



***Delegated Decisions by Cabinet Member for  
Environment (including Transport)***

***Thursday, 21 May 2015 at 10.30 am (or on the rising of the  
Transport Advisory Panel, whichever is later)  
County Hall, New Road, Oxford***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Monday 1 June 2015 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**

*Peter G. Clark.*

Peter G. Clark  
County Solicitor

May 2015

Contact Officer: **Graham Warrington**  
Tel: (01865) 815321; E-Mail:  
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Note: Date of next meeting: 18 June 2015

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

### 1. Declarations of Interest

### 2. Questions from County Councillors

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

### 3. Petitions and Public Address

### 4. Proposed Parking Restrictions - Various Laybys on A40 (Pages 1 - 4)

*Forward Plan Ref:* 2014/086

*Contact:* Owen Jenkins, Highways, Transport & Waste Service Manager Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE4**).

The report considers objections and comments received following formal consultation on proposals to introduce new parking restrictions in two laybys on A40 between Oxford and M40 which involve the introduction of a 30 minute limit on the length of stay that vehicles can be parked in the two laybys on A40 east of Oxford.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions as described in this report.***

**5. Proposed 20mph Speed Limit - Shiplake** (Pages 5 - 26)

*Forward Plan Ref:* 2015/033

*Contact:* Owen Jenkins, Service Manager – Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE5**).

The report presents the objections received during the consultation on the proposal to introduce a 20mph speed limit on various roads Shiplake and Lower Shiplake.

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

**6. Proposed Pedestrian Crossing, A4260 Oxford Road/Broad Gap, Bodicote** (Pages 27 - 34)

*Forward Plan Ref:* 2015/034

*Contact:* Owen Jenkins, Service Manager – Highways, Transport & Waste Tel: (01865) 323304

Report by Deputy Director for Environment & Economy – Commercial & Delivery (**CMDE6**).

The report considers objections and comments received during the formal consultation on proposals to introduce a new pedestrian crossing on the A4260 Oxford Road at Broad Gap in Bodicote.

***The Cabinet Member for Environment is RECOMMENDED to approve the proposal described in this report as advertised.***

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CMDE4

Division: Wheatley
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## **CABINET MEMBER FOR ENVIRONMENT– 21 MAY 2015**

### **PROPOSED PARKING RESTRICTIONS – LAYBYS ON A40**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections and comments received following formal consultation on proposals to introduce new parking restrictions in two laybys on A40 between Oxford and M40.

#### **Background**

2. The proposals in this report involve the introduction of a 30 minute limit on the length of stay that vehicles can be parked in the two laybys on A40 east of Oxford. The location of the laybys is shown in the plan at Annex 1.
3. These proposals have been developed to ensure that there is space available for drivers who wish to stop for a short period, perhaps to use the facilities or to take a short break in their journey. At the same time, it is hoped that this restriction will assist the Police in dealing with the anti-social activities that have been reported as occurring in the laybys, partly as a result of drivers parking for long periods

#### **Consultation**

4. In April 2015 formal consultation took place on the proposals, with copies of the draft Traffic Regulation Order, statement of reasons, and a copy of the public notice deposited for public inspection at County Hall and Wheatley Library. At the same time, the Council wrote to Forest Hill with Shotover Parish Council, local residents and organisations representing the road haulage industry. In addition public notices were displayed at each site and in the Oxford Times.
5. An objection to the proposals has been received from Forest Hill with Shotover Parish Council. The Parish Council are concerned that the 30 minute limit is too short for lorry drivers to have their required 45 minute rest stop and ask that the time limit is altered accordingly. They question whether the restrictions will be enforced, as without enforcement the proposal will be useless. Finally they are concerned as to where the lorries which currently use the laybys for overnight stops will move to.
6. In response to these points, HGV drivers needing to take a rest break or park overnight can use other facilities (including the Oxford Services at M40 J8A); further, whilst the regulations covering drivers hours do require

## CMDE4

a break of 45 minutes to be taken this does not have to be in a single block and so the 30 minutes allowed in these laybys could still form part of the rest period. On the matter of enforcement, the proposals have been developed in close liaison with Thames Valley Police who have undertaken to provide enforcement alongside actions to deter anti-social behaviour.

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

7. The cost of the proposed work described in this report will be met from the highways revenue budget.

### **RECOMMENDATION**

8. **The Cabinet Member for Environment is RECOMMENDED to approve the proposed parking restrictions as described in this report.**

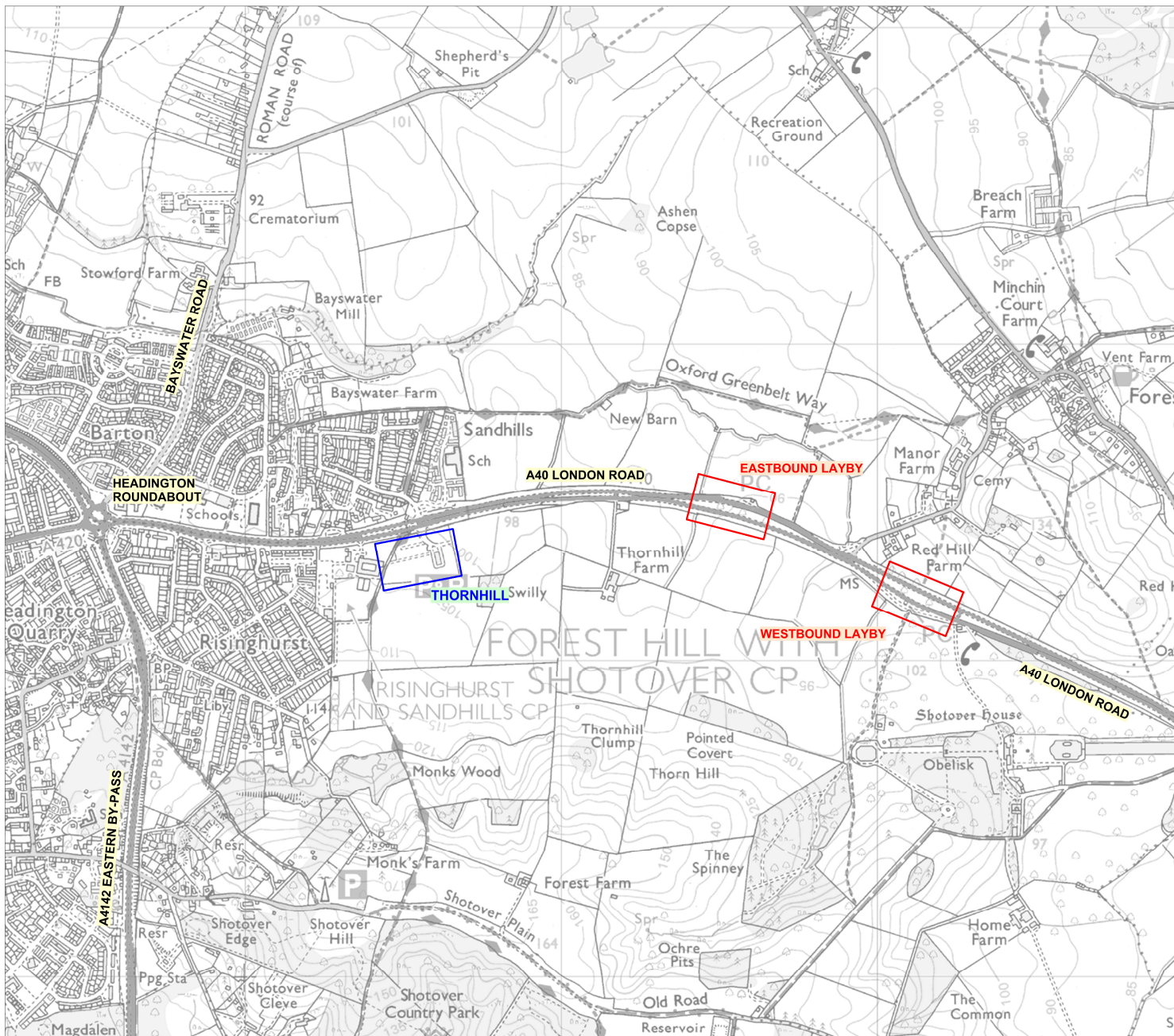
MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers: Consultation documentation

