

Divisions affected: *Sutton Courtenay and Marcham*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 23 MARCH 2023

SUTTON COURTENAY: B4016 DRAYTON ROAD – PROPOSED TRAFFIC CALMING MEASURES & EXTENSION OF 30MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the following:
 - a. The extension of the existing 30mph speed limit on the B4016 Drayton Road, Sutton Courtenay westwards by approximately 70 metres, and
 - b. a new kerbed traffic calming chicane on the B4016 Drayton Road (with buildouts) to be located approximately 20 metres & 40 metres west of the access to No. 9 Drayton Road.

Executive summary

2. This report presents responses to a consultation on a proposal to extend the existing 30mph speed limit and introduce a new traffic calming measure on B4016 Drayton Road, Sutton Courtenay.
3. The aim of this proposed scheme is to address the concerns raised by Sutton Courtenay Parish Council on the speed of vehicles entering and going through the village. The proposal as shown in **Annex 1** comprises of extension of the existing 30mph speed limit, and new chicane (buildouts) at approximately 20 metres and 40 metres west of the access to No. 9 Drayton Road.

Financial Implications

4. Funding for the proposal, including consultation and implementation if approved has, and will be met by the Local Member's Councillor Priority Fund, Section 106 funding, and Community Infrastructure Levy.

Equality and Inclusion Implications

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

Sustainability Implications

6. The proposals would help facilitate reducing traffic speeds approaching, and going through, Sutton Courtenay village, therefore, improving road safety.

Formal consultation

7. Formal consultation was carried out between 18 January and 17 February 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport, access & disabled peoples user groups, Sutton Courtenay Parish Council, Vale of White Horse District Council, local district Councillors, and the local County Councillor representing the Sutton Courtenay & Marcham division. A letter was sent to approximately 10 adjacent premises, and street notices were placed on site in the immediate vicinity.
8. Twenty responses were received during the formal consultation, and these are summarised in the table below:

| Proposal | Object | Concerns | Support | No opinion/ objection | Total |
|--------------------------|--------|----------|---------|--------------------------|-------|
| 30mph speed limit | - | 2 | 16 | 2 | 20 |
| Traffic calming chicanes | 1 | - | 16 | 3 | 20 |

9. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police did not object to the proposals, and whilst not objecting, Stagecoach Bus Company did highlight concerns regarding the distance between the chicanes, suggesting that larger vehicles such as buses or school coaches could struggle to navigate through the feature. The proposal has already been trailed on-site with a temporary chicane at the proposed location. Video evidence suggests no issues regarding large vehicles navigating through the proposed chicanes with the proposed dimensions and distances.
11. Two concerns and one objection were received from residents relating to the extension of the 30mph speed limit and the traffic calming chicanes.
12. Extension of 30mph speed limit concerns - the extension of the existing 30mph speed limit is to introduce a new traffic calming feature. Any further speed limit reduction on Drayton Road is outside the scope of the works. No flashing signs are being introduced as part of this scheme.

- NOTES:
1. All dimensions shown in metres unless stated otherwise.
 2. Do not scale from this drawing.
 3. This drawing is based on Ordnance Survey map and some inaccuracies may occur.

- KEY:
- Proposed traffic calming chicane
 - Existing 30/40mph terminal signs location
 - Proposed new 30/40mph terminal signs location
 - New 5m Abacus raise & lower column with Defender solar luminaire.
 - New KEEP LEFT/RIGHT TMP Evo-N retro-reflective bollards

| Rev | Date | Description | By | CHKD |
|-----|----------|------------------|----|------|
| 0 | 05-12-22 | FOR CONSULTATION | JA | LT |

