

Division(s): Berinsfield and Garsington; Rose Hill and Littlemore
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## **CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER 2017**

### **PROPOSED EXTENSION OF 50MPH SPEED LIMIT AND PROHIBITION OF U TURNS AT NEW SIGNALLED JUNCTION A4074 SANDFORD-ON-THAMES**

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

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation to extend the 50mph speed limit southwards on the A4074 Sandford-on-Thames bypass and to prohibit U turns at a new signalled junction

#### **Background**

2. Due to development on the east side of the A4074 Sandford-on-Thames bypass, it is proposed to extend the 50mph speed limit to include a new signalled junction with the development; it is also proposed to prohibit the making of U turns on both the A4074 approaches to this junction. A plan showing the proposals is provided at Annex1. If approved, the full costs of the scheme would be met by the developers.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 29 June and 28 July 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, Sandford-on-Thames Parish Council, Littlemore Parish Council, the local County Councillors and also South Oxfordshire District Council and Oxford City Council.
4. Five responses were received as summarised at Annex 2. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police expressed no objection to the proposals but requested that traffic monitoring should be carried out if the scheme is implemented and that any issues identified be addressed by appropriate traffic engineering measures.
6. Sandford-on-Thames Parish Council expressed no objection to the proposed speed limit but objected to the proposed prohibition of U turns at the new signalled junction giving access to the development on the grounds that this would lead to additional traffic using village roads.

7. Littlemore Parish Council, while not expressing an objection to either of the proposals raised strong concerns over the wider impact of the development on residential roads within the parish and also noted that they considered the planned provision for pedestrians and cyclists using the footway on the east side of the A4074 was inadequate, particularly in respect of its limited width of at the rail bridge.
8. A member of the public (not a resident of the area) objected to the proposed 50mph speed limit on the grounds that it would not be respected and to the proposed prohibition of U turns on the grounds that this was unnecessary.
9. An expression of support for both proposals was received from a member of the public who was not a resident of the area.

### **Response to Objections and Concerns**

10. The response of Thames Valley Police is noted and it is confirmed that the operation of the new junction will be monitored.
11. The objection of Sandford-on-Thames Parish Council to the proposed prohibition of U turns appears to be based on a misunderstanding of the permitted turns at the new signalled junction, which include the right turn from the development to travel north on the A4074 and right turn from the A4074 northbound carriageway into the development, as shown at Annex 1. There would therefore be no reason for traffic travelling to or from the development to use roads within the village as set out in their objection. The proposed prohibition of U turns is for safety reasons given the potential for conflicts arising from this unexpected and low speed manoeuvre within the junction that would likely only be made by drivers who had inadvertently missed their intended turn, noting that such prohibitions are routinely introduced at other similar junctions, and also that drivers in these circumstances here can safely turn into the development and then return to the A4074.
12. The concerns raised by Littlemore Parish Council are noted but are not considered relevant to the proposals.
13. The objection from the member of the public to the proposed 50mph speed limit and prohibition of U turns is noted. The 50mph speed limit is considered appropriate given the construction of the new signalled junction and the prohibition of U turns also appropriate for the reasons as given above.
14. The expression of support for the proposals from the member of the public is noted.

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

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

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

16. The full costs of the proposals will be met by the developer.

**RECOMMENDATION**

17. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions  
Consultation responses

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RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<b>No objection</b> - Once the scheme is fully implemented can I request that traffic monitoring takes place, and that additional engineering is considered if speeds are found to be high. Any burden for enforcement activity should be addressed by you as Highway Authority first.
(2) Sandford-on-Thames Parish Council	<u>50mph Speed Limit</u> – <b>Neither</b> - It should be 50mph all the way along to encourage the 50mph zone where the dual carriageway stops. <u>Prohibition of U-turn</u> – <b>Object</b> - on the grounds that the development will lead inevitably to heavily increased traffic movements through the village and especially at the southern end of Henley Road between Brick Kiln Lane and the A4074. It is noted that all vehicular egress from the site is via the southward lane of the A4074 so that traffic wishing to go to points northward will have to come off the A4074 at the Sandford junction and then round the first roundabout and up to the mini roundabout where it can either- Turn left to access the A4074 or Right to go through Littlemore via Sandford Road.
(3) Littlemore Parish Council	In view of the permission already granted for over 100 properties on land alongside the A4074 at the Heyford Hill roundabout, these traffic measures are essential in our view. Littlemore Parish Council remain extremely concerned about the effect that a large number of vehicles entering and leaving this site will have on Littlemore village. We fear that a rat run will be created through Sandford and Littlemore to allow access to the Eastern by-pass if there is a build-up of traffic at the roundabout. This will have a damaging effect on our already congested road system. We request that CIL money resulting from this development be devoted to traffic calming measures throughout the village, especially concentrating on Oxford Road Littlemore which is already a major bottleneck for traffic towards and from Oxford and the ring road. We are also concerned about the safety of pedestrian and cycle access to the site. The only way to access the estate requires non-car users to walk or cycle along a narrow footpath alongside the A4074. There does not appear to be space for a double buggy or wheelchair and a bicycle to share the pavement at the location of the railway bridge. There is no other means for residents to gain access to the community facilities of Littlemore - schools, churches, community centres, playgroups, buses to the Cowley Centre etc. We request that County Highways do all in its power to negotiate cycle and pedestrian access alongside the NHS land adjacent. This would not only improve access for residents but also help to reduce car use which will otherwise be very high.
(4) Resident, (Oxford Road, Cumnor)	<u>50mph Speed Limit</u> – <b>Object</b> - the vast majority of drivers won't change their behaviour, though also noting that if drivers reduce their speed from 70 mph to 50mph over 250m will only reduce journey times by ~3 seconds. Also expressed a concern that the proposed traffic signals would lead sat-nav providers to change their recommended route from Cowley to the Science Park (and the Science Village when it is built) to go through the centre of Littlemore.

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	<p>This will lead to substantially worse and higher volumes of traffic for the people of Littlemore and Sandford on Thames, and suggests a priority junction with a 50mph or 40mph speed limit enforced by cameras. Another alternative would be to make the traffic only come out onto the Reading direction of the A4074, perhaps with a lower speed limit in that direction only as in that direction it was approximately a minute quicker to use the bypass over going through Littlemore due to the shorter route and more favourable traffic lights.</p> <p><u>Prohibition of U-turn</u> – <b>Object</b> - There seems no logical justification for this change, so I'm against on the grounds that there is no point in adding extra rules that don't provide any meaningful benefit. If there is such a benefit then I don't really have a strong opinion either way.</p>
<p>(5) Resident, (Burrows Close, Headington)</p>	<p><u>50mph Speed Limit</u> – <b>Support</b> – <i>No comment.</i></p> <p><u>Prohibition of U-turn</u> – <b>Support</b> – <i>No comment.</i></p>