

Division(s): Bloxham; Summertown and Wolvercote; Wychwood; Witney East
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CABINET MEMBER FOR TRANSPORT – 16 FEBRUARY 2012

SPEED LIMIT AMENDMENTS ARISING FROM COUNTY SPEED LIMIT REVIEW

Report by Deputy Director for Environment and Economy (Highways & Transport)

Introduction

1. Implementation of new speed limits arising from a speed limit review focussing on the County A and B roads was carried out in 2011. A small number of additional changes were identified following this work, and the statutory consultation on these was carried out between 10 November and 2 December 2011.

Consultation

2. Objections were received to three of the proposed changes as described below and as shown in plans A to C. The remaining changes did not attract objections and have been approved under delegated authority.

Adderbury – Berry Hill Road– extension of 30mph limit

3. Thames Valley Police consider that the extension of the 30mph limit to the A4260 junction reduces the message given to drivers of the need to slow down on entry to the village, as built up length starts approximately 250m north west of the A4260 junction.
4. Although the police objection is noted, Adderbury Parish Council supports the proposal. The relevant length of road also has junctions with two accesses and the village street lighting system (which is usually associated with a 30mph limit) extends into this length of road.

Hailey – B4022 between Hailey and Witney – introduction of 40mph limit

5. Thames Valley Police do not consider there to be sufficient road side development to warrant a 40mph limit and that making this change may diminish respect for the existing speed limits at either end of the proposed length.
6. Experience of 40mph limits in broadly comparable settings does not suggest that problems of the type identified are in practice likely to arise, and even though the amount of development is limited it is considered that a reduction in speed limit would be helpful and assist, for example, those wishing to cycle the relatively short distance between Hailey and Witney and support sustainable transport objectives.

Oxford – A40 Oxford northern bypass east of Cutteslowe roundabout – introduction of a 50mph limit for a distance of 750m

7. Objections have been received from three members of the public – all residents of properties on the north side of the A40 just east of the Cutteslowe roundabout - concerned that the original proposals to extend the 30mph limit from Cutteslowe roundabout to include their driveways have not been progressed.
8. Unfortunately due to unforeseen difficulties with providing illuminated speed limit terminal signs in the central reserve at the point initially proposed, it does not appear to be possible to progress this part of the proposals at reasonable cost. The current proposal however is still to introduce a 50mph limit, and this should still offer some benefit to these residents as compared to the current situation.

How the project supports LTP3 objectives

9. The proposed reductions in speed limit will reduce the risk of accidents and can help encourage walking and cycling.

Financial Implications

10. The costs of implementing these changes - estimated to be under £10,000 - will be met from the funds allocated to the county speed limit review. Ongoing maintenance costs are anticipated to be very low.

RECOMMENDATION

11. **The Cabinet Member for Transport is RECOMMENDED to approve the speed limit changes as advertised and shown in Plans A, B and C annexed to this report.**

STEVE HOWELL

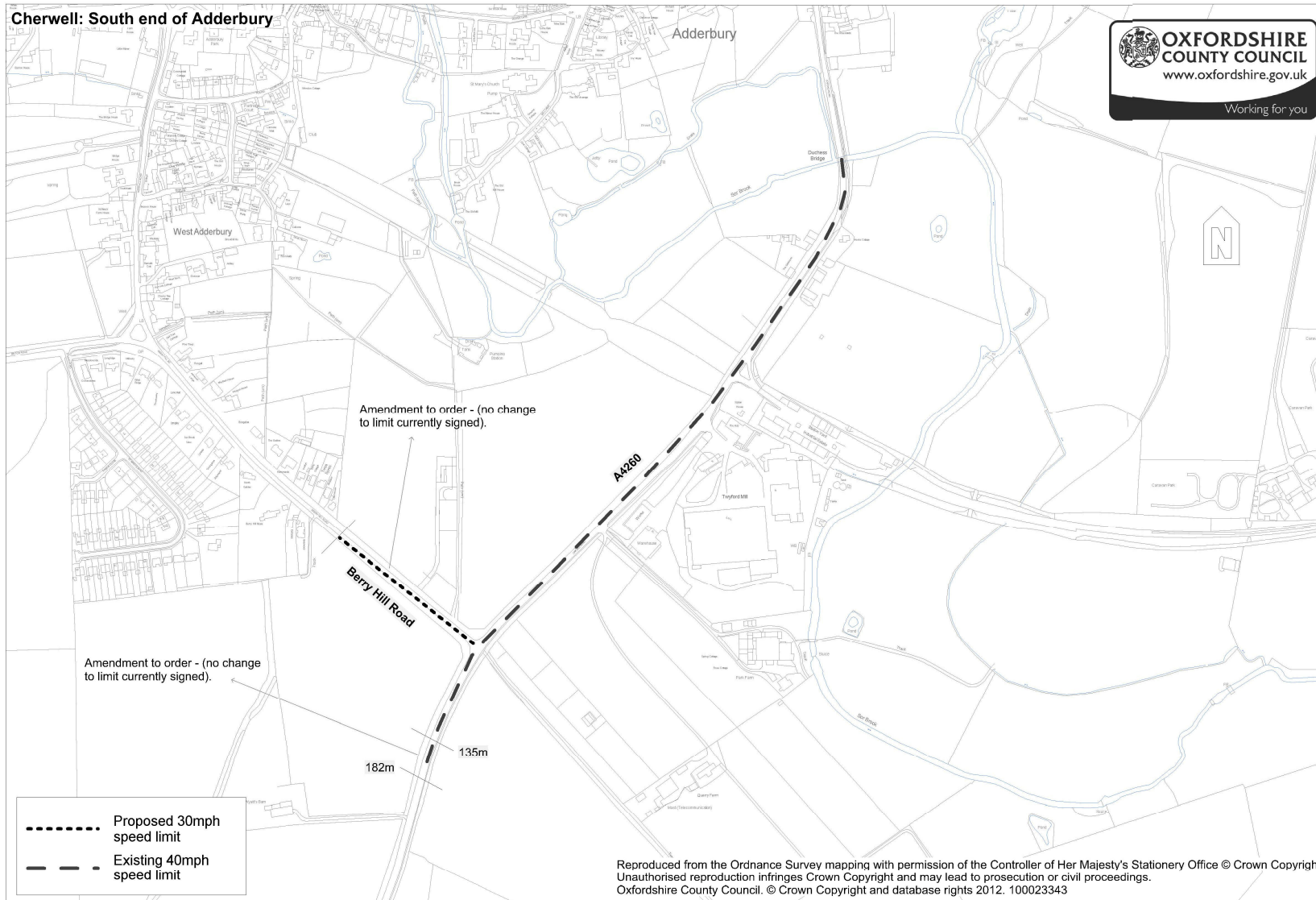
Deputy Director for Environment and Economy – Highways and Transport