Contact Officers: Owen Jenkins 01865 323304

May 2015



Drawing No. \_\_\_\_\_ Revision 1

- Layby location
- Park & Ride Location

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**CABINET MEMBER  
 FOR ENVIRONMENT  
 21 MAY 2015**

**PROPOSED PARKING  
 RESTRICTIONS  
 A40 LAYBYS**

Drawing Status			
Drawn by:	CJM	Checked by:	Approved by:
Date drawn:	12/05/2015	Date checked:	Date approved:

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Divisions: Sonning Common

## **CABINET MEMBER FOR ENVIRONMENT – 21 MAY 2015**

### **PROPOSED 20MPH SPEED LIMIT, SHIPLAKE & LOWER SHIPLAKE**

**Report by Deputy Director of Environment & Economy (Commercial)**

#### **Introduction**

1. This report presents the objections received during the consultation on the proposal to introduce a 20mph speed limit on various roads Shiplake and Lower Shiplake.

#### **Background**

2. The proposal shown at Annex 1 arises from a request from the Parish Council to fund the proposed scheme in response to local concerns over speeding traffic and road safety.
3. The accident record for the most recent 5-years (January 2010 to March 2015), although not unduly high in relation to the local traffic flows, includes 2 slight injury accidents which had excess speed as a potential contributing factor.
4. Speed surveys were undertaken in 6 different locations in September 2014 on the main roads featured in the proposed scheme to assess the compliance of the proposals with the Department for Transport (DfT) advice on 20mph limits that existing average speeds should be below 25mph where no traffic calming measures are being proposed. A summary of the main results can be found at Annex 4, while more detailed data can be viewed in the Members' Resource Centre.

#### **Consultation**

5. Formal consultation on the proposals was carried out between 6 February 2015 and 6 March 2015. A public notice was advertised in the Henley Standard on 6 February, along with documents being deposited in Oxford at County Hall and at Henley Town Council for public viewing. An email was also sent to statutory consultees (including Thames Valley Police, and the Fire & Rescue and Ambulance services) and local County Councillors. Details of the formal consultation were also added to the local parish website.
6. A total of 48 responses were received including 38 objections, 6 responses expressing support, and 4 that neither specifically objected nor supported the proposals but had concerns or comments. The majority of responses came from local residents.

7. A summary of the responses received is attached at Annex 2, while copies of the full responses are available for inspection in the Members' Resource Centre.
8. Thames Valley Police raised no outright objection but had a number of concerns, including: speed limits should only be lowered if they are appropriate to the road environment and reduce casualties; that 20mph speed limits should be self-enforcing and not rely on Police presence to ensure compliance; signed only 20mph speed limits lead to only a small decrease in overall speeds; DfT advice on 20mph speed limits has been ignored, and finally all roads would need to be appropriately signed (including all private roads).
9. In summary, TVP would rather see a more targeted approach on specific roads, which would also include supporting traffic calming measures to ensure compliance that would not be reliant on police presence for enforcement.
10. The Parish Council response - shown at Annex 3 - supports the proposal, although the motion was only passed with the support of the Chairman's casting vote at the meeting on 9 March 2015.
11. However, the Parish Council stated that they would remain guided by the expertise of OCC Officers in Highway matters and that they would fully support any decision made by OCC following the outcome of the consultation process.

## **Objections**

12. One of the prime concerns from those objecting to the proposal was a perceived lack of evidence in a number of key areas, most notably whether a road safety problem even exists in terms of speeding; that the proposal will be ineffective if implemented, and that the new limit would not be enforced to ensure compliance.
13. There is also a fear among local residents that the proposal will result in a high-degree of non-compliance, with drivers choosing to ignore the lower limit and discrediting speed limits in general. This was coupled with the belief that the new limit would be difficult to enforce without some degree of effective physical traffic calming.
14. Local residents were also concerned about the lack of full public consultation prior to the advertisement of the proposed 20mph scheme. There was a general feeling that parish council did not fully consult with residents before liaising with the County Council to progress the scheme.
15. Residents also expressed the fear that many of the roads within the village that are subject to the proposal do not meet the DfT criteria for 20mph speed limits, and that DfT guidance on the setting of speed limits has largely been ignored.

16. Other concerns cited by respondents included a perceived waste of public funds, the lack of viable alternatives put forward, the lack of local support for a 20mph speed limit and that the current 30mph would be more than enough if it were effectively enforced.
17. One response highlighted an error in the proposal, which indicated that the full extent of Crowsley Road would fall under the scheme. However the southern section of this road is in fact un-adopted (i.e. private), and as such should not be considered as part of the proposals.

## **Response to objections and concerns**

### **Lack of evidence of need**

18. The reported accident history (over 5 years) on village roads where the 20mph limit is proposed includes two accidents which had excess speed as a probable causation factor.
19. The speed surveys show that at most of the surveyed locations average speeds at or below 25mph, other than the surveyed site on Memorial Avenue. While on the one hand this indicates that existing speeds are not unduly high, monitoring of 20mph limits in other areas where 'before' speeds are at around this level nevertheless have seen lower speeds following implementation, and also have seen a reduction in the number of injury accidents.

### **Possible high degree of non-compliance**

20. It is accepted that the police would not be able to guarantee a certain level of enforcement. However, as referred to above, experience of other 20mph limits with little or no enforcement does show that traffic speeds do fall (albeit typically by only 1 or 2 mph), and as it is likely that the majority of traffic originates from local residents and their visitors, it would therefore be hoped that this would help ensure a higher degree of self-compliance by local motorists, which could then also positively impact on non-local drivers using these roads.
21. A number of respondents suggested that traffic calming should be considered as part of the proposal to help ensure compliance. Although not considered as part of the initial proposal put forward by the parish council, this could be considered – subject to local funding and consultation – should this be considered beneficial.

### **Lack of public consultation**

22. The proposal was initiated by Shiplake Parish Council following consultation in the context of developing the Shiplake village plan; however, there appears to be a belief by a number of residents that the results of a prior survey carried out by the parish council were misinterpreted by the latter, and that the majority of local residents were not in favour of a village wide scheme, but would rather have seen a more targeted approach on specific roads.

23. In promoting the draft proposals at the request of the parish council, County Council officers followed standard consultation procedures.

