

## **CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018**

### **B4450 AT KINGHAM AND BLEINGTON – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND ROAD NARROWING**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received to a statutory consultation to extend the 30mph speed limit on the B4450 at Bledington (Gloucestershire) eastwards by 75 metres into Kingham parish and provide a road narrowing with priority working covering the extent of Chipping Bridge over the Evenlode River so as to only permit a single lane of traffic to pass over the bridge.

#### **Background**

2. The above proposals have been put forward to ensure the safety of road users due to the current bridge structure not meeting current standards. A plan showing the proposals is provided at Annexes 1 & 2.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 9 November and 8 December 2017. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council, Churchill & Idbury Parish Councils as well as the local County Councillor, Gloucestershire County Council and Bledington Parish Council. Street notices were also placed in the vicinity with letters sent directly to 94 properties in the surrounding area.
4. Nine responses were received. Thames Valley Police did not object. Gloucestershire County Council – while expressing no objection - did query whether the proposed extension of the 30mph speed limit was consistent with Department for Transport guidelines on setting local speed limits taking account of the absence of roadside development and expressed a concern that the proposals should not reduce the 'gateway' impact of the existing 30mph terminal signs at the entry to Bledington village.
5. Idbury Parish Council did not object to the proposed 30mph speed limit and supported the proposed road narrowing.
6. A local agricultural business operating on five sites in the area, while not objecting to the 30mph speed limit, objected to the proposed road narrowing,

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as the width of the latter (3 metres) would not permit their continued operation under police dispensation of agricultural vehicles up to 3.8 metres in width. The business expressed the view that the alternative route that would be available for the latter vehicles would not only be longer but also less safe for their own vehicles and other road users.

7. An objection to both the speed limit and the road narrowing was also submitted by a member of the public on the grounds that the bridge should be repaired so as to avoid the need to introduce these proposals.
8. Three members of the public expressed support for both proposals. A further response from a member of the public expressed support for the proposed speed limit and no objection to the proposed road narrowing.
9. The above responses are summarised at Annex 3. Copies of the full responses are available for inspection by County Councillors.

### **Response to objections and other comments.**

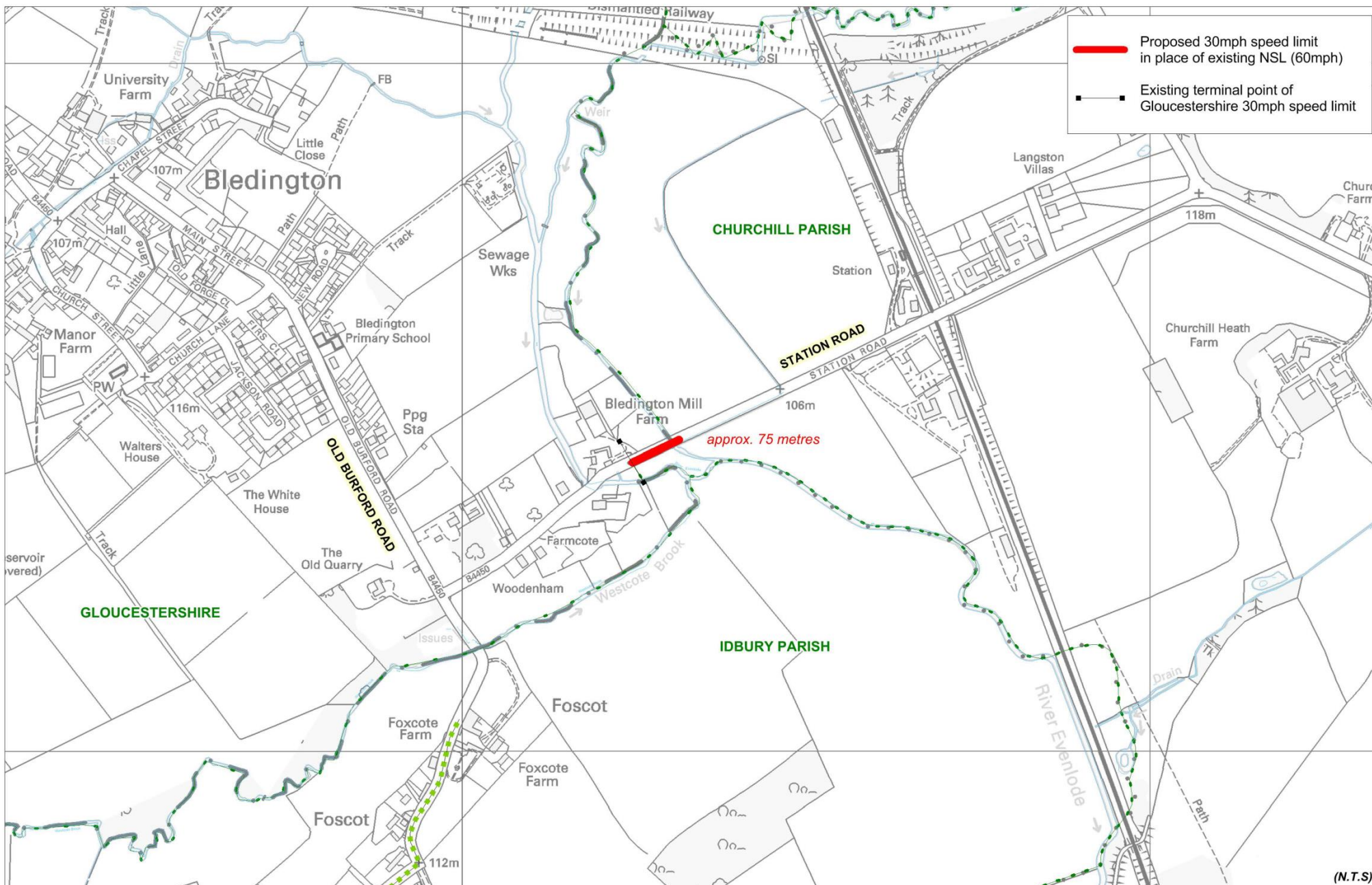
10. The response of Gloucestershire County Council is noted and although it is accepted that the character of the road to the east of Bledington village is rural, the extent of the proposed speed limit is modest and the provision of the priority road narrowing - with westbound traffic approaching Bledington village being required to give way to oncoming traffic – should help improve rather than detract from the speed reducing effect of the other gateway signing and road markings at the entry to the village.
11. It is accepted in respect of the objection from the agricultural business that some over-size agricultural vehicles which need special police dispensation to operate on the highway will be required to use an alternative route as a consequence of the proposed road narrowing. However, the latter is integral to the scheme which is required on safety grounds given the structural condition of the bridge, noting that at present there is no funding to reconstruct the bridge to avoid the need to implement the current proposals. The latter comments on funding also apply to the member of the public objecting to the proposals on the grounds that the bridge should be brought up to meet the required standard without the need to implement the speed limit or road narrowing.
12. The support of Idbury Parish Council for the road narrowing is noted, along with the responses from members of the public expressing support or no objection to the proposals.

