

Delegated Decisions by Cabinet Member for Transport Management

Thursday, 5 September 2024

ADDENDA

3. Petitions and Public Address (Pages 1 - 24)

Written statements from members of the public making public addresses.

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CoHSAT Address to Transport Delegated Decisions Meeting 5 September 2024

Schools Streets and other Traffic Safety and Management Proposals (Items 5-8, 10-12, 17-19)

There are 37 items proposed today, 36 of them aimed to reduce road danger. The journey to Vision Zero has a million steps. But each step must be designed according to multiple user needs and TSRGD, costed, funded, consulted, approved and implemented. But, in a journey from thirty deaths a year to zero, it's worth it.

I'll comment on the 20mph schemes later, but in rapid summary for the others, CoHSAT, the Coalition for Healthy Streets and Active Travel supports them all.

- For item 5 School Streets we are delighted to join the strong support.
- 6 Botley Road, is complicated, we support the proposal, and I know Danny Yee will talk to this.
- 7 Traffic calming in Islip, we support, but suggest gaps of 1.5m each side as per LTN 1/20
- 8 Nuneham Courtenay is a small but vital change for safety
- 10 Sandy Lane West is crucial to manage down the dangerous driving on this road with a school, where three children were injured.
- 11 Parking restrictions in Elms Road Thame we agree this is necessary for safety despite the objections.
- 12 Parking in Shrivenham, we were concerned about the loss of cycle parking until we saw there are six Sheffield stands opposite, so are happy with the plan.
- 17, 18, 19 The three speed reduction plans in Bodicote, Hennef Way and Woodstock were always likely to see objections by the fraction of motorists keener on speed than safety.

The driver who injured the children on Sandy Lane West would probably be against all these schemes. But he went to jail for causing injury for dangerous driving, driving unlicensed and driving uninsured. That's exactly why we need them.

We will speak later to support the 20mph speed limits in 3 towns and 22 villages, but a notable absence is Oxford. When will Oxford catch up with expansion of its 20 limit?

Robin Tucker, Co-Chair, CoHSAT

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CMD Transport Management – 5th September – Proposed Traffic Calming – B4027, Wheatley Rd, Islip.

Representing Islip Parish Council and many residents of the village.

With respect, our view is that the proposal for a single hump on the south side of the bridge is insufficient. The Wheatley Road runs uphill from the south side of the bridge and round a bend with a wood abutting its western edge. A public footpath emerges onto the road from the wood and because of the trees there is no view of vehicles coming down the hill. Approaching vehicles have to be detected by their sound, not much use if they are electric.

On the eastern side of the road the Oxfordshire Way runs along a narrow verge beside the road and when using it walkers are vulnerable to passing traffic. Many vehicles speed up and down the hill well in excess of the 20mph speed limit. This road is being used by approximately 28,000 vehicles per week. Data from the village Speedwatch indicates that many vehicles travel well above the 20mph limit both up and down the hill.

The heavy usage of the bridge is necessitating the introduction of traffic lights on the bridge. During the successful trials of these lights our observations demonstrated that the two sets of cushions installed on the hill resulted in virtually no vehicles exceeding the speed limit.

We request that these cushions be installed permanently on the hill either with or without the hump at the bridge. Cushions have the advantage of giving a smooth ride for ambulances and buses.

The problems of heavy traffic through Islip are immense. Please consider the experience and observation of those who have to live with it daily.

Dennis Price, Chair of the Islip Parish Council.

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Dear Councillor Gant,

First of all, I would like to thank you and your team for all the work that has been put into this proposal, especially Mr Platter, Mr Mauz, Mrs Coyne and Mr Ahier have been very proactive and responsive throughout the whole formal and informal consultation processes taking all our concerns into considerations in much detail.

The report and the recommended approval leave me with not much more to add other than to once more voice my strong support and highlight the importance of its approval. We are one of the only two families living on this stretch of road and it is greatly affecting us on both from a safety and social aspect.