Drawn by: Original
Drawing Originator



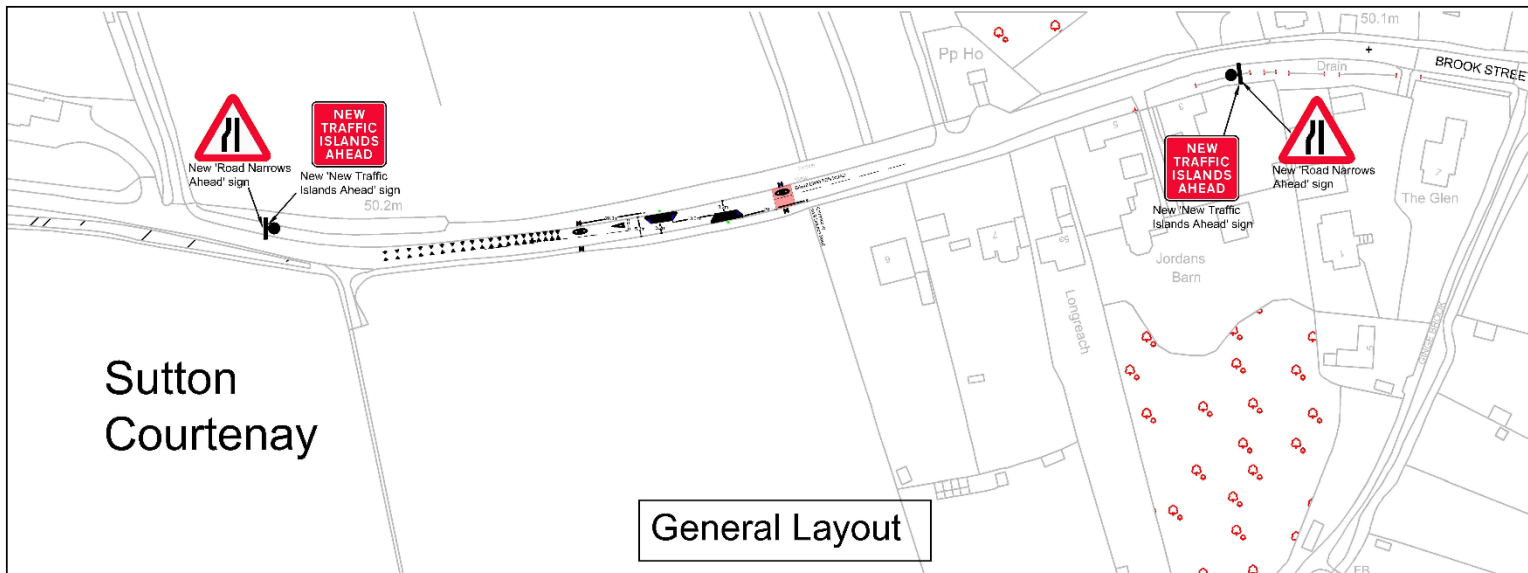
Drawing Status: FOR CONSULTATION
SAP Code:

