

Divisions affected: *Woodstock*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**05 SEPTEMBER 2024**

### **WOODSTOCK: A44 MANOR ROAD – PROPOSED 30MPH SPEED LIMIT EXTENSION**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the extension of the existing 30mph speed limit on the A44 Manor Road in Woodstock, as advertised.**

#### **Executive Summary**

1. This report presents responses to the statutory consultation on the proposals to extend the town's 30mph speed limit on the A44 Manor Road northwards from the junction with Hill Rise for a distance of approx. 230 metres in place of the existing 50mph speed limit, as shown in **Annex 1**.
2. The proposals are being put forward as a result of the development of land for residential purposes adjacent to the A44 Manor Road at the northern end of Woodstock. With the associated construction of a new junction for access to the site, and the likely increase in traffic capacity in the area, the proposals will help ensure safety for all road-users in the vicinity of the development.

#### **Financial Implications**

3. Funding for the proposals (including consultation) has been provided by the developer, who will also fund the implementation if approved.

#### **Legal Implications**

4. No legal implications have been identified in respect of the proposals, with proposed changes to existing Traffic Regulation Orders governed by the Road Traffic Regulation Act 1984 and other associated procedural regulations.

Failure to adhere to these statutory processes could result in the proposals being challenged.

## **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 will help promote road safety for all road users and continues the County Councils responsibility to consider the provision of convenient and safe movement of motor vehicles and other traffic, and the proposed measures are aimed at ensuring that danger is minimised whilst facilitating the effective and safe passage of traffic.

## **Formal Consultation**

7. A formal consultation was carried out between 27 June and 26 July 2024. A notice was published in the Oxford Times, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, West Oxfordshire District Council, Woodstock Town Council, local District Cllr's, and the local County Councillor representing the Woodstock division.
8. Six responses were received during the course of the formal consultation, comprising of: three objections, two in support, and one raising concerns.
9. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

## **Officer Response to Objections/Concerns**

10. Thames Valley Police stated their response was 'having concerns' rather than a formal objection and confirmed their views concerning OCC's failure to comply with Circular Roads advice. Their response comprised of observations applicable to the setting of local speed limits in general, and no site-specific comments relating to the proposals were made.
11. The local County Cllr offered their support, however wanted consideration to be given to the 20mph for the new development to be consistent with the existing 20mph scheme in the built up areas of Woodstock, such as in Hill Rise and other roads leading off of the A44.

12. In response to the concerns of TVP, the 30mph limit is being extended to encompass the visibility splays associated with the proposed ghost right turn junction, widened footway and pedestrian refuge islands. This, in officer opinion, is sufficient change to the layout of the existing road to be in line with the Circular Roads Advice.

In response to the County Cllr, extension of the 20mph limit this far out of the built-up area would not be advised. The set-back of the new development from the A44 in this location will retain a rural feel. The existing location of the 20mph is where there are direct frontages and a more urban feel to the road. It is therefore inappropriate to extend 20mph and 30mph is more suitable.