**Speed limit does not meet the DfT criteria**

24. The majority of roads in the proposal are residential roads, with only Mill Lane and Memorial Avenue having a more 'rural' character, which could result in a higher degree of non-compliance. It is accepted that the current proposals do not include supporting traffic calming measures to ensure compliance, but most of the speed surveys showed existing speeds to be at a level at or below that commended in the DfT guidance for a sign only limit.

**Other concerns**

25. A number of respondents (were of the belief that the funding could potentially be better used, for example on maintenance measures. However, this is very much a matter for the parish council to determine given their funding of the proposal.

**How the Project supports LTP3 Objectives**

26. The proposals would help reduce the risk of accidents, improve road safety and facilitate the easier flow of motor traffic in the area.

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

27. The initial costs will be met from the Parish Councils budget, while maintenance of the signs will be met from the highways maintenance budget. The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.

**RECOMMENDATION**

**28. The Cabinet Member for Environment is RECOMMENDED to approve the proposal as advertised.**

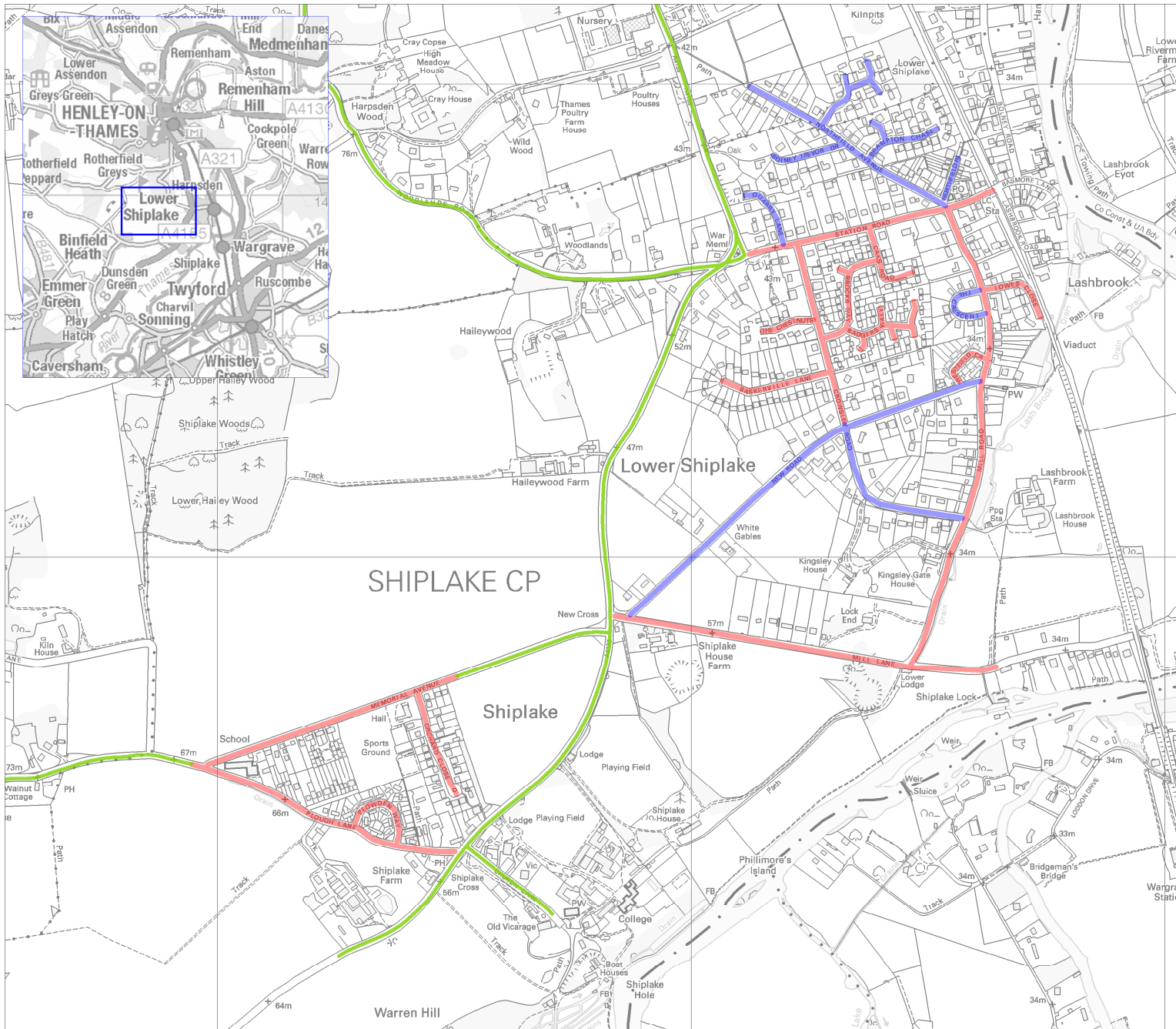
MARK KEMP  
Deputy Director of Environment & Economy (Commercial)

Background papers:            Plan of proposed traffic restriction  
   Summarised consultation responses  
   Parish Council response  
   Summarised speed survey results

Contact Officers:                Owen Jenkins 01865 323304

May 2015

# ANNEX 1



<p>Drawing No. _____</p> <p>Revisiun 1</p> <ul style="list-style-type: none"> <li><span style="color: green; font-weight: bold;">—</span> Existing 30mph speed limit (to remain)</li> <li><span style="color: red; font-weight: bold;">—</span> Proposed 20mph speed limit</li> <li><span style="color: blue; font-weight: bold;">—</span> Unadopted (Private) Road not subject to proposed speed limit</li> </ul> <p><span style="border: 1px solid blue; display: inline-block; width: 20px; height: 10px; vertical-align: middle;"></span> Site Location</p> <p style="font-size: small; margin-top: 20px;">Reproduced from the Ordnance Survey mapping with permission of the Controller of Her Majesty's Stationery Office © Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Oxfordshire County Council. © Crown Copyright and database rights 2015. 100023343</p> <div style="text-align: center; margin-top: 20px;"> <p><b>OXFORDSHIRE COUNTY COUNCIL</b></p> <p style="font-size: x-small;">Mark Kemp Deputy Director - Commercial Environment and Economy Oxfordshire County Council Speedwell House Speedwell Street Oxford OX1 1NE Tel: (01865) 815700 Fax: (01865) 241577</p> </div> <div style="text-align: center; margin-top: 20px;"> <p><b>CABINET MEMBER FOR ENVIRONMENT</b></p> <p><b>21 MAY 2015</b></p> </div> <div style="text-align: center; margin-top: 20px;"> <p><b>SHIPLAKE &amp; LOWER SHIPLAKE PROPOSED 20MPH SPEED LIMIT</b></p> </div> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 20px;"> <tr> <td style="width: 33%;">Drawing Status</td> <td style="width: 33%;">Drawn by:</td> <td style="width: 33%;">Checked by:</td> <td style="width: 33%;">Approved by:</td> </tr> <tr> <td></td> <td>CJM</td> <td></td> <td></td> </tr> <tr> <td></td> <td>Date drawn:</td> <td>Date checked:</td> <td>Date approved:</td> </tr> <tr> <td></td> <td>06/05/2015</td> <td></td> <td></td> </tr> </table> <p style="font-size: x-small; margin-top: 20px;">Drawing No. _____</p> <p style="font-size: x-small; margin-top: 20px;">Revision 1</p>	Drawing Status	Drawn by:	Checked by:	Approved by:		CJM				Date drawn:	Date checked:	Date approved:		06/05/2015		
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ANNEX 2