### **How the Project supports LTP4 Objectives**

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



OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



- Proposed 30mph speed limit in place of existing NSL (60mph)
- Existing terminal point of Gloucestershire 30mph speed limit

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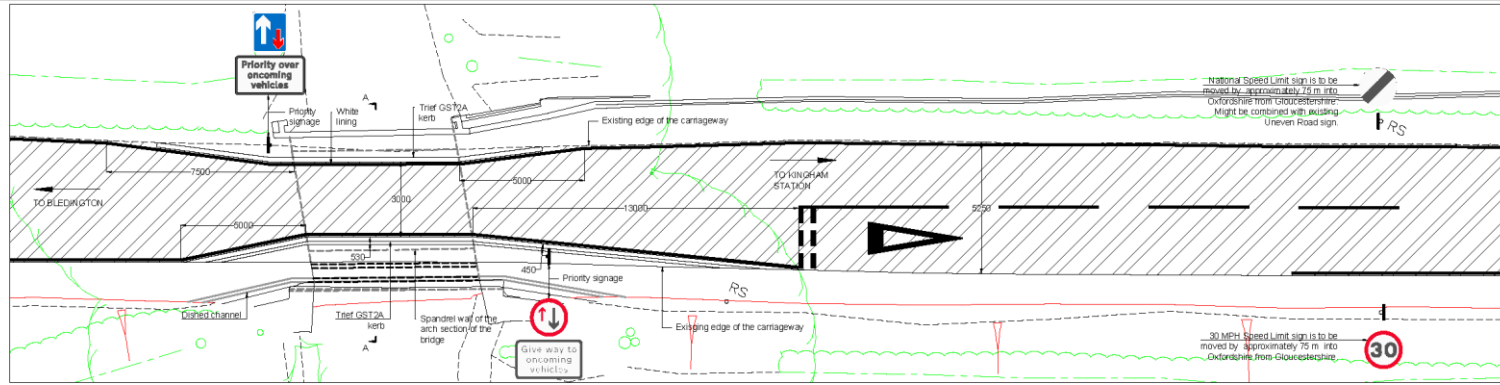


