

## **CABINET MEMBER FOR ENVIRONMENT – 29 JUNE 2017**

### **PROPOSED EXTENSION OF 30MPH SPEED LIMIT, BUS STOP CLEARWAYS & ROAD NARROWING– A415 WITNEY ROAD & OXFORD ROAD, KINGSTON BAGPUIZE**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal for the extension of the 30mph speed limit on the A415 Witney Road at the north end of Kingston Bagpuize, the introduction of two bus-stops (and associated clearways) on Witney Road, and the proposals to narrow a section of Oxford Road.

#### **Background**

2. The above proposals are being proposed in conjunction with a residential development on the east side of the A415. A plan of the Witney Road proposals is shown at Annex 1, and Annex 2 shows the Oxford Road proposals.

#### **Consultation**

3. The formal consultation on the proposal was carried out between 27 April and 19 May 2017. A public notice was placed in the Oxford Times newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Kingston Bagpuize with Southmoor, Longworth and Fyfield & Tubney Parish Councils, and the local County Councillor.
4. Four responses were received. These are summarised at Annex 3. Copies of all of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police have not objected to any of the proposals.
6. One objection was received from the Parish Council in response to the proposed speed limit change and one objection from a local resident in respect of the proposed bus stops & associated bus stop clearway on Witney Road, and the proposed carriageway narrowing on Oxford Road. Additionally, a further response from a member of the public was received, registering no objection to any of the proposals, but also referring to concerns previously raised with the parish council, but with no details of the latter supplied.

## **Review of responses**

7. The response of Thames Valley Police expressing no objections to any of the proposals is noted.
8. The objection from Kingston Bagpuize Parish Council is noted, but the guidance issued by the Department for Transport on setting local speed limits recommends that at roundabouts where different speed limits apply on different approaches, the speed limit on the roundabout itself should be set at the limit that applies on majority of the approaches, which in this case is the national speed limit.
9. The objection from the member of the public in relation to the proposed bus stops and bus stop clearways is noted, but in respect of the concern on the potential hazard caused by Swindon bound buses turning left off the A420 and then stopping, the proposed bus stop is in a new layby, the design of which should allow this movement to be made by buses without having to slow unduly while on the main carriageway of the A415. A new bus stop for the Oxford bound buses will be sited as shown at Annex 1, with both stops being funded by the developer.
10. The same respondent also expressed an objection to the proposed narrowing of the carriageway on Oxford Road, but as shown at Annex 2 the reason for the proposed narrowing is to provide a footway on the north side of Oxford Road that will provide a continuous safe link for pedestrians from the Oxford Close junction westwards to the existing footway at the west end of Oxford Road.
11. The other concerns noted by the respondent are noted but are not considered to be material to the proposals as advertised.

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

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

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

13. Funding for the extension of the speed limit, the bus stops and the narrowing of Oxford Road to provide the footway has been provided by the developer of land adjacent to the A415.