Project Name:
B4016 DRAYTON ROAD
SUTTON COURTENAY

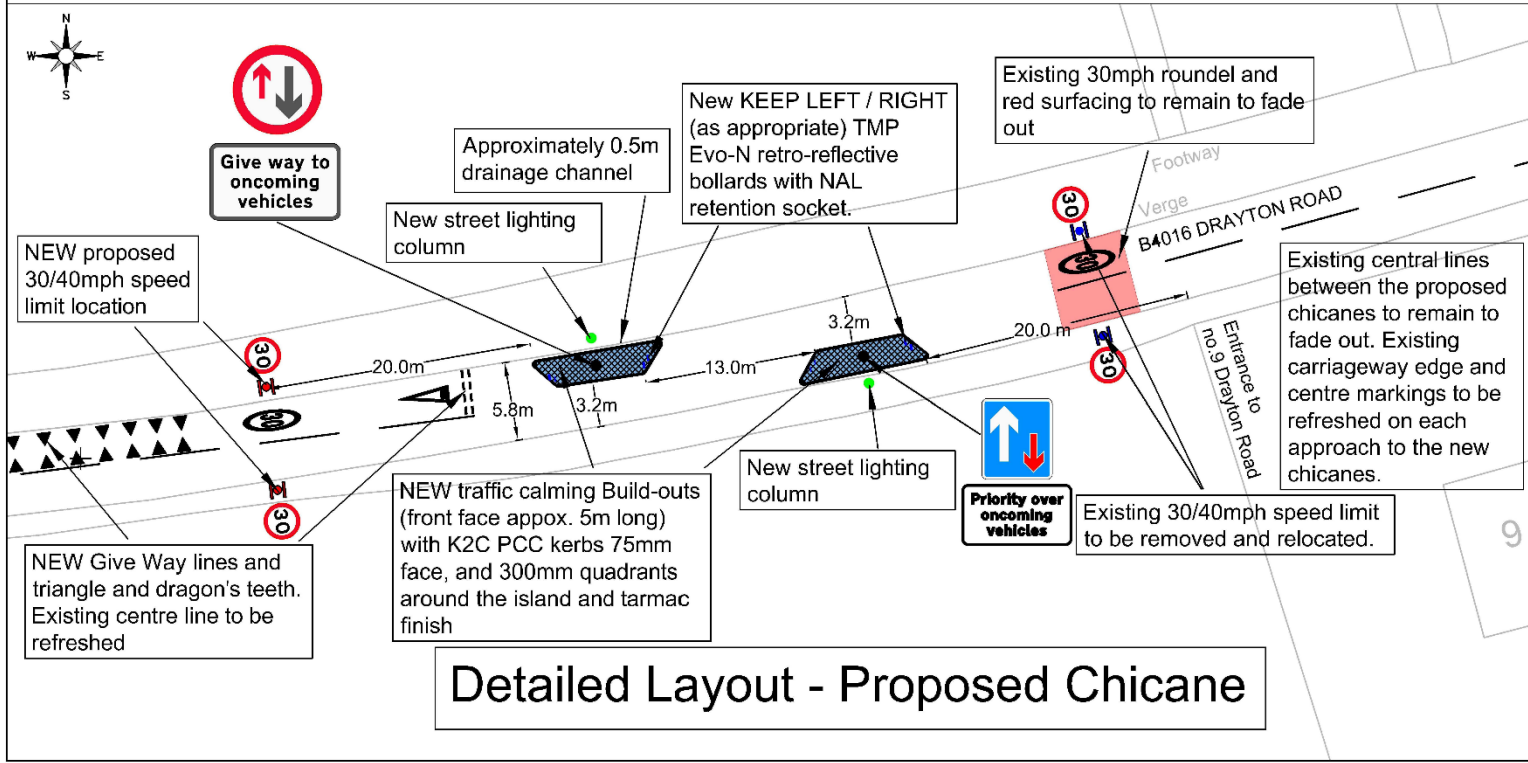
Title: LAYOUT PROPOSAL
TRAFFIC CALMING CHICANE
AND 30MPH SPEED LIMIT
EXTENSION

| Scale (A3) | Drawn by | Checked by | Approved by |
|--------------|------------|--------------|---------------|
| Not to scale | JA | LT | LT |
| | Drawn Date | Checked Date | Approved Date |
| | DEC 2022 | 05/12/22 | 08/12/22 |

| Drawing Number | Rev |
|----------------|-----|
| | |



General Layout



Detailed Layout - Proposed Chicane

ANNEX 2

| RESPONDENT | COMMENTS |
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| (1) Traffic Management Officer, (Thames Valley Police) | No objection |
| (2) Local County Cllr, (SC and Marcham Division) | Support - Sutton Courtenay have been wanting this for some time. I fully support the proposal. |
| (3) Sutton Courtenay Parish Council | <p>30mph speed limit - Support Sutton Courtenay Parish Council fully supports the proposal as it believes it will create a safer environment for road users.</p> <p>Traffic calming - Support Sutton Courtenay Parish Council fully supports the proposal as it believes it will create a safer environment for road users.</p> |
| (4) Head of Strategic Development and the Built Environment, (Stagecoach Bus Company) | <p>No objection – In line with our general practice we confirm that this proposal does not affect our services.</p> <p>In principle it presents no wider material issues to bus operations. However, we are a little concerned that the distance between the chicanes is such that larger vehicle such as buses or school coaches - which can be as long as 15m - could struggle to track through it.</p> <p>I would recommend that this is double checked before implementation.</p> |
| (5) Local Resident/Member of public, (Sutton Courtenay, B4016 Drayton Road) | <p>30mph speed limit - Concerns I would rather support a speed reduction from the Milton Road junction all along the Drayton Road from 40mph to 30mph, this would prevent accidents such as the numerous incidents which have been logged over the years, which in the main are caused by speed coupled with poor road layout and weather conditions.</p> |

