

## **CABINET MEMBER FOR ENVIRONMENT – 12 JANUARY 2017**

### **PROPOSED SPEED LIMIT CHANGE – ACCESS ROAD TO KINGSTON BUSINESS PARK, KINGSTON BAGPUIZE**

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

#### **Introduction**

1. This report presents responses received in the course of a statutory consultation on a proposal to introduce a 30mph speed limit on the public access road to the Kingston Business Park at Kingston Bagpuize.

#### **Background**

2. Further development around the Kingston Business Park, including a new housing development and revised access arrangements for the adjacent sports ground will result in increased use of the access road, and the developers are proposing a 30mph speed limit on the full length of the access road as shown at Annex 1.

#### **Consultation**

3. The formal consultation on the above proposal was carried out between 29 September and 28 October 2016. A public notice was placed in the Oxford Times, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Kingston Bagpuize with Southmoor and Fyfield Parish Councils and the local County Councillor.
4. Two responses were received. Thames Valley Police objected on the grounds that a 30mph speed limit was not consistent with Department for Transport advice on setting local speed limits taking account the character of the road and the current speeds. Councillor Melinda Tilley, the local member, supported the proposal. These responses are summarised at Annex 2. Copies of all the responses received are available for inspection in the Members' Resource Centre.

#### **Review of responses**

5. The Thames Valley Police objection is noted and it is accepted that the character of the access road between the A415 and the mini roundabout at the entrance to the fully built up area of the business park is semi rural, with a 'boulevard' style road side planting and verges. This will partially change with the additional development, which will have a new access and footway along part of the existing road. The current average speeds on this 500m section of

the access road are 36mph and, applying Department for Transport guidance on the estimated speed reductions following speed limit changes, the average speeds could be expected to reduce to approximately 33mph if a 30mph speed limit were to be approved. By comparison, free flow average speeds on a fully built up 30mph road would typically be around 30mph, while on a 40mph speed limit road, average speeds would typically be around 40mph.

6. While this site does not fit clearly into the guidance for a 30mph limit, this is a comparatively short length of highway with no 'through' traffic currently leading to a business park with predicted average speeds – if the proposal were to be approved – not very appreciably higher than those seen in a large number of existing 30mph limits. Furthermore, the proposed additional development would result in the closure of a low-standard access onto A415 and the redirection of traffic travelling to the existing sports facilities to the business park access, which is designed to a much higher standard. It is accepted that if the proposed 30mph speed limit were to be approved the site would not be considered a priority for speed enforcement by the police.
7. The support of the local member for the proposed 30mph speed limit is noted.