## **RECOMMENDATION**

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

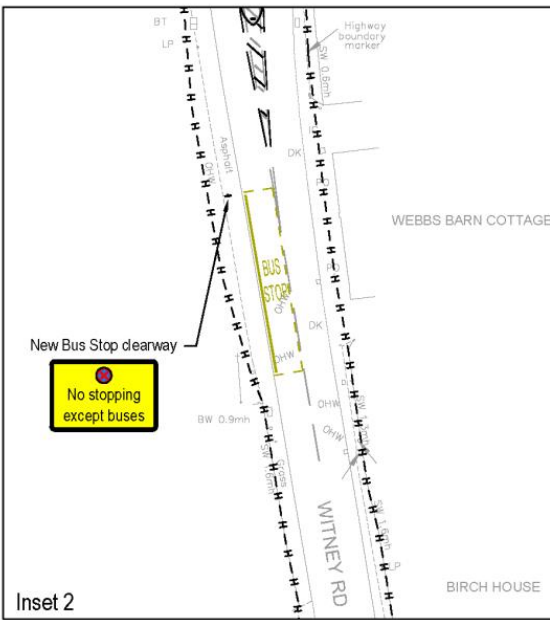
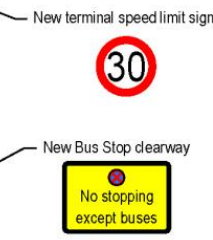
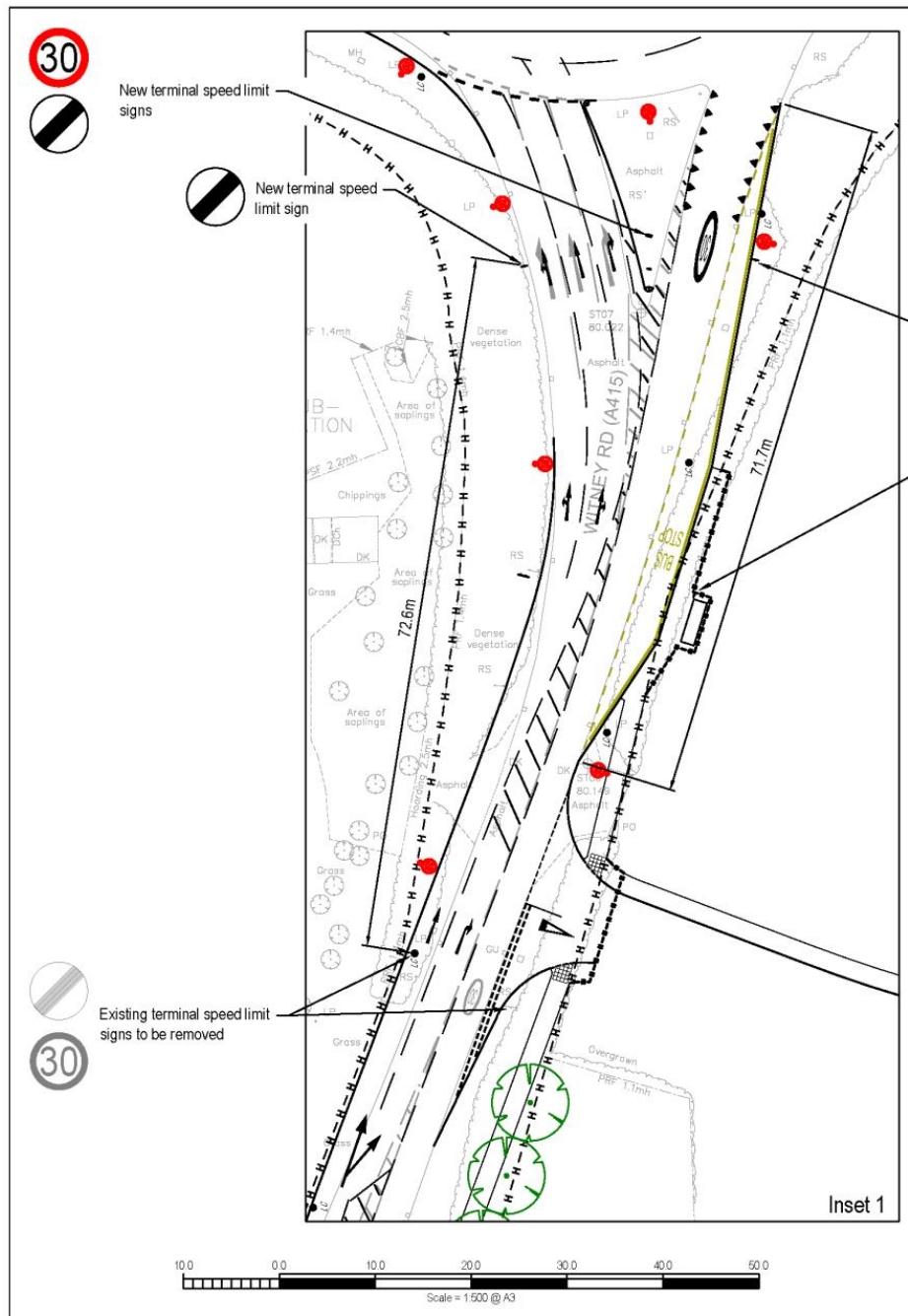
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OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:        Plan of proposed restrictions  
                                     Consultation responses