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| | <p>The speed reduction would allow traffic to flow and should reduce speeding when entering the village. Especially so if calming measures , such as flashing speed signs , road hatching etc were installed.</p> <p>Traffic calming - Object I object because I believe that the traffic along the Drayton Rd is increasing due to large scale housing projects in the Didcot and Abingdon Districts, and the construction of width reducing chicanes will no doubt lead to heavy build-up of stationary vehicles.</p> <p>The eastern approaching traffic will be forced to build up creating tailbacks which would be dangerous due to the many blind bends on the road.</p> <p>I have great concern that the chicane proposal will lead to unacceptable build-up of traffic and delays during the busiest times of day, both for traffic coming out of the village and for traffic approaching from the east.</p> <p>I have concerns that the chicanes will cause traffic to back up coming from the east on the Drayton rd. There has been a noticeable increase in traffic in the last year or so on the B4016 , particularly at the rush hours between 7.30 to 9.00 am and 4.00 to 6.00pm.</p> <p>If traffic builds up significantly it may cause rear end collisions due to the unsighted bends along the road. Also chicanes tend to encourage vehicles to speed up and make dangerous manoeuvres to avoid being held up between the chicanes.</p> |
| <p>(6) Local Resident/Member of public, (Sutton Courtenay, Drayton Road)</p> | <p>30mph speed limit - Concerns Our primary school aged son catches the school bus (no.6) every morning where the bus pulls and stops over for him, and in the evening the bus drops him next to the footpath sign and entry on the other side of the road, where there is no footpath, so that he has to cross the road every day on his own at a busy time.</p> <p>We are concerned for his safety and any changes that might reduce it. While the proposed new speed limit would help slow drivers down 100m further along, it would not help him or others using that public footpath, and it could actually make it worse, as any new flashing speed signs could distract their attention from noticing a small child crossing the road in front of them if poorly placed. This is a concern.</p> |

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| | <p>To alleviate this concern and ensure this change does not inadvertently make it more dangerous for our child, we ask for the new proposed 30mph limit and signage for it to be extended to start at or beyond our driveway to make it safer for him. You can see from the photo the location of the footpath and our driveway beyond.</p> <p>This would also make it safer for any other pedestrians crossing the road there to join that public footpath that starts on the other side of the road to the footpath along the B4016.</p> <p>We would also like to point out our house is within the parish boundary and therefore we would assume that normally the 30mph speed limit should start at the parish boundary to the village, so it is reasonable to request that if you are moving the limit, you move it to include our home.</p> <p>Finally, there is a turning next to our drive that goes down to the river Thames and is used frequently by various local fishing clubs and birdwatchers with a surprisingly larger number of vehicles that drive up that road to fish at the lakes and different sites up there all the way along the river to Abingdon.</p> <p>Making it a 30mph to our house would make it safer for those people turning into and out of that road, as well as for us.</p> <p>Quite often, people ignore our indicators and accelerate, thinking they have left the village, to overtake us along that straight just when we are slowing down to turn into our drive or down that road to the river.</p> <p>In our opinion, making it a 30mph and having the speed indicator light to include our house would be sufficient to stop this and make it safer for us.</p> <p>Traffic calming – No objection We do not object to the planned location for the traffic calming chicane, or propose that the traffic calming chicane be moved, as we recognise that its main purpose is to slow people down before the main built-up area, however we do ask that the limit and associated signage is moved to include our home in recognition of our concerns listed here.</p> |
| <p>(7) Local Resident/Member of public, (Sutton Courtenay, Drayton Road)</p> | <p>30mph speed limit - Support I would prefer a 20-mph limit. We have family members living in Aston, where a 20-mph limit has been introduced. We see a significant and positive change in the environment.</p> <p>Traffic calming - Support</p> |

'Please see notes below written in June 2022 when the trial for this traffic coming measure was in progress. The only thing I would add to update my notes is that, subjectively, the road is busier now and more vehicles are travelling at high (unsafe) speeds.

June 2022

I have monitored the impact of the build out on Drayton Road at various times over the last 24 hours during both peak periods and off peak. It has been interesting to stand and actually watch the road for periods, I am usually walking in one direction or the other.

