretch of road. The planned development of Rusty Bank will add to the hazards. Many vehicles already ignore the speed limit until they reach the mini roundabout near the station. This is an excellent proposal.</p>
<p>(10) Local Resident, (Charlbury, Quarry Lane)</p>	<p>Support – To improve the safety of all concerned: motorists, walkers, cyclists etc</p>
<p>(11) Local Resident, (Charlbury, Wychwood Close)</p>	<p>Support – Anything that prevents speeding traffic is good</p>
<p>(12) Local Resident, (Charlbury, Dancers Hill)</p>	<p>Support – Traffic drives far too fast on that road already and it will be dangerous for any new development not to change the speed limit.</p>
<p>(13) Local Resident, (Charlbury, Hundley Way)</p>	<p>No opinion – Unless the developers are prepared to fund physical measures to slow traffic at this point, with Thames Valley Police unwilling to enforce speed limits on the entrances to Charlbury, the limit will have no difference on driver behaviour.</p>