

Divisions affected: *Rose Hill and Littlemore*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 16 DECEMBER 2021

OXFORD: COOMBS ROAD, LAVENDER DRIVE, NEILL PLACE, PADUA WAY AND PERM STREET: PROPOSED 20MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and Perm Street.

Executive summary

2. This report presents responses received to a statutory consultation to introduce a 20mph speed limit at Coombs Road, Lavender Drive, Neill Place, Padua Way and Perm Street, which comprise a new residential development accessed from Armstrong Road at Littlemore

Financial Implications

3. Funding for consultation on the proposals has been provided by the developer of land off Armstrong Road, who will also fund the implementation of the proposals should they approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

Consultation

6. Formal consultation was carried out between 7 October and 5 November 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire &

CMDHM8

Rescue Service, Ambulance service, Bus operators, Oxford City Council and local County & City Councillors.

7. Five responses were received. 2 objections, 1 expressions of concern and 2 non-objections. The responses are shown at Annex 2 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police and Oxford Bus Company did not object.
9. Three responses were received from members of the public. Two objections and one expression of concern. One of the objections was on the grounds that the highway authority seems intent on reducing speed limits on roads even if there is no justifiable reason for doing so and expressed a strong objection to measures which will increase journey times and simply waste the time of motorists by making journeys take longer. The two other responses did not provide any detailed grounds for the objection/concern.

BILL COTTON

Corporate Director, Environment and Place

Annexes

Annex 1: Consultation Plan

Annex 2: Consultation responses

Contact Officers:

Tim Shickle 07920 591545

Anthony Kirkwood 07392 318871

December 2021

05/09/2017 12:00:00
 05/09/2017 12:00:00
 05/09/2017 12:00:00

- NOTES**
1. All dimensions and levels are in metres unless otherwise stated.
 2. This drawing is to be used for construction only. It is not to be used for any other purpose. All dimensions are to be checked on site. Any errors or omissions are to be reported to the engineer immediately.
 3. The design has been produced in accordance with the current British Standards and Codes of Practice. It is not to be used for any other purpose. All dimensions are to be checked on site. Any errors or omissions are to be reported to the engineer immediately.
 4. The drawings are not to be used for construction unless they have been approved by the engineer. It is not to be used for any other purpose. All dimensions are to be checked on site. Any errors or omissions are to be reported to the engineer immediately.
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Construction Note
 All dimensions to be used to construct to shall be in metres unless otherwise stated.

DESIGNER'S COMMENT - CRITICAL RISKS NOT IDENTIFIED

The Design Engineer has reviewed the design of the site and has been satisfied that it is suitable for construction. It is not to be used for any other purpose. All dimensions are to be checked on site. Any errors or omissions are to be reported to the engineer immediately.

No structural calculations have been carried out for this scheme and the designer is not responsible for any structural failure.

The designer does not warrant that the design is suitable for construction. It is not to be used for any other purpose. All dimensions are to be checked on site. Any errors or omissions are to be reported to the engineer immediately.

Section 38 - Assigned Carriageway
 Section 38 - Assigned Footway
 Section 38 - Assigned Verges
 extent of S10 Works



00	10	10	Issue for Construction	17/09/17
01	10	10	Approved - Plan for Construction	19/09/17
02	10	10	Issue for Construction	19/09/17
03	10	10	Issue for Construction	19/09/17
04	10	10	Issue for Construction	19/09/17
05	10	10	Issue for Construction	19/09/17
06	10	10	Issue for Construction	19/09/17
07	10	10	Issue for Construction	19/09/17
08	10	10	Issue for Construction	19/09/17
09	10	10	Issue for Construction	19/09/17
10	10	10	Issue for Construction	19/09/17

Section 38 Agreement Plan
 Phase 2

Project:
 Littlemore Park,
 Oxford

Client:
 
 Hill
 Hill

SCALE	1:500	DATE	17/09/17
PROJECT NUMBER	3456	DATE	17/09/17
PROJECT NAME	A CONSTRUCTION	DATE	17/09/17
PROJECT CODE	JIT	PROJECT CODE	0504
PROJECT CODE	02	PROJECT CODE	001

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Oxford Bus Company	No objection - has no concerns on these proposals.
(3) Local Resident, (Oxford)	<p>Object</p> <p>Oxford city council seems intent on reducing speed limits on roads even there is no justifiable reason for doing so. I strongly object to these measures which will increase journey times and simply waste the time of motorists by making journeys take longer.</p>
(4) Resident, (Chipping Norton)	Object
(5) Local Resident, (Oxford)	Concerns – have concerns