Overall there is definitely a positive impact. I have observed the following: -

Traffic flowed reasonably, in both directions, at all times I was observing.

Cars entering the village are undoubtedly slowing for the start of the 30mph to a greater extent than previously. I did not observe any cars that appeared to be accelerating significantly into the village once past the build out although that is obviously a subjective opinion. I observed a particular safety benefit for cyclists, inbound to the village, who have to re-enter the road when reaching the Thames Water pumping station.

Cars exiting the village were more interesting! I observed numerous cars braking fairly hard once they became aware of the build out. The obvious conclusion is that these individuals were accelerating out of the village and had commenced doing so well before passing the end of the 30mph area. This is a blind corner too! There were a small number of instances of drivers, when no other vehicles were visible, continuing at fairly high speed and choosing to weave aggressively to get through the build out. The point though, I think, is that once regular users of the road become aware of the build out most will regulate their speed more appropriately.

It was quite common for drivers exiting the village to stop and give priority to vehicles entering the village. This, in spite of them stopping immediately in front of a sign showing they had priority themselves. Presumably this would sort itself out as drivers become more used to the build out.

I observed one heavy goods vehicle entering the village who took the build out at far too great a speed and only belatedly realised this. He knocked down one of the buildout cones and broke one of the lights.

Finally, I have noted less vehicle noise during the trial, another positive.

In summary, I fully support making the build out permanent. Doing so will: -

Enhance safety for drivers, cyclists, and pedestrians
Reduce noise

These points are in addition to those made on the consultation website.

Firstly, traffic calming measures of some sort are badly needed, and I broadly agree with the measures proposed. My only concerns, having observed the trial in July 2022 carefully, are that the proposed measures don't go far enough.

Traffic leaving the village (i.e., travelling west) is a significant issue for residents on the south side of Drayton Road. Cars start to accelerate very early and are frequently travelling at high speed well before passing the Thames Water Pumping Station. The pavement is on the north side of the road and pedestrians are forced to cross with very restricted visibility of oncoming traffic from the east due to the curve in the road. Extremely dangerous for the children living on the road. My mother (Age 94, who lives with us) is now effectively trapped on our property as a direct result of high-speed traffic. A 20-mph speed limit would be the appropriate measure on this stretch of road. Note that eastbound cyclists on the Hanson Way also have to join the main carriageway at this point and are put at significant risk by speeding vehicles.

My observation of the trial build-out in July 2022 was that many cars simply weaved through with minimal reduction, and in some cases no reduction, of speed. The build out needs to be further out towards the middle of the road to ensure traffic actually slows. If larger buildouts are not possible then a hump needs to be placed between them. In summary, the build out temporarily constructed last year was not adequate to ensure an appropriate reduction in traffic speed.

Lastly, you should be aware of the significant increase in large vehicles travelling on Drayton Road. Many of these travel at ridiculous speeds. However, they also generate an additional problem. Due to the width of the road, when vehicles of this size meet, they move aside to and beyond the edge of the road. This is breaking up the road edge and damaging the verges. I attach a photograph of some typical damage. Either the road needs to be rebuilt/repared and/or made wider or there needs to be a restriction on larger vehicles using the road.

To conclude, high speed and large vehicles cause numerous dangers/problems on Drayton Road. These include:-

- Danger to other road users, and pedestrians.
- Excessive noise
- Damage to the road which will result in a requirement for costly repairs

