

CABINET MEMBER FOR TRANSPORT – 2 JUNE 2011

A4074 PORTWAY, CROWMARSH GIFFORD – 40 MILES PER HOUR SPEED RESTRICTION & PROHIBITION OF RIGHT TURNS

**Report by Deputy Director of Environment & Economy
Highways & Transport**

Introduction

1. The purpose of this report is to consider the objections/comments received following the consultation and formal advertisement of the proposed '40 miles per hour Speed Restriction & Prohibition of Right Turn', on A4074 Portway, Crowmarsh Gifford. The extents of the restrictions are shown on the plans included at Annex 1.

Background

2. At a meeting of South Oxfordshire District Council Planning Committee consent was given to erect industrial units on land at Betts Farm, Crowmarsh. A requirement for works to be carried out under Section 278 under the Highways Act included a 40 miles per hour speed limit to commence 300 metres south-west of the current 30 miles per hour speed limit on the approach to the Roundabout junction of A4130/A4074/The Street. A Prohibition of Right Turn movements at the new proposed access to the units was included.
3. The development will attract turning movements of large goods vehicles and agricultural machinery. These movements are likely to be carried out at quite low speeds. For this reason the 40 miles per hour speed limit was seen to be appropriate by the planning authority. In similar vein the prohibition of right turns both into and out of the development was seen by that authority to be necessary.

Consultation

4. The proposals were subsequently advertised in the local press. Notices were posted on site, and copies of the notice, draft Order, statement of reasons and plans were posted to all the statutory consultees and affected frontages. Consultation with statutory consultees and affected frontagers was carried out between 5th January and 4th February, 2011.

Responses

5. Thames Valley Police have replied indicating that they have objections to the 40 miles per hour speed limit and prohibition of right turns. Their comments are detailed in Annex 2 to this report.

Conclusions

6. At the time of the granting of planning consent the Planning Authority saw fit to impose the works subject to this report.
7. The proposals will have the effect of reducing vehicle speeds between the existing 30 miles per hour speed limit and the approach to the new access to serve the industrial development at Betts Farm. They also will prohibit right turn movements across A4074 Portway.
8. Existing speeds between the roundabout at Nosworthy Way and the roundabout A4074/A4130/The Street are such that very few vehicles enter the 30 miles per hour speed limit below that speed. The proposal, in addition to the planning reasons should also contribute to making drivers more aware of the need to reduce speed on the approach to the roundabout.

Financial and Staff Implications

9. The costs of implementation will be met through the planning obligations in respect of the Betts Farm development.

RECOMMENDATION

10. **The Cabinet Member for Transport is RECOMMENDED to:**
 - a) **approve the proposed 40 miles per hour speed Restriction & prohibition of right turn on A4074 Portway, Crowmarsh Gifford as advertised; and**
 - b) **authorise the necessary works to implement the proposals**

Steve Howell
Deputy Director of Environment & Economy - Highways and Transport

Background papers:

Contact Officer: Thomas Cockhill

March 2011

Comments received by Thames Valley Police

Their response is in the following terms “Thames Valley Police work in partnership with Oxfordshire County Council on the Speed limit reference group. The aim of the partnership is to discuss/implement new speed limits which 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.

During the last 12 months Thames Valley Police have regularly met with Oxfordshire County Council Speed Reference Group but no mention of this speed limit has been made. The collision history is good with no reported injury collisions in the last three years.

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, no 85th percentile speed data has been received from OCC. 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.

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.

The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2006) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement.

This proposed speed limit does not take into account an already busy private entrance at Newnham Manor Farm further south along the A4074 , as the speed limit terminal signs are positioned immediately north of that entrance.

The Prohibition of No Right turn into the site is also not supported without engineering in order to achieve compliance.

It is accepted that these measures might prohibit large vehicles from turning; they do not in any way prohibit light vans and cars from turning right from the A4074 into the site.

There is no signing suggesting the route for vehicles prohibited from turning right and the roundabout where vehicles should turn is not visible ahead.

The stand alone sign warning of the prohibition will probably result in drivers making a U turn in the road beyond the junction or using the large field gateway opposite to make the turn.”

