

CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017
PROPOSED SPEED LIMIT CHANGE - B4017 ABINGDON ROAD,
DRAYTON

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

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit on the B4017 Abingdon Road at the north end of Drayton village.

Background

2. An extension of the 30mph speed limit on B4017 Abingdon Road has been proposed by developers as part of works to create a new access for a residential development at the location shown at Annex 1.

Consultation

3. The formal consultation on the above proposal was carried out between 7 September and 7 October 2016. A public notice was placed in the Oxford Times and Abingdon Herald newspapers, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Drayton Parish Council and the local County Councillor.
4. Three responses were received; Thames Valley Police registered an objection on the grounds that as the access to the new development was within the existing 30mph limit and sited to the south of the junction with Sutton Wick Lane, there was therefore no need for the speed limit to be extended. Drayton Parish Council expressed support for the extension of the speed limit to just north of the bend, also requesting that consideration should be given to replacing the entire length of the 50mph limit between Drayton and Abingdon with a 30mph limit, taking account of the recent extension northwards of the 30mph limit at the south end of Abingdon. A further response was received from a member of the public (not a resident of the village) supporting the proposal but requesting consideration that the 30mph limit in Drayton should be reduced to 20mph to improve safety and amenity for pedal cyclists. These comments are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

Review of responses

5. The objection of Thames Valley Police is noted and it is accepted that the access for the new development is approximately 50 metres within the existing 30mph speed limit, which is the distance normally applied when assessing the potential need for a speed limit extension to accommodate a new access; also it is acknowledged that the existing junction with Sutton Wick Lane is even closer to the existing 30mph terminal than the new access, and that there have been no accidents at this junction in the most recent 5-years. However, it is also evident that the new development will increase turning movements to and from the B4017 and that the risk of accidents will likely be reduced by achieving lower speeds in the vicinity.
6. The response from Drayton Parish Council requesting a further extension to the 30mph limit, potentially to include replacing all the current 50mph speed limit is noted. It is, however, considered that anything beyond the current proposal of an extension to the 30mph limit would be judged to be inconsistent with Department for Transport guidance on setting local speed limits, particularly bearing in mind the bend further north of the current proposed terminal point and desirability of not having a speed limit change on the bend itself.
7. A possible alternative arrangement of speed limits here that may provide a compromise between the views expressed by the police and the parish council would be to consider a 40mph speed limit on the length (approximately 700 metres) between the existing terminal point of the 30mph limit at the north end of Drayton and the recently extended 30mph limit at the south end of Abingdon. This would require a formal consultation, with any objections being reported for consideration at a future meeting.

How the Project supports LTP4 Objectives

8. The proposals would help facilitate safe movement of traffic.

Financial and Staff Implications (including Revenue)

9. Funding for the speed limit extension has been provided by the developer of the residential land adjacent to the B4017 Abingdon Road.

RECOMMENDATION

10. **The Cabinet Member for the Environment is RECOMMENDED to:-**
 - (a) **not approve the proposals to extend the speed limit as advertised; and**
 - (b) **instruct officers to consult on a revised proposal to introduce a 40mph limit in place of the existing 50mph limit between Drayton and Abingdon.**

CMDE7

CHRIS McCARTHY
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers: Plan of proposed restrictions
 Consultation responses

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January 2017

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>Objects – with the following comments:</p> <ul style="list-style-type: none"> ▪ Having visited the location yesterday the new junction is already situated within the existing 30mph speed limit and I see no justification to extend this speed limit any further into open countryside. ▪ The new junction is also on the village side of the Sutton Wick lane junction. ▪ Any extension to the existing speed limit could also weaken the current Drayton speed limit resulting in further calls for police enforcement. ▪ Unless there is additional justification/evidence why this speed limit should be extended, I object to the current proposal.
(2) Drayton Parish Council	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Feels that the proposed speed limit should be extended further out, with consideration of a 30mph speed limit being introduced on the entire length of the road between Drayton and Abingdon.
(3) Resident (Marston, Oxford)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> ▪ Given that it's a shared road for cycling and motor vehicles, the speed limit should be reduced to 20mph and extended all the way to Abingdon, but obviously any stricter limit is a step in the right direction. ▪ I therefore support the proposal even though it absolutely insufficient.