

## **CABINET MEMBER FOR ENVIRONMENT - 17 MARCH 2016**

### **PROPOSED 20MPH SPEED LIMIT ZONE & PROHIBITION OF MOTOR VEHICLES – SWINBROOK ROAD, CARTERTON**

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

#### **Introduction**

1. This report presents objections received in the course of a statutory consultation on proposals to introduce a 20mph speed limit zone and a prohibition of motor vehicles along a section of Swinbrook Road associated with the adjacent residential development.

#### **Background**

2. In response to the extensive development of land for housing on either side of the northern end of Swinbrook Road, and in line with issues considered at planning application, the developer (David Wilson Homes) is proposing a number of traffic measures to ameliorate the effects of the development on the existing residential area. The proposals consist of a new 20mph zone (as shown at Annex 1), a prohibition of driving with the road closure controlled by bollards (at the location shown at Annex 2), and some traffic calming (as shown at Annex 3).

#### **Consultation**

3. Formal consultation on the proposals was carried out between 06 January and 05 February 2016. Letters were sent to approximately 120 properties in the immediate area, whilst street notices were also put up at intervals along the street. A public notice was advertised in the Witney & West Oxford Gazette on 06 January with an email sent to the statutory consultees, including Thames Valley Police, Fire & Rescue Service, Ambulance service and local County Councillors.
4. A total of 6 responses were received as part of the consultation process, including two objections to the 20mph speed limit and one objection to the prohibition of driving. These along with other comments received as part of the consultation are summarised at Annex 4.
5. Thames Valley Police objected to the proposed 20mph speed limit as they perceived overall lack of physical measures to actively reduce speeds sufficiently to ensure self and legal compliance. A resident of Swinbrook Road also objected to the 20mph limit but on the grounds that it should be extended further along existing roads.

6. One resident objected to the prohibition of driving as they felt that not enough consideration had been given to properties in the immediate vicinity and their access requirements.
7. Other respondents either supported the proposals or raised issues relating to the design of the new development which were not subject to consultation – these can be considered as part of the detailed design of the site.

### **Response to objections and concerns**

8. In response to the concerns raised by Thames Valley Police, it should be noted that a raised table at the new cross road junction (shown in **Annex 3**) is planned, and this coupled with appropriate signing is envisaged to ensure a good level of compliance with the limit.
9. Extending the 20mph speed limit zone further along Kilkenny Lane (i.e. eastwards from the bollards at the northern end of Swinbrook Road) was not considered due to the fact that it would not be impacted from the residential development, with little or no extra traffic expected.
10. With regards to the prohibition of driving, the benefit of this restriction to the wider community is that it prevents vehicles travelling to/from the new development from adding to the level of traffic on the existing residential part of Swinbrook Road. Careful consideration has been given to the location of the closure point and the proposed location is the only suitable place to provide the overall benefits.
11. The requirement for bollards with access for emergency vehicles and buses was requested and agreed as part of the planning permissions, all stakeholders were consulted in response to the planning application. The agreed bus route through the development and along Swinbrook Road will not be implemented immediately. Should this be introduced in the future it will be necessary to replace bollards with some form of bus gate. It is unlikely that police, fire or ambulance services will need access along Swinbrook Road, but an emergency option to them will remain.
12. With regards to the request for parking restrictions in relation to the section of Swinbrook Road near the football club, these are not considered necessary at this time nor are they required as part of the new development.

### **How the Project supports LTP4 Goals**

13. The proposals would help reduce the risk of accidents, improve road safety and facilitate the easier flow of motor traffic in the area.

### **Financial and Staff Implications (including Revenue)**

14. Full funding for the proposal has been secured from the local developer undertaking the adjacent residential works.

## **RECOMMENDATION**

15. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of the proposals set out in this report as advertised.**