Background papers: Copies of the draft speed limit orders, statement of reasons and notices, and copies of responses to the consultation are available in the Members' Resource Room

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PLAN A

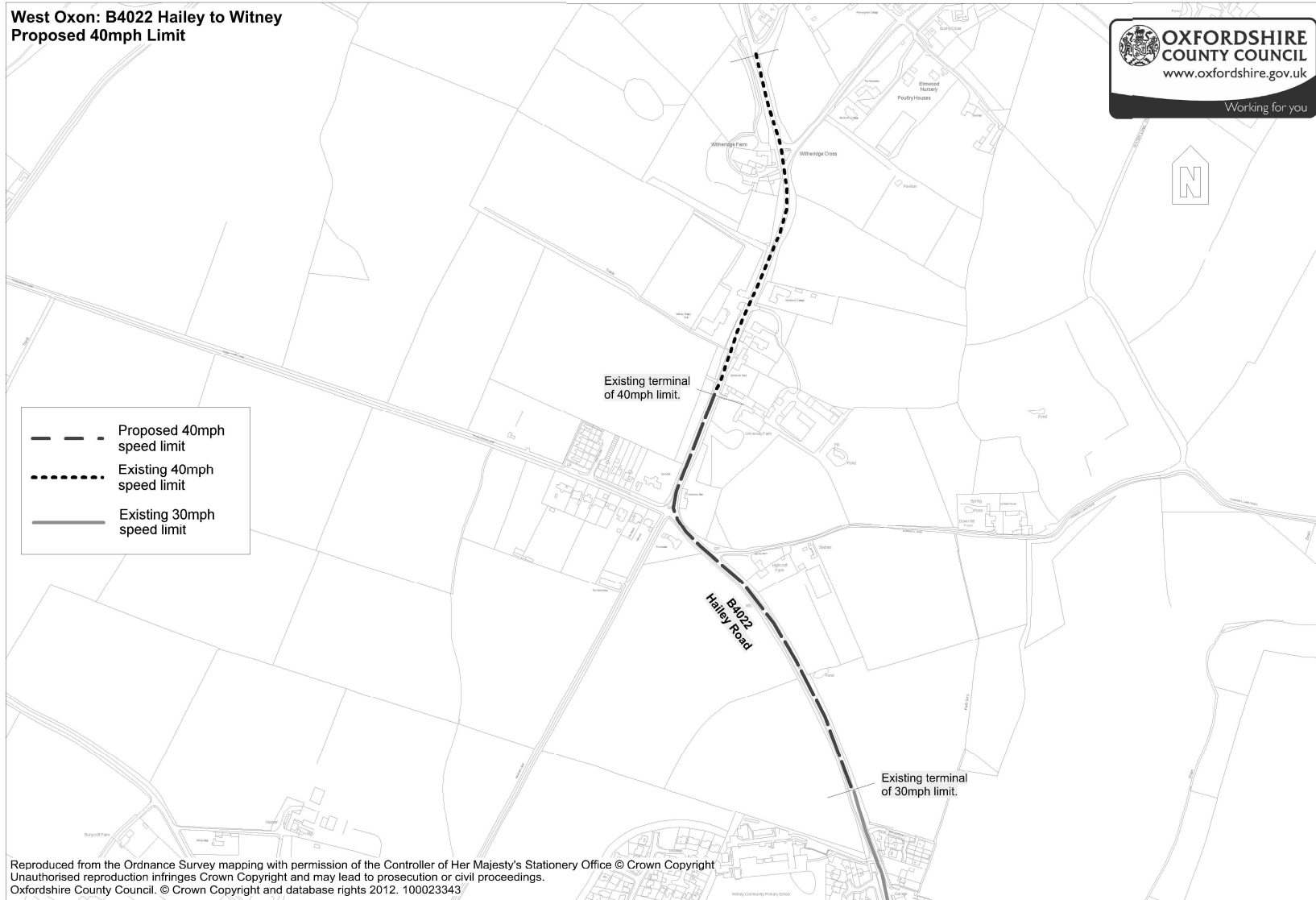


PLAN B

West Oxon: B4022 Hailey to Witney
Proposed 40mph Limit



- Proposed 40mph speed limit
- Existing 40mph speed limit
- Existing 30mph speed limit



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PLAN C

Oxford City: A40 East of Banbury Road / Cutteslowe Roundabout:
Proposed 50mph Limit