ID	RESPONDENT	SUMMARISED COMMENTS
4	Traffic Officer (Thames Valley Police)	<p>No <b>outright</b> objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits,</li> <li>▪ The police stance still reflects that 20 mph limits and zones should still be self-enforcing.</li> <li>▪ Speed limits should not be used to attempt to solve the problem of isolated hazards,</li> <li>▪ Signed only 20mph limits generally lead to only a small reduction in traffic speeds (1mph),</li> <li>▪ Feels much of the advice contained within Circular roads 1/2013 has been ignored,</li> <li>▪ Private roads will need terminal signing to fully comply with Traffic Signs Regulations.</li> </ul> <p>In summary - Entering an outright objection I believe is too strong a statement, perhaps the Parish could confirm their willingness to include engineering measures as part of these proposals on those roads where the means speed is already above 24mph.</p> <ul style="list-style-type: none"> <li>▪ The current mean speed of traffic unfortunately does not support a lowering of the current 30 mph speed limit to 20, therefore on those roads where the means speeds are already above 24 mph this proposal would NOT be supported by Thames Valley Police without engineering measures to achieve compliance. Memorial Avenue, Plough Lane and Mill Lane my main concern.</li> </ul>
48	Parish Council	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ The Parish Council remains guided by the expertise of OCC in Highway matters and will fully support the decision of OCC following the consultation.</li> </ul>

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1	Residents (New Road, Lower Shiplake)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ There has been a small error including the private road part of Crowsley Rd between Baskerville Lane and New Rd. This stretch of road is an un-adopted road not covered by speed limit TRO and currently not part of the existing 30mph limit.</li> </ul>
2	Resident (Mill Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Only Station Road received majority support (51%) for a restriction to 20mph,</li> <li>▪ Lack of evidence for the need for any such limit over the roads concerned, certainly in Lower Shiplake.</li> </ul>
3	Resident (Crowsley Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Only Station Road received majority support (51%) for a restriction to 20mph,</li> <li>▪ Proposal is directly against the wishes of the local community,</li> <li>▪ Lack of evidence for the need for any such limit over the roads concerned, certainly in Lower Shiplake.</li> <li>▪ It would involve considerable expense and Council budgets should be focussed on repairing road network.</li> </ul>
5	Resident (Badgers Walk, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Believes that 30mph is adequate and that 20mph is too slow,</li> <li>▪ It will probably invite non-compliance on some roads due to driver frustration and will be difficult to enforce.</li> </ul>

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6	Resident (Basmore Lane, Lower Shiplake)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Streets have become hazardous over recent years with the increase in housing &amp; commuter traffic,</li> <li>▪ Reduction in the speed limit would render the streets much safer, especially for the many children,</li> <li>▪ More people will choose to walk or bike rather than drive.</li> </ul>
7	Residents (Bolney Trevor Drive, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ It will probably invite non-compliance on some of the longer stretches of road due to driver frustration and will be difficult to enforce,</li> <li>▪ A less contentious way would be to erect "20 is plenty" advisory signs in strategic locations.</li> </ul>
8	Resident (Basmore Lane, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ There is no evidence of any accident problems to support the proposal.</li> </ul>
9	Resident (Oaks Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ There is no evidence of any problems to support the proposal.</li> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ It would involve considerable expense and Council budgets should be focussed on repairing road network.</li> </ul>
10	Resident (Badgers Walk, Lower Shiplake)	<p>Objects - due to the following reasons:</p>



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		<ul style="list-style-type: none"> <li>▪ Proposal is quite unnecessary and would be an awkward inconvenience for residents</li> <li>▪ Lack of full public consultation prior to proposals being advertised.</li> </ul>
11	Resident (Oaks Road, Lower Shiplake)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Believes that along with the proposed 20mph speed limit, safety improvements at the Station Road/Oaks Road junction are required.</li> </ul>
12	Member of public (via email)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Should be a more stringent enforcement of the existing 30mph limit instead,</li> <li>▪ It will probably invite non-compliance on some roads due to driver frustration and will be difficult to enforce,</li> <li>▪ Agree with the current 20mph limit by Shiplake Primary School, and that is the only sensible place for one.</li> </ul>
13	Residents (Northfield Avenue, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The roads affected do not seem to have the appropriate profile for a 20mph limit,</li> <li>▪ The proposal does not include supporting traffic calming measures,</li> <li>▪ Should be a more stringent enforcement of the existing 30mph limit instead,</li> <li>▪ It will probably invite non-compliance on some roads due to driver frustration and will be difficult to enforce.</li> </ul>
14	Resident (Oaks Road, Lower Shiplake)	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ There are very few places where it is possible or safe to drive at 30mph,</li> <li>▪ Will contribute to the safety of families and children on the small roads,</li> </ul>

CMDE5

		<ul style="list-style-type: none"> <li>▪ A 20mph limit will contribute to the national programme, and help all drivers become accustomed to lower limits.</li> </ul>
15	Resident (Brocks Way, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Believes that 30mph is adequate and that 20mph is too slow,</li> <li>▪ It will probably invite non-compliance on some roads due to driver frustration and will be difficult to enforce.</li> </ul>
16	Resident (Badgers Walk, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Lack of evidence for the need for any such limit over the roads concerned,</li> <li>▪ Road Maintenance is more of a priority for the village,</li> <li>▪ There is no evidence of any problems to support the proposal,</li> <li>▪ It would involve considerable expense and Council budgets should be focussed on repairing road network.</li> </ul>
17	Resident (Crowsley Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Believes that 30mph is adequate and that 20mph is too slow.</li> </ul>
18	Resident (Brampton Chase, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Currently already difficult for motorists to drive any faster than 20mph in a number of roads included in the proposal,</li> <li>▪ It would involve considerable expense and Council budgets,</li> <li>▪ Lack of evidence that the proposal will be effective and enforceable.</li> </ul>

CMDE5

<p>19</p>	<p>Resident (Brampton Chase, Lower Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Currently already difficult for motorists to drive any faster than 20mph in a number of roads included in the proposal,</li> <li>▪ Policing of the limit would be a waste of time and resources,</li> <li>▪ Consideration should be given to limiting all roads within the village to 30mph.</li> </ul>
<p>20</p>	<p>Member of public (via email)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Speeding on Station Rd is frequent, and Mill Road is not conducive to speeds of 30mph,</li> <li>▪ A 20mph limit for Lower Shiplake would require few additional signs and all existing signs from the private roads could be removed to aid de-cluttering of the village.</li> </ul>
<p>21</p>	<p>Resident (Manor Wood Gate, Lower Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Most people are aware of the 30mph speed limit and drive appropriately, the few who exceed the 30mph limit will similarly exceed the 20mph limit,</li> <li>▪ The current limit needs to be properly enforced which would eliminate any requirement for other measures.</li> </ul>
<p>22</p>	<p>Resident (Mill Road, Lower Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ The extent of the proposed area is significantly out of proportion to that required,</li> <li>▪ There is no evidence of any problems to support the proposal,</li> <li>▪ Lack of consideration of alternatives, such as signage, traffic calming or even enforcement of the existing 30mph limit,</li> <li>▪ It will probably invite non-compliance on some of the roads and will be difficult to enforce.</li> </ul>