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June 2017



LOCATION PLAN  
Scale: 1:10000

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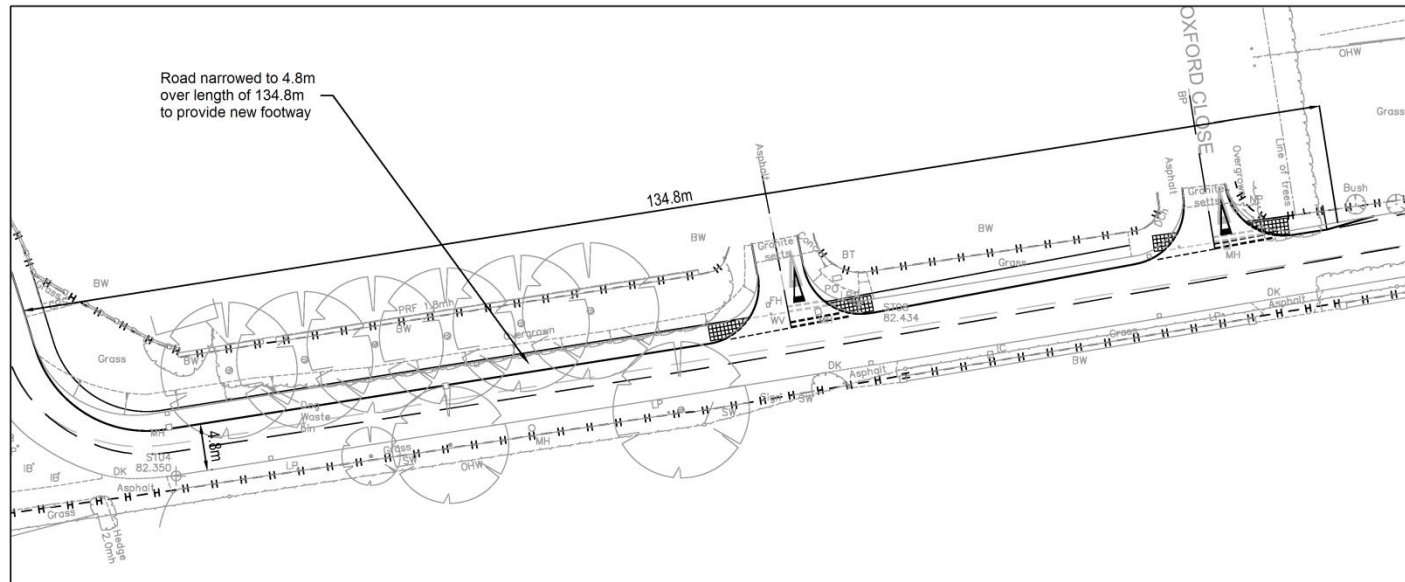


Witney Road (A415), Kingston Bagpuize  
 30mph Speed Limit Extension and New Bus Stop Clearway  
 TRAFFIC REGULATION ORDER PLAN

Scale	1:500 / 1:10000
Date	March 2017



LOCATION PLAN  
Scale: 1:10000

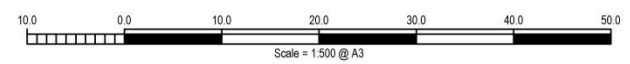


Road narrowed to 4.8m  
over length of 134.8m  
to provide new footway

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Oxford Road, Kingston Bagpuize	
New Road Layout	
TRAFFIC REGULATION ORDER PLAN	
Scale	1:500 / 1:10000
Date	March 2017



RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<b>No objection.</b>
(2) Kingston Bagpuize Parish Council	<p><u>30mph Speed Limit</u> – <b>Object</b> – the changes to the A415 have probably been designed to Manual for Streets. However as the road is dominated by vehicles is must be designed to DMRB. Hence the 30mph limit is too close to the roundabout and the speed limit on the roundabout really should be 30mph also.</p> <p><u>Bus Stop &amp; Clearway</u> – <b>No objection</b></p> <p><u>Carriageway Narrowing</u> – <i>No response</i></p>
(3) Resident, (Witney Road)	<p><u>30mph Speed Limit</u> – <b>Support</b> – I support the speed limit part of this proposal however a speed alert notice will need to be given before the roundabout on the East direction of the A420 carriageway to alert East going traffic who wish to turn to Kingston Bagpuize.</p> <p><u>Bus Stop &amp; Clearway</u> – <b>Object</b> – Buses slowing down and stopping near the corner from the roundabout will create a potential danger to other following traffic and in rush hours and will cause traffic to back up on the roundabout and to the East going A420 traffic.</p> <p>The bus stop for 66 buses going into Oxford apparently stays in the existing Faringdon Road position. Why not leave both Oxford and Swindon direction bus stops where they are and save valuable council money.</p> <p><u>Carriageway Narrowing</u> – <b>Object</b> – I see no reason why narrowing the road width provides benefit to traffic on the Oxford Road and only to pedestrians if a pavement is built further down the Oxford road and around the corner to match up with the pavement in front of the houses by the memorial. The major problems to traffic flow on the Oxford Road are parked cars on the ‘S Bend’ by the memorial and traffic passing onto and from the Oxford Road/Abingdon Road junction.</p>

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	<p>The whole area between the Hinds Head Roundabout and the Oxford Road/Abingdon Road junction needs to be reviewed urgently as this will be aggravated by the new Sainsbury shop exit traffic and the additional new traffic from the Oxford Road. Perhaps money spent on the pointless Carriageway Narrowing exercise would be better spent addressing the overall traffic problem in the areas referred to above.</p>
<p>(4) Resident, (Oxford Road)</p>	<p><u>30mph Speed Limit</u> – <b>No Objection</b></p> <p><u>Bus Stop &amp; Clearway</u> – <b>No Objection</b></p> <p><u>Carriageway Narrowing</u> - <b>No Objection</b> - concerns that once works have been completed the necessary responsibilities are accepted and that due attention is made to the serious health and safety issues (relating to concerns raised to Parish Council in August 2016).</p>