

# **Delegated Decisions by Cabinet Member for Highway Management**

**Thursday, 12 October 2023**

**Written Statements**

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# Agenda Item 10

## **Item 10 – Oxford The Plain Roundabout – proposed use of ANPR equipment to enforce left turn prohibition from B480 Cowley Road entry.**

I support the use of ANPR cameras to enforce the prohibition on direct Cowley to Iffley turns at the Plain.

As well as being dangerous, those turns delay the smooth operation of the roundabout, since people making such sharp turns have to wait for longer gaps in traffic and so unnecessarily delay the vehicles behind them on Cowley Rd.

As well as sweeping an exceptionally large turning area, these turns are also dangerous they are unexpected. People expect cars coming from Cowley Rd to be entering the roundabout, not exiting immediately to Iffley Rd. And the part of the roundabout where these turns take place is where most of the collisions are happening.

The coming traffic filters will reduce the volume of motor vehicles going through the Plain, but while that will reduce some dangers it will also increase speeds. Especially at a complex junction like the Plain, it is just as important to reduce the \_variety\_ of vehicle movements. That reduces the possible interactions between people using the roundabout and the cognitive load on them.

This argument makes clear the need to remove the parking on the Plain and to find alternatives for the buses and coaches that stop there. The parking may only generate fifty to a hundred car movements a day, but those movements are outside the ordinary operation of the roundabout. The buses are infrequent but dramatically restrict the space available and create a whole range of novel interactions.

Like the rest of Oxford's junctions, the Plain has a design that prioritises motor traffic flow, treats pedestrians as second-class citizens, and has any support for cycling tacked on as an afterthought. One reason it is particularly hazardous for people cycling is that it is not clear what route people cycling through the Plain should take -- either to them or to others. There are at least six different ways to cycle from Magdalen Bridge to Iffley Rd, for example.

We need a design for the Plain that provides routes for cycling that are obvious and accessible to everyone, so that it is clear for people cycling where they should be, and obvious where a cycle on the roundabout is heading. We can't have multiple routing options, designed for different kinds of people.

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Danny Yee, Oxford Liveable Streets

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## Newington Parish Council

### **Proposed 20 mph speed limit in Newington**

Newington Parish Council wish to strongly **support** the introduction of the 20 mph speed limit in Newington.

We have discussed the issue at our Council meetings and consulted with numerous residents. There is very strong support within the village.

Indeed the issue of people speeding in Newington has long been a matter of concern, with some residents who have houses close to the road very concerned about lorries speeding within inches of their buildings.

We are aware of one concern; that once a driver has left the 20mph zone travelling in a northerly direction towards Stadhampton they may speed up considerably, in some cases over the 60mph limit.

We consulted with OCC Highways Dept who suggested that this was unlikely.

However, there is a private nursery school on this part of the road, and currently the speed limit is 60 mph past this school. This is the only stretch of 60 mph between Stadhampton and Warborough. If a separate application were brought forward in future to reduce the speed limit going past the school Newington Parish Council would strongly support this.

Yours sincerely

Newington Parish Council

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# Agenda Item 19

20 mph response from the Parish representative.

Sir/madam,

I'll try to keep this brief.

We are trying to be pragmatic about what will work and what won't.

The offer made by OCC to apply to adopt 20 was democratically agreed by our 2022 Parish meeting.

The proposal made by the Highways representative was originally for only the residential roads to adopt 20 and the through road left intact at 30.

That limit was only imposed as a result of a fatality and we would not have otherwise qualified with it remaining at the national speed limit.

There is no street lighting.

That proposal was put to most if not all parishioners and was supported by 85% as minuted in 2023.

That is the mandate I have.

Your offer now before us is not acceptable.

Why?

Adopting a partial 20 on the through road makes no sense, and not something we asked for.

The general arguments are well aired by both the Police and other pundits, but that is not the issue..

If you are aware of the topography Lyneham like Shipton commences with high ground from the A361 and descends down to near river level.

Accordingly traffic arrives with excess speed and almost without fail breaches the 30 limit.

Changing numbers on a sign will not make a difference.

Speedwatch has demonstrated that the characteristic speed of traffic has been well above 30 limit with many exceeding 36 leading to reports.

All this despite the limitations that the overt scheme rules dictate.

We've moved on.

By donation we have purchased a SID which is dealing with this issue better than we could have hoped, and keeping motorists on side.

If we adopted 20 aside of it being ignored it could only be deployed tackling northbound traffic in what would remain 30 as proposed.

Southbound with again a downhill approach motorists would rapidly lose patience and probably accelerate beyond the SID to make up time.

This is not the solution for the High street junction and I'm quite clear under the legislation is a misapplication open to challenge, it is not supposed to be used to deal with specific issues (except at schools with time limits)

The separate issue of existing incorrect warning signs is not helping.

I have also been requested for a "pedestrian in the road" warning sign for connecting between the high street and priory road.

Regards

Peter

Parish chairman