**Paul Fermer**  
**Director of Environment and Highways**

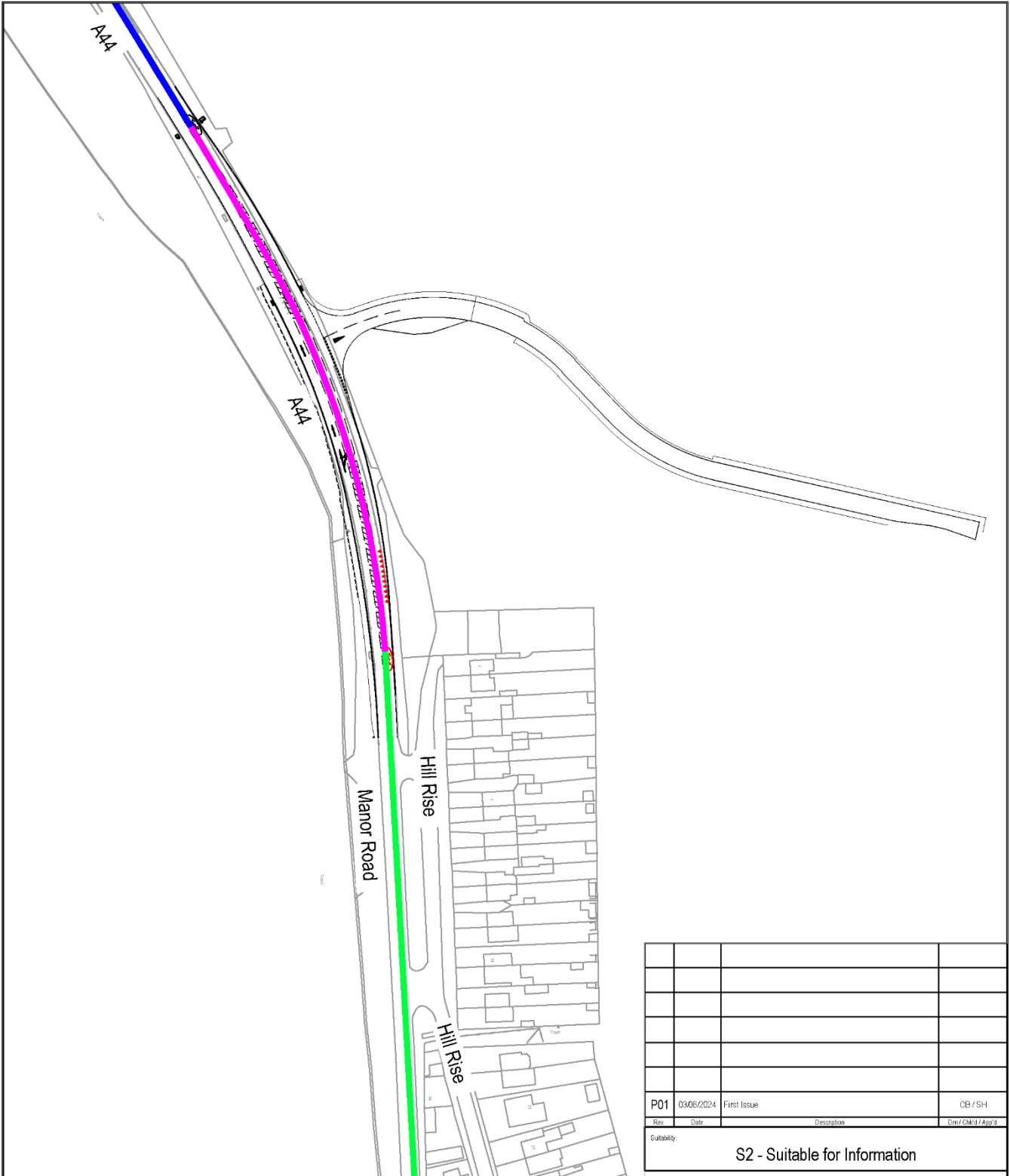
Annexes

Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:

Angelo Antenucci (Engineer – Place Making)  
Adam Barrett (Lead Engineer – Place Making)

September 2024



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| P01                           | 03/06/2024 | First Issue | CB / SH           |
| Rev                           | Date       | Description | Dim / DM3 / App'd |
| Suitability:                  |            |             |                   |
| S2 - Suitable for Information |            |             |                   |

Key:

- █ Existing 30mph (no change)
- █ Proposed 30mph speed limit to replace existing 50mph speed limit
- █ Existing 50mph speed limit (no change)

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|-----------------|----------------------|
| Client:         | PYE Homes            |
| Job:            | Hill Rise, Woodstock |
| Title:          | TRO Plan             |
| Classification: | FL_60_20             |
| Scale @ A3:     | 1:1250               |



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| Project - Originator - Volume/System - Level/Location - Type - Discipline - Number | Revision |
| BR31040JNP-XX-XX-DR-C-2021   | P01      |
| <small>Document/Crawing Number</small>   |          |

| RESPONDENT   | COMMENTS   |
|--|--|
| <p>(1) Traffic Management Officer, (Thames Valley Police</p> | <p><b>Concerns</b> – Failure to comply with Circular Roads advice</p> <p>Thames Valley Police welcome the opportunity to engage on plans for road safety improvement. Compliance with new limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a disproportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing.. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (<a href="http://www.gov.uk">www.gov.uk</a>)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> <li>• history of collisions</li> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds (No speed data provided to support)</li> <li>• road environment</li> </ul> |

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|   | <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists</p>  |
| (2) Local County Cllr,<br>(Woodstock division)    | <p><b>Support</b> – I support the proposed extension of the 30mph speed limit but can consideration be given to 20mph for the new development to be consistent with existing 20mph scheme in Woodstock built up areas as in hill rise and other roads off the A44. Furthermore can some clarification be given to the gateway measures that currently exist as to whether they would move to what is proposed.</p>  |
| (3) Local resident,<br>(Woodstock, Princess Rise) | <p><b>Object</b> – There is no need to further extend the 30mph zone, it is already too long and should be shortened.</p>   |
| (4) Local resident,<br>(Woodstock, High Street)   | <p><b>Object</b> – Against further development and no need to disrupt residents further</p>   |
| (5) Member of public,<br>(Moreton in Marsh, A44)  | <p><b>Object</b> – Driving down the A44 at midnight to 3am, down completely empty stretches of road, and a dual carriageway, is borderline ridiculous. During rush hour, absolutely, it's needs to be safe, as it's used for commuting, schools, and residential access. But after 7pm until 5am it means cars and lorry freight supplying, literally, the whole of the Cotswolds, are going at city centre speeds at midnight.</p> <p>Please, please, PLEASE introduce VARIABLE speed limits. I know smart signs are expensive, but you can reduce to 20mph at peak traffic hours, 30 or 40 midday, then open to 50 at night. There is no logic on one or two cars, at midnight, pootling along the entire stretch of the A44 at midnight, miles from each other, and other cars and human beings. If you can't make it variable, then install 40mph as a compromise. It's not just an urban commute route, it's the ONLY, literally the ONLY, freight through-route supplying the A44 to A429 supply chain.</p> |

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|   | I absolutely agree 30mph at peak is needed, but 30mph between any other hours than 0700 to 0900, and 1500-1730 is ridiculous on safe, wide and low volume roads.        |
| (6) Local resident,<br>(Woodstock, Hill Rise) | <b>Support</b> – This should stop the mad rush passed Hill Rise entrances northwards as soon as drivers see the 50mph sign, and slow down the traffic travelling south. |