Date drawn: 07/11/2017  
 Drawn by: CJM

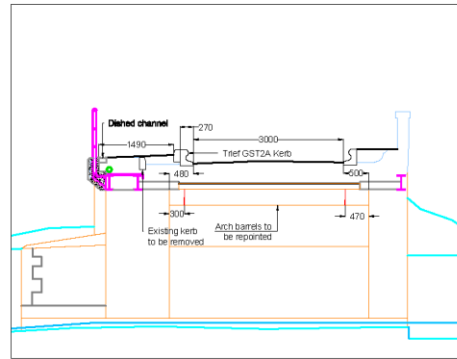
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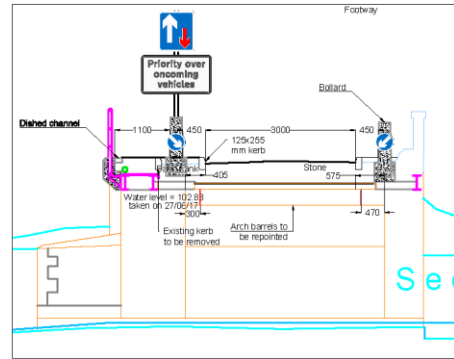
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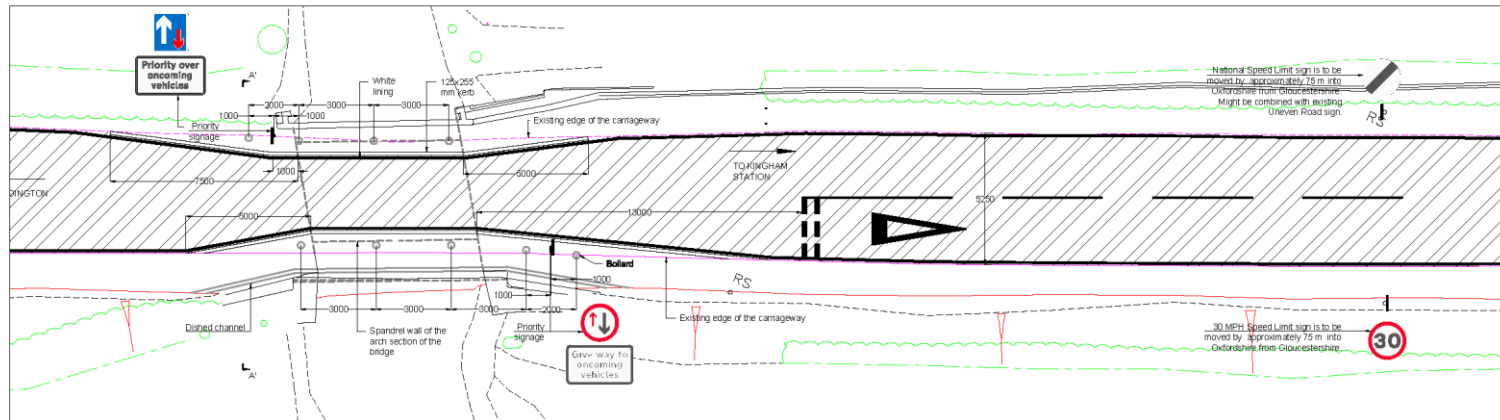
**Proposed Road Layout with Trief Kerbs (Option 3)**  
Scale 1:200



**Section A-A**  
Scale 1:100



**Section A'-A'**  
Scale 1:100



**Proposed Road Layout with Bollards (Option 3a)**  
Scale 1:200

Drawing No. 8016225-0035-NRW-000 Revision 0

Notes:

1. All dimensions are given in millimeters unless stated otherwise.
2. This drawing is produced as a part of feasibility study for consultation purposes only.
3. The traffic flows is approximately 2,500 veh/day.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDS/RISKS NORMALLY ASSOCIATED WITH THE TYPES OF WORK DETAILED ON THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

CONSTRUCTION	(ENTER 'NONE' IF APPLICABLE)
MAINTENANCE/CLEANING	(ENTER 'NONE' IF APPLICABLE)
USE	(ENTER 'NONE' IF APPLICABLE)
DECOMMISSIONING/DEMOLITION	(ENTER 'NONE' IF APPLICABLE)