<p>23</p>	<p>Resident (Baskerville Lane, Lower Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Purely erecting signs will do little to improve road safety, without effective infrastructure and enforcement,</li> <li>▪ The proposal will do nothing to improve safety created by dangerous commuter parking by non-residents.</li> </ul> <p>In summary this is an incomplete and inappropriate proposal to improve road safety in the villages and needs to be withdrawn and rethought.</p>
<p>24</p>	<p>Resident (The Chestnuts, Lower Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits,</li> <li>▪ Lack of consideration of alternatives, such as signage, traffic calming or even enforcement of the existing 30mph limit,</li> <li>▪ It will probably invite non-compliance on some of the roads and will be difficult to enforce.</li> </ul>
<p>25</p>	<p>Resident (Crowsley Road, Lower Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Proposal is directly against the wishes of the local community,</li> <li>▪ The extent of the proposed area is significantly out of proportion to that required.</li> <li>▪ It would involve considerable expense and Council budgets should be focussed on repairing road network.</li> </ul>
<p>26</p>	<p>Resident (Basmore Lane, Lower Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Lack of evidence that the proposal will be effective and enforceable,</li> </ul>

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		<ul style="list-style-type: none"> <li>▪ No accident record or speeding problems in recent years on the roads affected,</li> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ It would lead to more urbanisation of the village via signs, road markings etc.</li> </ul>
27	Resident (Lashbrook Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ It will probably invite non-compliance on some of the longer stretches of road due to driver frustration and will be difficult to enforce,</li> <li>▪ Lack of consideration of alternatives, such as signage, traffic calming or even enforcement of the existing 30mph limit,</li> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits.</li> </ul>
28	Resident (Oaks Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Lack of evidence that the proposal will be effective and enforceable,</li> <li>▪ Effective calming measures are required in Station Road, which would solve most problems,</li> <li>▪ Lack of consideration of alternatives, such as signage, traffic calming or even enforcement of the existing 30mph limit.</li> </ul>
29	Resident (Mill Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ No accident record or speeding problems in recent years on the roads affected,</li> <li>▪ Maybe possible near Shiplake Primary School at appropriate times.</li> </ul>
30	Resident (Northfield Avenue, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ A blanket 20mph limit is a poor solution for road safety in Shiplake</li> <li>▪ Unnecessary speed limits on long stretches of road invite non-compliance, and discredit</li> </ul>

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		<p>speed limits generally,</p> <ul style="list-style-type: none"> <li>▪ There is no evidence of any problems to support the proposal,</li> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits,</li> <li>▪ Proposal is directly against the wishes of the local community,</li> <li>▪ Lack of full public consultation prior to proposals being advertised.</li> </ul> <p>In summary I urge OCC to withdraw this order and ask the parish council to re-consider more focussed and effective road safety measures.</p>
31	Resident (Basmore Lane, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits,</li> <li>▪ Lack of evidence that the proposal will be effective and enforceable,</li> <li>▪ No accident record or speeding problems in recent years on the roads affected.</li> </ul>
32	Resident (Baskerville Lane, Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ There is no evidence of any problems to support the proposal,</li> <li>▪ Most people are aware of the 30mph speed limit and drive appropriately, the few who exceed the 30mph limit will similarly exceed the 20mph limit.</li> </ul>
33	Resident (Bolney Road, Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ A blanket 20mph limit is a poor solution for road safety in Shiplake as Driving at 20 mph for any more than a short period of time is not sustainable,</li> <li>▪ Unnecessary speed limits on long stretches of road invite non-compliance, and discredit speed limits generally.</li> </ul>

<p>34</p>	<p>Residents (New Road, Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ It would be a complete waste of resources as it would be almost impossible to enforce,</li> <li>▪ Those who currently exceed the 30mph speed limit are likely to ignore a 20mph limit,</li> <li>▪ Should be a more stringent enforcement of the existing 30mph limit instead,</li> <li>▪ The current traffic calming on Station Road should be replaced by proper full-width speed humps,</li> <li>▪ Currently already difficult for motorists to drive any faster than 20mph in a number of roads included in the proposal.</li> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits,</li> <li>▪ The proposal is a waste of money and will spoil the look of the village through excess signage and road markings.</li> </ul>
<p>35</p>	<p>Residents (Mill Road, Shiplake)</p>	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Lack of evidence that the proposal will be effective and enforceable,</li> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ It would lead to more urbanisation of the village via signs, road markings etc.,</li> <li>▪ The proposal is a waste of public money.</li> </ul>
<p>36</p>	<p>Residents (Station Road, Shiplake)</p>	<p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Roads in the village are narrow and are clogged by parked vehicles and yet local people insist on driving in excess of 30mph which is extremely dangerous,</li> <li>▪ We are pleased to see the Council is planning to take some action and restrict speeds to 20mph and hope that it will also be enforced.</li> </ul>

37	John Walker (via email)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Unnecessary limits on stretches of road invite non-compliance and discredit speed limits,</li> <li>▪ There is no evidence of any analysis of the perceived problems,</li> <li>▪ Lack of consideration of alternatives, such as signage, traffic calming or even enforcement of the existing 30mph limit,</li> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits.</li> </ul>
38	Susan Walker (via email)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Unnecessary limits on stretches of road invite non-compliance and discredit speed limits,</li> <li>▪ There is no evidence of any analysis of the perceived problems,</li> <li>▪ Lack of consideration of alternatives, such as signage, traffic calming or even enforcement of the existing 30mph limit,</li> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits.</li> </ul>
39	Resident (Station Road, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Concerned, along with many others, at the progressive increase in the volume and speed of traffic, particularly on Station Road, however,</li> <li>▪ It will probably invite non-compliance on some roads due to driver frustration and will be difficult to enforce,</li> <li>▪ Notices and signs limiting speeds are completely ineffective in isolation, concerned about lack of enforcement,</li> <li>▪ Existing calming on Station Road should be reinstated to the original height as these traffic calming devices have been shown to be ineffective.</li> </ul>



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40	Resident (Bolney Road, Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ It is an unnecessary scheme and unlikely to make the roads any safer,</li> <li>▪ It will probably invite non-compliance on some of the longer stretches of road due to driver frustration and will be difficult to enforce,</li> <li>▪ Lack of full public consultation prior to proposals being advertised,</li> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits,</li> <li>▪ No accident record or speeding problems in recent years on the roads affected.</li> </ul>
41	Resident (Crowsley Road, Shiplake)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ It will probably invite non-compliance on some of the longer stretches of road due to driver frustration and will be difficult to enforce,</li> <li>▪ Concerned that those roads outside of the proposal (i.e. un-adopted) will become "rat runs" to those who are frustrated,</li> <li>▪ Proposal is directly against the wishes of the local community.</li> </ul>
42	Resident (Orchard Close, Shiplake Cross)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ I consider that imposing a 20mph speed limit is unnecessary,</li> <li>▪ It would lead to more urbanisation of the village via signs, road markings etc.,</li> <li>▪ Believes it could complicate the existing speed limits within the village by inflicting multiple speed limits on the same road.</li> </ul>
43	Resident (Quarry Lane, Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Proposal does not comply with the DfT recommendations for such 20mph speed limits,</li> <li>▪ Lack of evidence for the need for any such limit over the roads concerned, certainly in Lower</li> </ul>