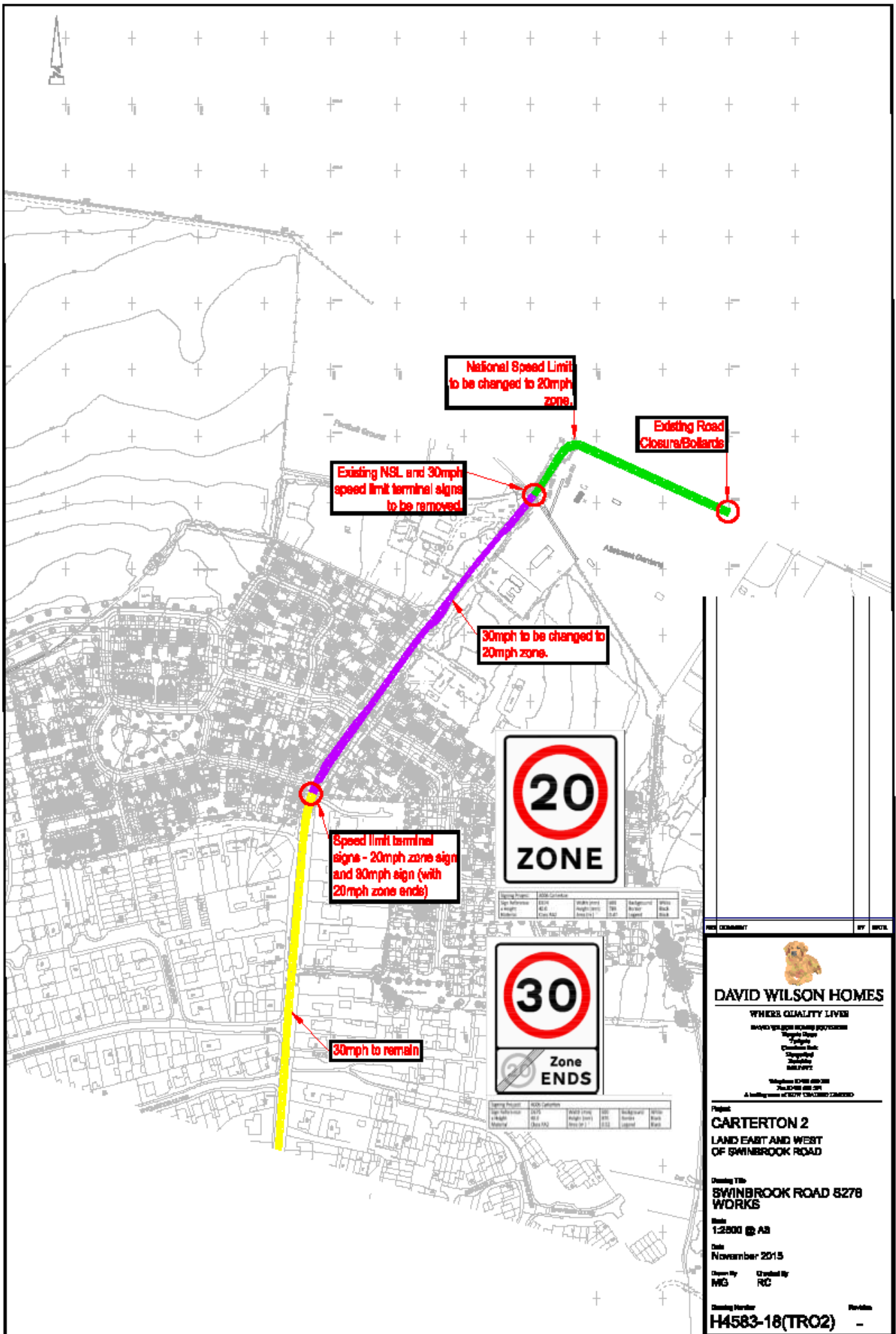
MARK KEMP

Deputy Director of Environment & Economy (Commercial)

Background papers:            Plan of proposed restrictions  
    Consultation responses

Contact Officers:                Owen Jenkins 01865 323304

March 2016



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**Project**  
**CARTERTON 2**  
**LAND EAST AND WEST**  
**OF SWINBROOK ROAD**

**Drawing Title**  
**SWINBROOK ROAD 5278**  
**WORKS**

**Scale**  
**1:2500 @ A3**

**Date**  
**November 2015**

**Drawn By**  
**MKS**

**Checked By**  
**RC**

**Drawing Number**  
**H4583-18(TRO2)**

**Revisions**  
 -





## ANNEX 4

RESPONDENT	SUMMARISED COMMENTS
Thames Valley Police	<p>Objects (the 20mph speed limit zone) - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Thames Valley Police will object to the 20mph speed limit zone as the physical aspect of the junction treatment on the section of Swinbrook road considered for 20mph speed limit, may not reduce speeds sufficiently for legal compliance.</li> <li>▪ It is difficult to imagine the completed construction and I accept that the road is fairly narrow with some bends however without raised or narrowing features may allow excessive speeds</li> </ul> <p>Supports (the prohibition of driving) – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Thames Valley Police have no objection to the restriction to motor vehicle on Swinbrook Road with physical measures to enforce the proposal.</li> </ul>
Carterton Town Council	No objection.
Resident, (Swinbrook Road)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Would like to see 20mph limit extended further eastwards to Burford Road (Brize Norton).</li> </ul>
Resident, (Swinbrook Road)	<p>Supports the proposed 20mph speed limit zone.</p> <p>Objects (the prohibition of driving) - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Feels that consideration was not given to properties in the immediate vicinity.</li> </ul>

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Resident, (Swinbrook Road)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"><li>▪ We would suggest that a footpath and the improved road be extended at least as far as Carterton Football Club. Many parents and children and dog walkers continually use the road to access the Country Park and Adventure Playground,</li><li>▪ We also have serious reservations about the safety of the new road junction with Swinbrook Road bearing in mind the number of people using the road for above purpose.</li></ul>
Resident, (Swinbrook Road)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"><li>▪ Would like clarification of why do emergency services need access along Swinbrook Road when alternative routes would exist,</li><li>▪ Why do we need the added expense of retractable bollards,</li><li>▪ Feel that there is a need for a dedicated pedestrian crossing where Swinbrook Road will be crossed by the new road on the developments. The developers have in place temporary crossing lights to control the crossing of traffic, will these become permanent ?</li><li>▪ Will there be parking restrictions along the road past the bollards towards the football club ? The road is very narrow and access to properties, the football club and allotments must be maintained for emergency service access.</li></ul>