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved



**Project title**  
Chipping Bridge  
(OCC No. 0035)  
Feasibility Study

**Drawing title**  
Road Narrowing  
Option 3 and 3a

<b>Drawing Status</b>			
Scale @ A3	Drawn by	Checked by	Approved by
As shown	GJ		
	Date drawn	Date checked	Date approved
	07/08/2017		
Oxfordshire Project No. & File Ref			
HQ/275879			
Drawing No.	8016225-0035-NRW-000	Revision	0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - It is unlikely this will bring an enforcement burden on TVP and the physical regulatory feature will reduce speeds in any event.
(2) Highways Commissioning Team, (Gloucestershire County Council)	<p><b>No objection</b> - don't feel particularly strongly either way really but as long as there is no impact on Bledington village entrance 'feel':</p> <ul style="list-style-type: none"> <li>• We have reservations that this speed limit proposal does not appear to meet national guidance in Setting Local Speed Limits to implement a 30mph limit.</li> <li>• The current signs are placed at the boundary to the county and the village of Bledington in the style of a yellow backed village sign, in a gateway feel to the entrance of the village. The signing of this limit must not take away this village entrance/ gateway feel from Bledington.</li> <li>• We think that the priority set up and narrowing will suffice on protecting bridge without the change in speed limit. A vehicle will not physically be able to travel at 30mph anyway.</li> <li>• Are there mean speeds taken on the bridge to establish what speeds people are travelling at?</li> </ul>
(3) Idbury Parish Council	<p><u>30mph Speed Limit</u> – No comment.</p> <p><u>Road narrowing</u> – <b>Support</b> – The local community are finding it very frightening the amount and increased volume of traffic, both speeding and quantity using these tiny road and lane to get to the station, because of the huge amount of housing going up out of towns and villages. Anything to save our lanes and bridges.</p>
(4) Online response, (unknown)	<p><u>30mph Speed Limit</u> – <b>Object</b> – The 30mph speed limit will be unnecessary if the bridge is repaired properly. The speed limit would involve excessive signage and road markings in this rural location.</p> <p><u>Road narrowing</u> – <b>Object</b> – The road narrowing will be unnecessary if the bridge is repaired properly. The road narrowing would involve excessive signage and road markings in this rural location.</p>

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<p>(5) Local Resident, (Foscot, Chipping Norton)</p>	<p><u>30mph Speed Limit</u> – <b>Support</b> – <i>No comment.</i></p> <p><u>Road narrowing</u> – <b>Support</b> – <i>No comment.</i> Would prefer the 'Trief' style kerbs narrowing option.</p>
<p>(6) Local Resident, (Station Road, Bledington)</p>	<p><u>30mph Speed Limit</u> – <b>Support</b> – <i>No comment.</i></p> <p><u>Road narrowing</u> – <b>Support</b> – I support the road narrowing but would not want to have noisy speed bumps. A weight limit on the bridge would also be a good idea as the size of lorries using the bridge is increasing - often with non local traffic. Would prefer the bollard narrowing option.</p>
<p>(7) Online response, (unknown)</p>	<p><u>30mph Speed Limit</u> – <b>Support</b> – This is an excellent idea and I totally support it. Cars travel far too fast along this stretch of road and 30mph would be good.</p> <p><u>Road narrowing</u> – <b>Support</b> – An excellent idea. It would also be useful to put a weight limit on the bridge to protect it from very large vehicles. Would prefer the 'Trief' style kerbs narrowing option.</p>
<p>(8) Local Business, (Foscot, Chipping Norton)</p>	<p><u>30mph Speed Limit</u> – <b>Neither</b> – From our companies position the Speed Limit variation would appear to make sense..</p> <p><u>Road narrowing</u> – <b>Object</b> – In principal the narrowing does also make sense as it is a potentially dangerous meeting point for vehicles as witnessed by fairly frequent wing mirror debris &amp; fast Station related traffic. This said if I understand your plan correctly you are suggesting a reduction to 3.0mts. We operate on 5 local farm sites &amp; frequently need to move AMV's of up to 3.8mts along the stretch of road concerned. This has been the case over many years &amp; I attach evidence of this by means of our current Thames Valley Police Dispensation.</p> <p>If this route were effectively closed to us then we would be forced to take what in my view would be a less safe &amp; higher risk alternative over a greater distance.</p>
<p>(9) Email response, (unknown)</p>	<p><u>30mph Speed Limit</u> – <b>Support</b> – strongly recommend that the speed limit runs all the way from Bledington, past the train station to the three-way junction (near Langston Villas). In the last year (approx.) three cars have crashed at that junction, where speed was the main contributing factor, as they overran the bend, ending up in hedge and/or verge.</p>



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In addition the many pedestrians who walk over the train line bridge would welcome the idea of a speed reduction, rather than experiencing the scary narrow misses as cars speed past.

Finally as you're probably aware there are lots of horse riders around this area and I've witnessed a number of occasions where cars have sped past horse riders. Again 30 mph would introduce a more appropriate speed limit and provide a safer environment.

Can you confirm where the 30 mph section will be extended to? If not to the three-way junction, can this be requested?

Road narrowing – **Neither** – *No comment.*