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		<p>Shiplake,</p> <ul style="list-style-type: none"> <li>▪ Feels a 20mph limit in the vicinity of the school in Memorial Avenue could be justified, but believes other calming measures would be better,</li> <li>▪ No accident record in recent years on the roads affected.</li> <li>▪ It would involve considerable expense and Council budgets should be focussed on repairing road network.</li> </ul>
44	Resident (Westfield Crescent, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ There is no evidence of any problems to support the proposal,</li> <li>▪ The roads in Shiplake do not fit a 20mph profile,</li> <li>▪ Lack of full public consultation prior to proposals being advertised.</li> </ul>
45	Resident (Baskerville Lane, Lower Shiplake)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ There is a clear need to curb excess speed in some parts of the Shiplake Villages but in my view this would be an inappropriate and ineffective measure,</li> <li>▪ The majority of drivers drive in a sensible manner generally well below 30mph,</li> <li>▪ It will probably invite non-compliance on some roads due to driver frustration and will be difficult to enforce,</li> <li>▪ Lack of consideration of alternatives, such as signage, traffic calming or even enforcement of the existing 30mph limit.</li> </ul>
46	Pauline Dixon (via email)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Feels it is inappropriate to have 20mph speed limit in Shiplake,</li> <li>▪ It will cost a lot of money and not deter those who speed,</li> <li>▪ Concerned about lack of enforcement,</li> <li>▪ Currently already difficult for motorists to drive any faster than 20mph in a number of roads included in the proposal.</li> </ul>

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47	Resident (Mill Road, Lower Shiplake)	Objects - due to the following reasons: <ul style="list-style-type: none"><li>▪ Believes that 30mph is adequate and that 20mph is too slow,</li><li>▪ The proposal has only progressed due to a misguided casting vote.</li></ul>
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### **ANNEX 3**

"We refer to the proposed Oxfordshire County Council (Shiplake speed limits) order 2015 and hereby give notice that, at its meeting of March 9th 2015, Shiplake Parish Council voted to support the proposed order.

The PC listened carefully to the views of its residents and decided that on balance the introduction of a blanket limit would improve the safety of all road users whilst minimising both cost and street signage. Much of the parish is without pavements and pedestrians and cyclist all use the roads for passage - the awareness of the lower limit may occasion drivers to take extra care on these shared use roads. Any, even minor, reduction in speed would reduce the risk of accident and the seriousness of any accident.

The council noted that the proposal for a 20mph limit came from the parish-wide consultation undertaken by the Shiplake Villages Plan and that most of the private roads in Lower Shiplake already voluntarily use traffic calming measures via signage or speed humps to reduce road traffic speeds. Distances within the villages are small and a reduction in speed will make little difference to journey times.

The council recognises that the proposed order has divided opinion both within the parish and on the parish council itself, which passed the motion of support only on the Chairman's casting vote.

The PC understood the concerns of objectors including parish councillors. However, the council believed that the 20 mph would be a step forward in improving traffic safety within our community and would also lead to a reduction in signage within the parish.

Particular mention was made of the need to calm speeds along Memorial Avenue where the primary school is situated and Station Rd, Mill Road and Mill Lane remain a major concern particularly during rush hour periods and the school run.

The Parish Council remains guided by the expertise of OCC in Highway matters and will fully support the decision of OCC following the consultation."

*Shiplake Parish Council  
(9<sup>th</sup> March 2015)*

## ANNEX 4

SITE LOCATION	DIRECTION OF TRAVEL	DAILY VOLUME	85% PERCENTILE SPEED (MPH)	MEAN AVERAGE SPEED (MPH)
Memorial Avenue	Westwards	477	37.6	31.2
	Eastwards	496	34.4	27.9
Mill Lane	Westwards	151	30	24.4
	Eastwards	117	30.9	25.7
Mill Road (North)	Northwards	183	25	20.2
	Southwards	158	24.9	20.3
Mill Road (South)	Northwards	23	28.5	22.6
	Southwards	46	25.5	21.3
Plough Lane	Westwards	256	29.5	24.3
	Eastwards	311	31.5	25.5
Station Road	Westwards	944	25.8	21.5
	Eastwards	930	25.1	21.1

The data above shows the 12 hour (7am to 7pm) average summary data from the speed surveys run during the period: Monday 15<sup>th</sup> September 2014 to Wednesday 24<sup>th</sup> September 2014 showing, where:

- The “volume” is the daily average number of vehicles surveyed,
- The “85th percentile” is the speed at which 85% of the vehicles are not exceeding, and
- The “mean average” is the sum of all the speeds divided by the number of speeds that were collected.

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Division: Deddington
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## **CABINET MEMBER FOR ENVIRONMENT– 21 MAY 2015**

### **PROPOSED PEDESTRIAN CROSSING, A4260 OXFORD ROAD/BROAD GAP, BODICOTE**

**Report by Deputy Director for Environment & Economy (Commercial)**

#### **Introduction**

1. This report considers objections and comments received during the formal consultation on proposals to introduce a new pedestrian crossing on the A4260 Oxford Road at Broad Gap in Bodicote.

#### **Background**

2. The proposal in this report was developed during the planning of the Bankside/Longford Park residential development. Officers considered that a puffin crossing would be useful in providing a safe crossing facility for pedestrians travelling between the development and village amenities, and also the bus stops on Oxford Road.
3. The proposal, which was included as conditions in the Planning Consent for the development, is shown in a schematic plan at Annex 1, with a more detailed plan from the developer found at Annex 2.

#### **Consultation**

4. Formal consultation on the proposals was carried out between 12<sup>th</sup> March 2015 and 10<sup>th</sup> April 2015. A public notice was advertised in the Banbury Guardian on 12<sup>th</sup> March and displayed on site. An email was also sent to statutory consultees (including Thames Valley Police, and the Fire & Rescue and Ambulance services), the Parish Council and local County Councillors.
5. A total of 3 responses were received including objections from the Parish Council and a local resident, and comments from Thames Valley Police. A summary of the responses received is attached at Annex 3, while copies of the full responses are available for inspection in the Members' Resource Centre.

#### **Objections**

6. Both the Parish and the member of the public were concerned at the distance between the proposed location of the crossing and the junction at Broad Gap, believing it was too close and thus a safety concern. It was also

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stated that the junction is already busy at peak times, and that by adding a crossing at the proposed location delays currently experienced by traffic wishing to turn right from Broad Gap onto the A4260 would increase.

7. Finally, there was a concern that the crossing would go across the layby/slip road and bus stop, which would cause delay for traffic moving north on the A4260 as buses would cause a blockage and also that vehicles would no longer have access to the slip road to exit left into Broad Gap.

