

Division(s): Kingston and Cumnor

CABINET MEMBER FOR ENVIRONMENT – 9 JANUARY 2014

PROPOSED EXTENSION TO 30MPH SPEED LIMIT, FARINGDON ROAD / SPRING HILL, SOUTHMOOR

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

Introduction

1. This report presents the objections and other comments received in the course of the formal consultation on a proposed extension of the 30mph limit on Faringdon Road / Spring Hill to replace the full length of the 40mph limit currently in place, as shown on the plan at Annex 1.

Background

2. Consultation on a more limited extension of the 30mph speed limit on Faringdon Road (as also shown at Annex 1) – to be funded by the developers of land adjacent to the road – was carried out between 25 July and 23 August 2013. An objection was received from Kingston Bagpuize with Southmoor Parish Council, which expressed a wish to see the entire length of the current 40mph limit replaced by a 30mph limit.
3. Following a meeting with the parish council to discuss their objection, it was agreed to carry out a consultation on the revised proposal, with the parish council funding the additional costs of both of the new consultation, and any additional cost of implementing the revised speed limit change – if approved – as compared to the original proposal.

Consultation

4. A formal consultation on the revised proposals was carried out between 4 October and 1 November 2013. A summary of the responses received is given at Annex 2.

Objection and other representations

5. Thames Valley Police object to the proposal on the grounds that there is no recent accident history and that the current 40mph limit is appropriate taking account of the character of the road (with relatively limited roadside development) and the lack of other speed restriction features, and also that there would be a risk that respect for the current 30mph limit would be lessened. They have previously indicated acceptance of the original proposed extension.

6. Kingston Bagpuize with Southmoor Parish Council strongly support the revised proposal. Other responses from residents and other parties are summarised at Annex 2 – these are largely supportive, although one respondent requested that consideration is given to the 30mph limit only being extended to cover part of the length currently proposed.

Conclusion

7. Roadside development is not continuous along the whole length of the proposed extended speed limit, and there could therefore be an argument that the section of road west of the Pump House should remain 40mph (the Police have indicated that they might not object to an extension to this point). However there are many precedents of 30mph limits being applied to roads of a similar character on other villages in the county, and experience of these has been that they result in a reduced risk of accidents and lower speeds, and have not lessened respect for other 30mph limits. Furthermore, should the speed limit change in the vicinity of the Pump House' it would leave only 350m of 40mph, which is below the distance normally considered appropriate for 'buffer' restrictions.

How the Project supports LTP3 Objectives

8. The proposals would facilitate the safe movement of traffic in the context of the major new residential development of adjacent land.

Financial and Staff Implications (including Revenue)

9. The cost of implementing the proposal if approved would be met by the developers of nearby land, supplemented if necessary by a contribution from Kingston Bagpuize with Southmoor Parish Council

RECOMMENDATION

10. **The Cabinet Member for Environment is RECOMMENDED to approve the extension to the 30mph speed limit as advertised.**