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| | <p>I fully support the proposed measures, but I urge you to consider the above points and go further than the current plan. I would welcome the introduction of a 20-mph limit within Sutton Courtenay.</p> |
| <p>(8) Local Resident/Member of public, (Sutton Courtenay, Brook Street)</p> | <p>30mph speed limit - Support There is no traffic calming in place on that road into the village. This means that vehicles arrive at excess speed in a village where families, children and cyclists are all using the roads. It's dangerous and there have been accidents and incidents previously.</p> <p>Traffic calming - Support There is no traffic calming in place on that road into the village. This means that vehicles arrive at excess speed in a village where families, children and cyclists are all using the roads. It's dangerous and there have been accidents and incidents previously.</p> |
| <p>(9) Local Resident/Member of public, (Sutton Courtenay, Church Street)</p> | <p>30mph speed limit - Support People driving way to fast on Drayton Road</p> <p>Traffic calming - Support People driving dangerously fast on Drayton Road</p> |
| <p>(10) Local Resident/Member of public, (Sutton Courtney, Drayton Road)</p> | <p>30mph speed limit - Support The traffic drive extremely fast & dangerously on this stretch of road.</p> <p>Traffic calming - Support Very fast traffic</p> |
| <p>(11) Local Resident/Member of public, (Sutton Courtenay, High Street)</p> | <p>30mph speed limit - Support Cars frequently breaking the speed limit unaware that the 30mins restriction has started as they enter the village. I have seen a car accident very close to children coming out of a birthday party standing by the road where a car lost control at high speed in that 30mph area. Unlike other roads around the village speeding vehicles remain a risk here for pedestrians and cyclists alike.</p> <p>Traffic calming - Support</p> |

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| | Resident with a lot of experience of how people use that road and break the speeding limit. |
| (12) Local Resident/Member of public, (Sutton Courtenay, Asquith Park) | <p>30mph speed limit - Support Fast drivers too frequently on this road</p> <p>Traffic calming - Support I run this Road frequently and drivers often speed</p> |
| (13) Local Resident/Member of public, (Sutton Courtenay, High Street) | <p>30mph speed limit - Support I am in favour of any traffic calming on the western approach to Sutton Courtenay. I cycle, sometimes with children, down the road and most drivers who enter Sutton Courtenay pass me by over the speed limit. If turning right onto the High Street from Drayton Road this means positioning oneself on the centre of the road at a blind corner, with speeding cars passing by on the inside. A positively hostile experience, especially with children. And this is on a "National Cycle Route".</p> <p>Traffic calming - Support I wrote all reasons on the previous comment. It would be good if there was a filter for people on bikes.</p> |
| (14) Local Resident/Member of public, (Sutton Courtenay, B4016 Drayton Road) | <p>30mph speed limit - Support Anything that can be done to reduce speeds in and around Sutton Courtney is a positive step.</p> <p>Traffic calming - Support Anything that can be done to reduce speeds in and around Sutton Courtenay is a positive step.</p> |
| (15) Local Resident/Member of public, (Sutton Courtenay, Drayton Road) | <p>30mph speed limit - Support Cars do speed through at this point and it is sometimes difficult to get out of the drive safely. This change to speed limit will help as long as it is actually adhered to. I see this as more likely to happen for traffic coming in from the West than for traffic going out from the East and this latter point should be considered in the overall proposals.</p> <p>Traffic calming - Support</p> |

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| | <p>I support but with concerns. This proposal seems very helpful, particularly in respect of traffic from the West but I wonder if a bit more needs to be done to slow traffic from East (heading out the village) a bit sooner. Cars travelling out of the village have often picked up speed before the bend at Brook Street so perhaps there needs to be something more around this point to discourage this. It seems to me the traffic should be slowed throughout the 30mph limit not to speed up and then jam brakes on after they get round the bend before reaching the traffic calming chicanes. I believe it would help current proposals if there was also something like they have in Milton that shows the speed of approaching traffic in green with a thank you when it is less than 30 - hopefully then as traffic goes round the bend it is already at a reasonable speed for approaching the chicanes.</p> |
| <p>(16) Local Resident/Member of public, (Sutton Courtenay, All Saints Lane)</p> | <p>30mph speed limit - Support Traffic uses the village as a rat run and drive fast. We have young children and walk and cycle and it's unsafe</p> <p>Traffic calming - Support To make it safer for residence and the public, especially as we cycle on the roads with children</p> |
| <p>(17) Local Resident/Member of public, (Sutton Courtenay, Drayton Road)</p> | <p>30mph speed limit - Support I have lived here for over 15 years and the road has become quite terrifying. There have been numerous accidents and near misses. I would support a 20mph actually and the chicane previously mentioned.</p> <p>Traffic calming - Support Traffic travels far above the speed limit so a chicane and digital speed travelling sign would be very much supported.</p> |
| <p>(18) Local Resident/Member of public, (Sutton Courtenay, Drayton Road)</p> | <p>30mph speed limit - Support Hope this will slow down traffic entering the village</p> <p>Traffic calming - Support Hope this will slow down traffic entering and leaving the village as getting out of our drive (No 5) can be hazardous, especially with cars speeding out of the village as we cannot see around the corner looking towards Brook Street. Signage saying there is a chicane placed around No 1 Drayton Rd could also be considered as information to slow down cars accelerating out of the village.</p> |