### **Response to objections and concerns**

8. Significant pedestrian movements are expected on the footpath access in the north-west corner of the new development to gain access to the Oxford Road either to use the bus services into Banbury or to access local facilities such as the District Council Offices, the school, playing fields, the pub, and the village hall. Given the width of Oxford Road and the speed of traffic such crossings would be difficult without the proposals that have been developed.
9. The removal of the “false” slip lane/layby, the narrowing of the carriageway and the crossing will have the effect of reducing speeds on the Oxford Road, therefore making it easier for vehicles to exit Broad Gap. The crossing signals will be clearly visible from the Broad Gap junction.
10. The Parish Council have suggested that the crossing be installed to the north of Broad Gap in the vicinity of the current informal crossing point. However this location would be away from the pedestrian desire line, and would create other safety issues with some people not using the facility. There would also be the safety issue of reduced visibility for vehicles turning left out of Broad Gap, potentially into a red light, and the requirement for additional footway construction north of Canal Lane would make this alternative no less expensive than the existing proposal.
11. The need to relocate the northbound bus stop is accepted and if this is moved to the north of the junction it will mean that buses will be stopped in the carriageway for short periods, as is already the case for southbound buses. Proposals for the bus stop relocation will be subject to separate local consultation involving the Police and Parish Council in the usual way.

### **How the Project supports LTP3 Objectives**

12. The proposals would help reduce the risk of accidents and improve road safety for pedestrians.

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

13. The initial costs will be met from the local developer, while maintenance of any signs and lines will be met from the highways maintenance budget. The appraisal of the proposals and consultation has been undertaken by E&E officers as part of their normal duties.



## **RECOMMENDATION**

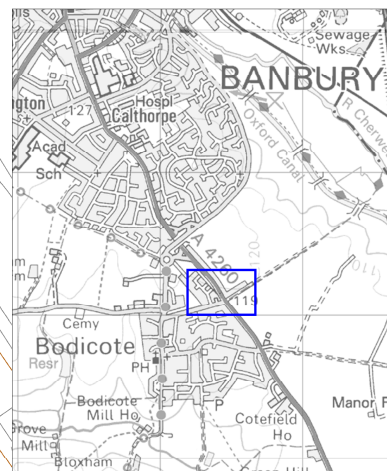
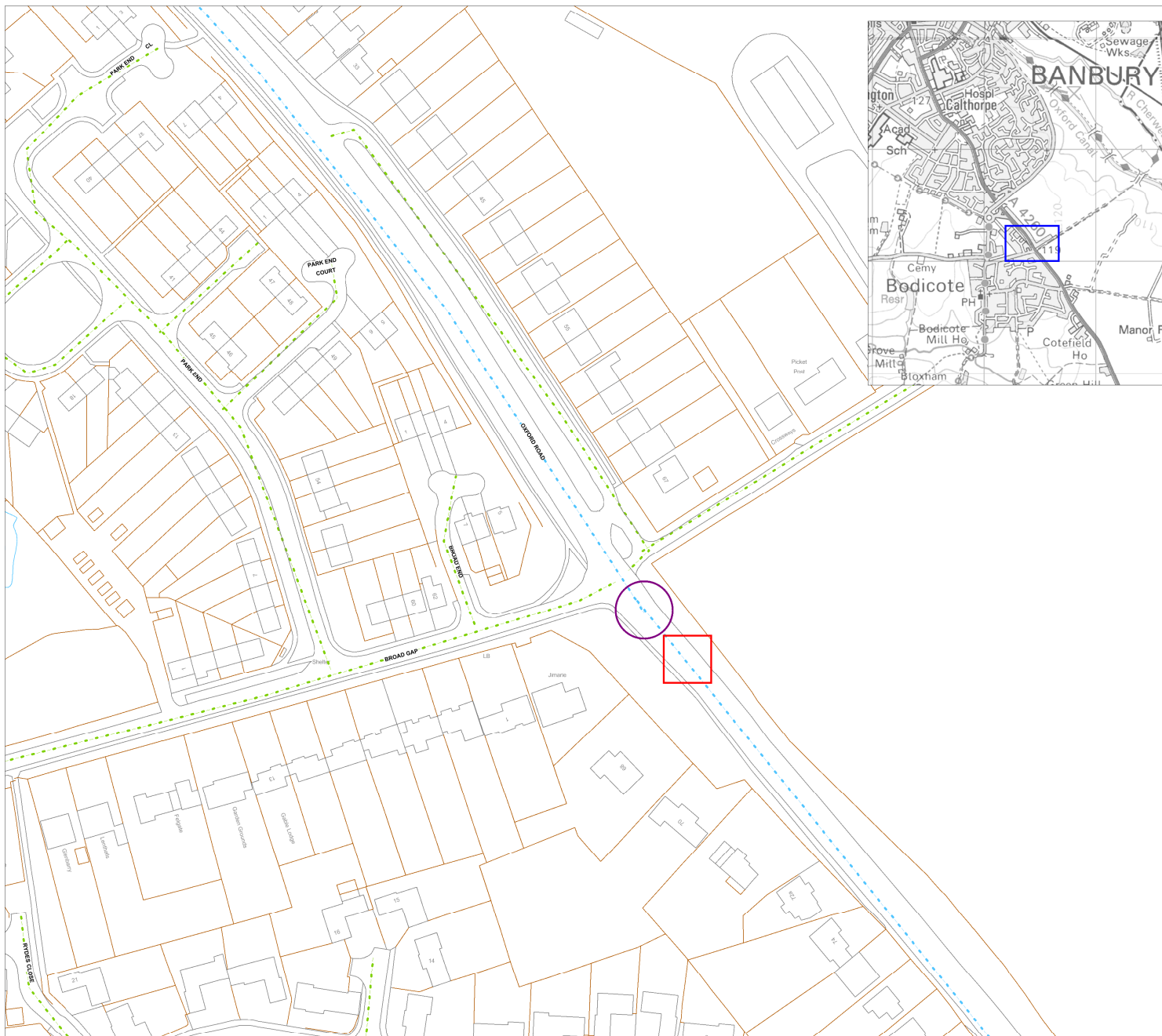
- 14. The Cabinet Member for Environment is RECOMMENDED to approve the proposal described in this report as advertised.**

MARK KEMP

Deputy Director for Environment & Economy (Commercial)

Background papers:            Consultation responses

Contact Officers:            Owen Jenkins 01865 323304  
May 2015



Drawing No. Revision 1

- Location of general footway improvement works (incl. widening)
  - Approximate location of crossing point (centre point approx. 20m from junction with Broad Gap)
  - - - Existing 30mph speed limit (to remain)
  - - - Existing 40mph speed limit (to remain)
- Site Location

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CABINET MEMBER  
FOR ENVIRONMENT  
21 MAY 2015

**A4260 OXFORD ROAD/BROAD GAP  
BODICOTE  
PROPOSED PEDESTRIAN CROSSING**

Drawing Status		
Drawn by: CJM	Checked by:	Approved by:
Date drawn: 08/05/2015	Date checked:	Date approved:

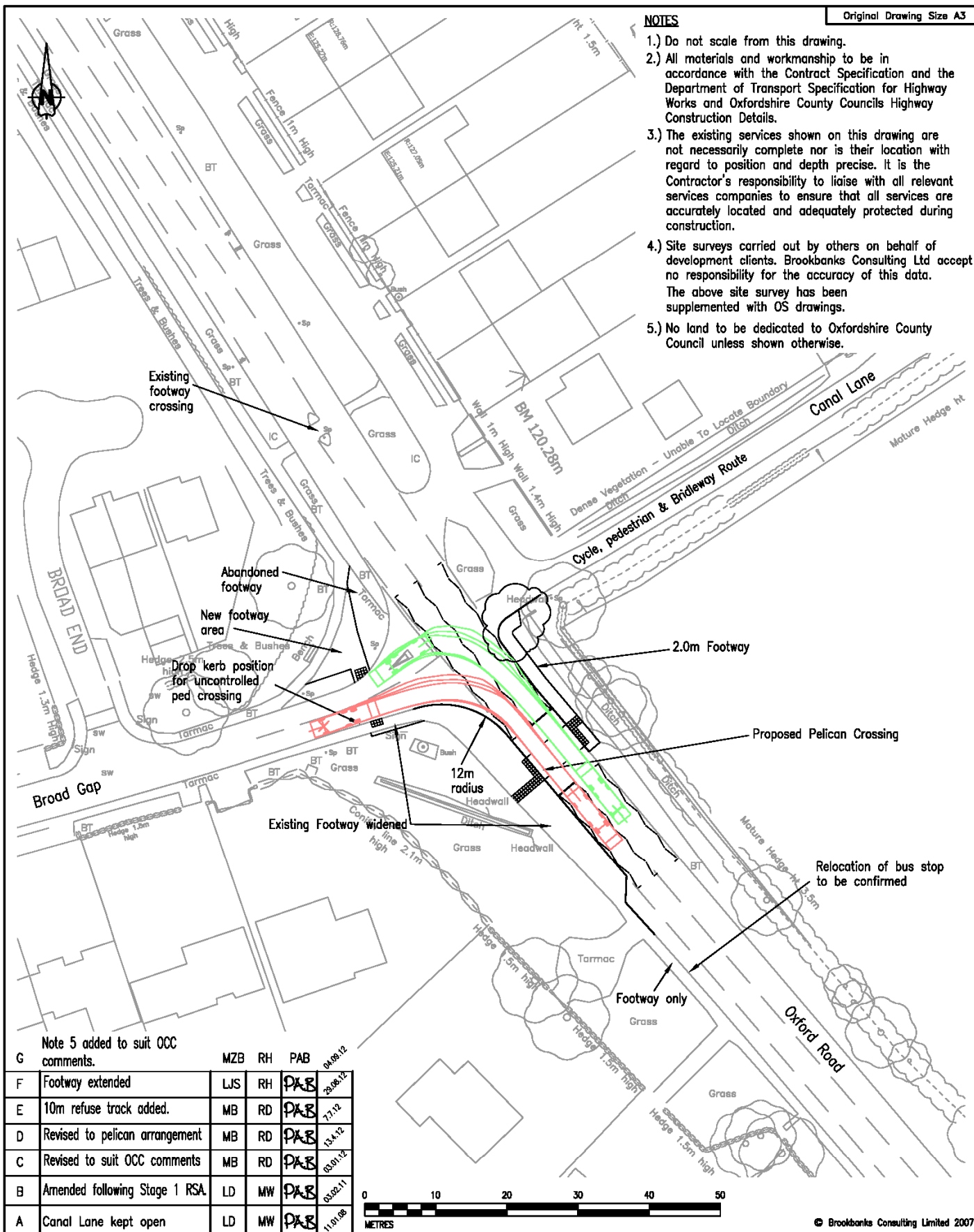
Drawing No. Revision 1

**ANNEX 2**

Original Drawing Size A3

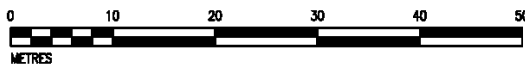
**NOTES**

- 1.) Do not scale from this drawing.
- 2.) All materials and workmanship to be in accordance with the Contract Specification and the Department of Transport Specification for Highway Works and Oxfordshire County Councils Highway Construction Details.
- 3.) The existing services shown on this drawing are not necessarily complete nor is their location with regard to position and depth precise. It is the Contractor's responsibility to liaise with all relevant services companies to ensure that all services are accurately located and adequately protected during construction.
- 4.) Site surveys carried out by others on behalf of development clients. Brookbanks Consulting Ltd accept no responsibility for the accuracy of this data. The above site survey has been supplemented with OS drawings.
- 5.) No land to be dedicated to Oxfordshire County Council unless shown otherwise.



Note 5 added to suit OCC comments.

Rev.	Description	Drawn	Checked	Approved	Date
G	Footway extended	LJS	RH	PAB	04/08/12
F	10m refuse track added.	MB	RD	PAB	28/08/12
E	Revised to pelican arrangement	MB	RD	PAB	17/12
D	Revised to suit OCC comments	MB	RD	PAB	15/1/12
C	Revised to suit OCC comments	MB	RD	PAB	03/01/12
B	Amended following Stage 1 RSA.	LD	MW	PAB	03/02/11
A	Canal Lane kept open	LD	MW	PAB	11/01/08



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			<b>GALLAGHER</b> ESTATES	<b>Hallam Land Management</b>	<b>Brookbanks Consulting</b>
PRELIMINARY			Policy Site H10 – Banbury Off Site Highway Works		8150 Knights Court Solihull Parkway Birmingham B37 7WY Tel (0121) 329 4330 Fax (0121) 329 4331 www.brookbanks.com
Issue Status			Approved		Date
Drawn	LD	Checked	DD	Date	28/08/07
Broad Gap / Canal Lane / Oxford Road Proposed Layout			Scale		1:500
			Drawing No.		1071/HL/240
			Rev.		G

## ANNEX 3

ID	RESPONDENT	SUMMARISED COMMENTS
1	Parish Council (Bodicote)	<p>Objects - due to the following reasons:</p> <ul style="list-style-type: none"> <li>▪ Crossing should be sited just north of Broad Gap, enabling traffic turning left to see stationary traffic at crossing and would allow vehicles to turn right without restriction,</li> <li>▪ It would also save a considerable amount of money and disruption,</li> <li>▪ The left turn lane allows traffic to flow freely to Banbury,</li> <li>▪ If the bus lane is removed, buses will hold up traffic when stopping,</li> <li>▪ This puffin crossing was agreed 10 years ago, we do not believe we have had the correct consultation, and the traffic situation is very different now from 10 years ago.</li> </ul> <p>In summary we feel a proper review of the traffic situation should be undertaken and that this proposal from 10 years ago should not simply be given the go-ahead. Whilst it may conform to certain guidance from a traffic engineering point of view, we believe it does not chime with the actual situation on the ground.</p>
2	Thames Valley Police (Traffic Officer)	<p>No objection – but has the following comments:</p> <ul style="list-style-type: none"> <li>▪ Distance to the junction at Broad Gap may offer some hazard potential for those on the crossing and traffic emerging from Broad Gap turning right.</li> <li>▪ Site lines are good with no obvious infrastructure that could compromise safety.</li> </ul>
3	Member of public (via email)	<p>Objects - due to the following reasons:</p>

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		<ul style="list-style-type: none"><li>▪ The junction is very busy and is more and more used as a cut through, It can take 5mins to turn right out of Broad Gap to travel south on Oxford Road,</li><li>▪ The crossing is too close to the junction and will be a distraction when trying to exit safely,</li><li>▪ There is already a non-control crossing just to the North of the Broad Gap/Oxford Road junction, as this would allow cars turning right out of Broad Gap to do so safely,</li><li>▪ The crossing will go across a layby/commonly used slip Road and the bus stop.</li></ul> <p>In summary I still object to the proposals on the grounds of safety and being unsafe to pull out the current junction.</p>
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