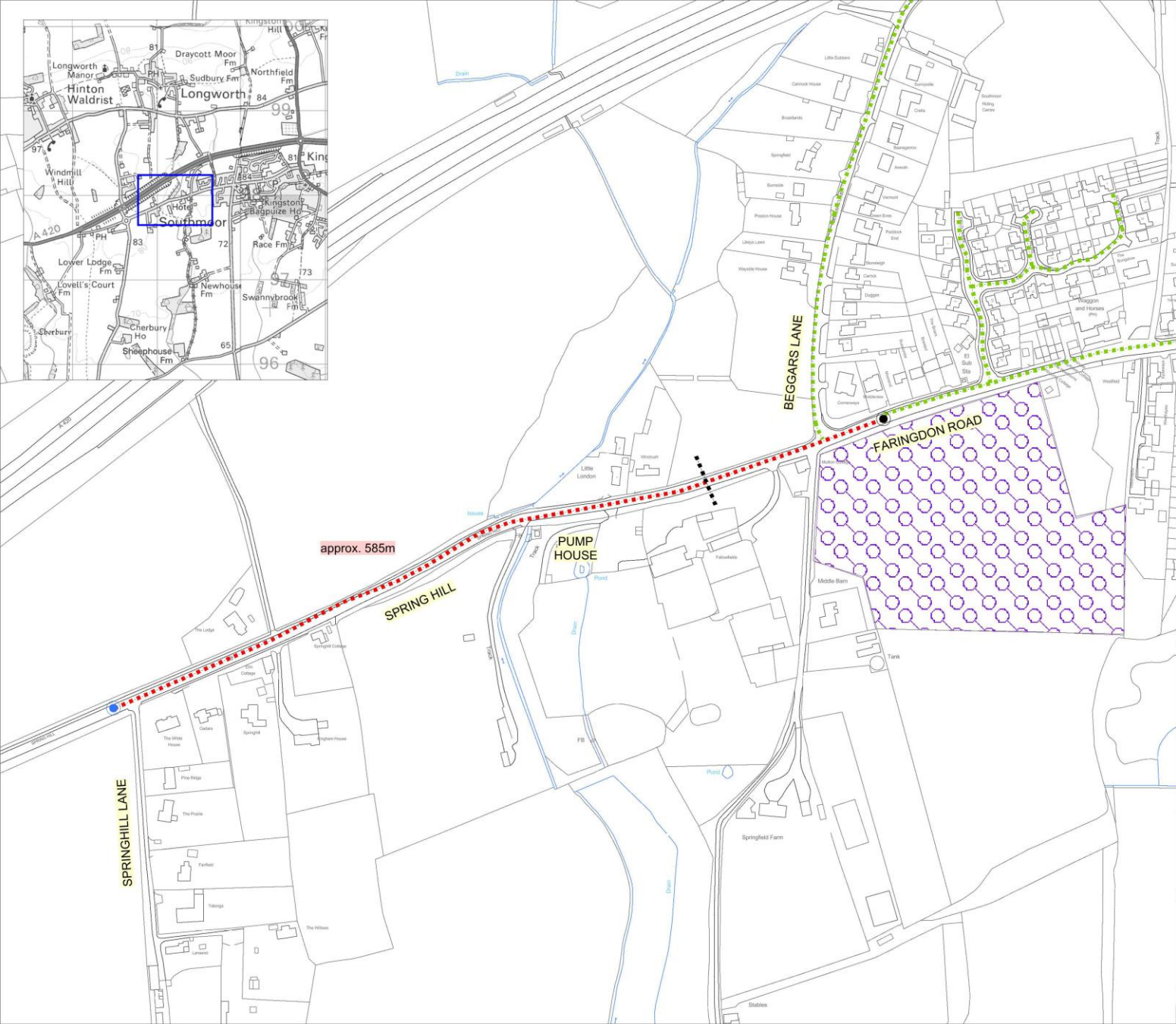
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers: Annex 1: Plan
 Annex 2: Summary of consultation responses and officer comments

Contact Officer: Jim Daughton 01865 815803
December 2013

Annex 1 - Plan showing proposals



Drawing No. Revision 2

- - - - - Existing 30mph speed limit
- Existing 30mph speed limit terminal point
- - - - - Proposed 30mph speed limit extension in place of current 40mph speed limit (approx. 585m)
- Proposed new 30mph speed limit terminal point
- - - - - Extent of original proposed extension (approx. 148m)
- Development location
- Site Location

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CABINET MEMBER
FOR ENVIRONMENT

FARINGDON ROAD, SOUTHMOOR
PROPOSED 30MPH EXTENSION

Drawing Status		
Drawn by:	Checked by:	Approved by:
CJM		
Date drawn:	Date checked:	Date approved:
28/11/2013		

Drawing No. Revision 2

CMDE6

Annex 2 – Summary of consultation responses

Respondent	Response	Officer comments
Thames Valley Police	<p>Object to the proposal on grounds that:</p> <ol style="list-style-type: none"> 1. There is no previous collision history in the previous 3 years. 2. Road environment/character has not changed. 3. No current speed data has been included. 4. This extension will weaken existing 30 limit 5. Existing 40 limit is appropriate to the current environment. 	<p>Experience of 30mph limits in broadly similar settings has been positive in terms of reduced accident frequency, and similarly compliance in these limits has not been a significant issue.</p>
Kingston Bagpuize with Southmoor Parish Council	<p>Strongly support proposal</p>	
Fallowfields Hotel and Restaurant	<p>Support proposal on grounds of improved safety for customers, possible further development, dangers to pets and nuisance and dangers posed by speeding motorcycles</p>	
Riding for the Disabled	<p>Support proposals on grounds of improved safety for equestrians</p>	
Resident	<p>Support proposal on grounds of improved safety; suggests that a vehicle activated sign would be helpful to improve compliance at the entry to the limit</p>	<p>Noted ; no funding is available for a vehicle activated sign</p>
Resident	<p>Support proposal on grounds of improved safety; suggests that a vehicle activated sign and physical traffic calming measures would be helpful to improve compliance at the entry to the limit</p>	<p>Noted ; no funding is available for a vehicle activated sign or traffic calming measures</p>
Resident	<p>Suggests extension of 30mph limit should only be as far as The Pump House (approximately 260 metres west of the existing 30mph limit) on grounds that the current proposal extends too far west of the main built up area, and would be unenforceable</p>	<p>Noted –there is a cluster of houses close to the proposed new terminal of the 30mph limit which would not then benefit from the proposed change.</p>