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| <p>(19) Local Resident/Member of public, (Sutton Courtenay, Drayton Road)</p> | <p>30mph speed limit - Support My wife and I have lived on B4016 Drayton Road, Sutton Courtenay. for more than thirty-four years now and seen many accidents along the way, some not even reported, most due to excessive speeding. As I sit here now, I hear cars going by exceeding the speed limit. I don't want to wait for someone to die to realise the very least we can do is put in place a 30mpg.</p> <p>Traffic calming - Support My wife and I have lived on B4016 Drayton Road, Sutton Courtenay. for more than thirty-four years now and seen many accidents along the way, some not even reported, most due to excessive speeding. As I sit here now, I hear cars going by exceeding the speed limit. I don't want to wait for someone to die to realise the very least we can do is put in place a 30mpg.</p> |
| <p>(20) Local Resident/Member of public, (Sutton Courtenay, Drayton Road)</p> | <p>30mph speed limit - Support Traffic calming - Support</p> <p>Firstly, let me start by stating that I am 100% in favour of any alterations to the B4016 which reduce traffic speeds. Cars frequently pass our property when entering/leaving the village as excess speeds (to a 'layman's' eye).</p> <p>This is even more of a timely matter as this week a car drove into the back of me whilst I was in a queue of traffic (ironically caused from another accident) just outside 83 Drayton Road which is just a bit further up the road. Had the driver of the third party been paying more attention perhaps this wouldn't of happened and any measures that can be taken to make people more aware/conscious on this stretch of road the better.</p> <p>Will the chicane be joined with a 'hump' across the road surface in the middle of the chicane, like the one on the South entrance to the village on Sutton Courtney Lane/Harwell Road? Or will it be more like the chicane without a hump on the South entrance to Long Wittenham on Didcot Road? The reason I ask, is that I have clearly experienced people barely slowing for the chicanes without a hump such as in Long Wittenham.....therefore believe a hump is a necessary requirement to get people to properly slow down. Please advise if a hump is being considered to slow the traffic?</p> <p>I also believe a hump may be required to stop 'pushy drivers' from the East, entering the village causing those leaving the village to have to stop, which could be dangerous and cause a queue of traffic outside our property. This</p> |

happened during the trial, when lorries were coming from East and cars from the West had to wait for them to clear to claim their right of way. We saw this first hand during the trial with queues forming multiple times in front of our property, despite them having a theoretical right of way.

Is there any scope to add further 30mph signs along the road in the village? There are currently no 30mph signs in the village on this road. Could additional signs be erected to 'remind' careless drivers in both directions in the village? I realise signs can only have 'so much impact' but feel there is a justification given the speeds many people drive through the village.....which I assume is a justified statement by the fact this very chicane and speed limit extension is even being proposed.

Was there any consideration given to putting humps on the road down to 'the triangle' to the west of the proposals? The High Street has humps all along it, which appear effective at keeping speeds down. Without the humps or signs, I fear many will ignore the limits. If the chicane has no hump, then it would be possible to see ahead of it when leaving/entering village and continue at a higher speed, as a hump-less chicane alone does not appear to slow many drivers.

Long Wittenham has recently introduced a 20mph speed limit. Is this in proposal for Sutton Courtenay too? as I believe it would be beneficial to both reduce risk and improve the quality of life of residents and visitors to the village.

Thank you for your time reading this. As mentioned in my opening sentences, I am 100% in favour of any measures that can be introduced to reduce speeds on the roads in and around Sutton Courtenay. Please do not take any of the above as criticism of the plans.....if this is the best we can have at this moment in time, then great, we are all for it! I merely ask the questions and suggestions of ways they could be improved to further calm traffic. I am sure that all the above questions & suggestions have been considered and there is sensible argument as to why they may not be considered. It would be interesting to hear those thoughts.