### **How the Project supports LTP4 Objectives**

8. The proposals would help facilitate safe movement of traffic.

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

9. Funding for the speed limit extension has been provided by the developer of the new housing development.

### **RECOMMENDATION**

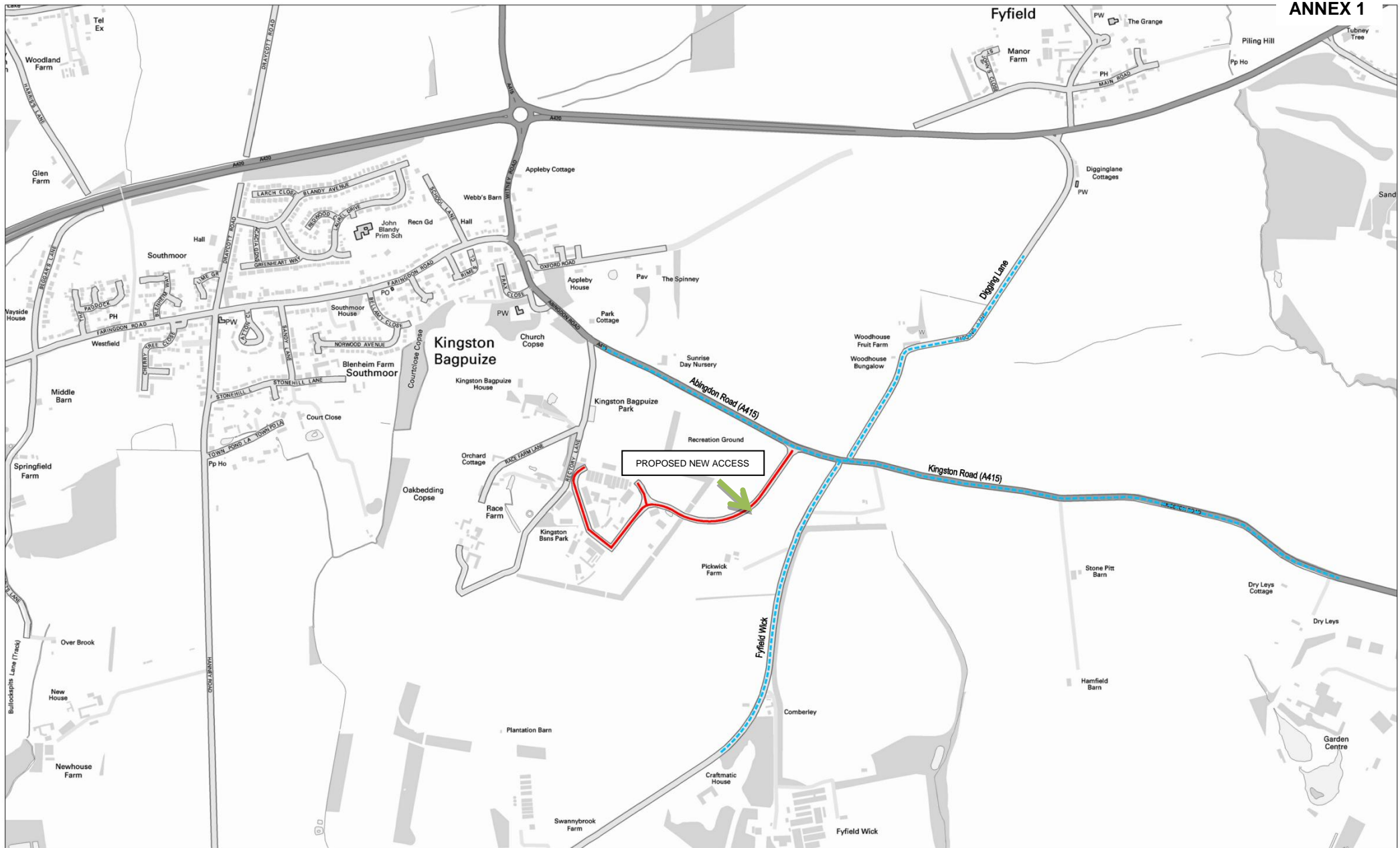
10. **The Cabinet Member for the Environment is RECOMMENDED to approve implementation of the proposals as advertised and described in the report.**

CHRIS McCARTHY  
(Interim) Deputy Director of Environment & Economy (Commercial)

Background papers:            Plan of proposed restrictions  
   Consultation responses

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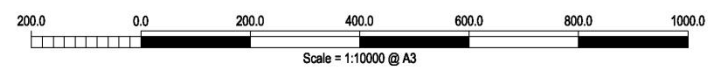
January 2017



- KEY**
- Proposed 30mph speed limit
  - Existing national speed limit



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Date Drawn 20/09/2016  
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## ANNEX 2

| RESPONDENT                                     | SUMMARISED COMMENTS  |
|--|--|
| (1) Thames Valley Police                       | <p>Objects – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Not opposed to speed limits being lowered providing they are appropriate to the road environment and likely to have casualty reduction benefits. All aspects of the proposed speed limit are taken into account i.e. collision history, speed of existing traffic, road environment, enforcement, road character and driver perception etc.</li> <li>▪ The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.. This is an important underlying principle when setting new speed limits.</li> <li>▪ There is a proven link between road environment/character and drivers speed. Drivers must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be the source of constant demands for police action.</li> <li>▪ The policy of Thames Valley Police is to use sound practical and realistic criteria (i.e. Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. As that advice has clearly been ignored I object to this current proposal.</li> </ul> |
| (2) County Cllr for Kingston & Cumnor Division | <p>Supports – with the following comments:</p> <ul style="list-style-type: none"> <li>▪ Sounds like a very good idea to me.</li> </ul>   |