The closure of this road cannot come soon enough. We are very sorry for those who tragically lost their lives at our doorstep as well as their families. We had highlighted the danger over the last years as well as pointed out some ongoing issues in the area linked to this road. Ahead of the meeting I provided what I hope is plenty and clear evidence in support of the proposal including pictures, videos and email correspondences with Thames Valley Police and South Oxfordshire Council highlighting the danger of speeding both on the A4074 as well as on the road in front of our house, dangerous manoeuvres, a variety of antisocial behaviour, littering, fly tipping, drug dealing and even physical intimidation attempts towards myself when addressing some issues.

Looking at the responses it is clear that this proposal has strong support not just from my family, but also from our only neighbours on this road. I was happy to see that also other local residents echoed our concerns and Thames Valley Police confirmed that the proposal would lead to more safety but also to less anti-social behaviour and pollution. Looking at the very few oppositions it seems evident that they are not local and either not familiar with the road layout or aware of the problems that we are facing as local residents. The road is absolutely obsolete given that the main A4074 road is running in parallel and well connected to the B4015. I can assure you that a closure does not affect any commuting and travel time, if anything the opposite would be the case as it sometimes is taken by mistake leading dangerous U-turns or drivers getting lost by taking a wrong turn. It also does not lead to more pollution, in contrast a closure would evidently reduce it significantly given the amount of littering, fly tipping and idling vehicles. These few points of concern were also clearly disproved in the officer's response, again thank you for your thorough assessment.

I very much hope for the proposal to be approved for everyone's safety. For me especially as a father of soon two small children I cannot express enough how important it is to make sure they are safe and not living on an evidently dangerous, polluted and on top of it obsolete through road which is the only access to our home.

Thank you.
Valentin Heinrichs

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Banbury Active Travel Supporters (BATS)

Banbury Active Travel Supporters, a local group who would like to see Banbury become a much more pleasant place to walk, wheel or cycle.

We feel that Banbury is currently lagging behind the national trend towards encouraging Active Travel and all the benefits which follow on from that. A package of initiatives is required to make Active Travel more attractive.

One part of that package will be reducing the speed limit on routes where people cycle and walk in Banbury to a consistent 20 miles an hour. Other parts of the package will include improvements to the infrastructure, easier access to public transport including better modal connections and creating attractive public spaces.

Achieving this will also create business opportunities which Banbury is currently not tapping into. However, we appreciate that no one change is going to suddenly transform Banbury from a town choked up with traffic which dominates the journeys of pedestrian and cyclists alike.

We fully support the introduction of the 20mph speed limit but do not agree with the exceptions which have been proposed. We would like to make life easier for drivers by giving them a clear message that once you enter Banbury you need to drop your speed to 20mph or below. Keeping the 30mph limit for 100 metres here or 200 metres there is going to be confusing. It's also going to cost more to install with extra signage required than for a consistent 20mph limit.

As the table below illustrates the time gained for motorists travelling on those sections of roads is very small. So journey times could be reduced by a matter of seconds. Is this really a gain worth having when compared with the additional costs and added confusion?

Crucially, it is important to inform people when changes like this are made and to explain why they have been put in place. We hope that the council will promote the 20mph speed limits when they are implemented and explain how they will benefit the town. Banbury Active Travel supporters would be happy to help with this campaign.

To summarise, BATS sees this proposal as a step in the right direction, but recommends that the exceptions are removed so that the 20mph zone is clear to everyone. It would be more likely to be properly observed by motorists as well as being less costly to implement.

Contact: email: banburycycling@gmail.com

web: <https://banburycag.org.uk/activetravel/>



Banbury Active Travel Supporters (BATS)

Chart to show how much journey time would decrease if the exceptions were also included in the 20mph zone.

		Time taken to drive at different speeds in optimum conditions		Time saved: seconds
		30mph: seconds	20mph: seconds	
Some of the exceptions recommended to retain the 30mph limit.	Distance: metres			
f) A361 Southam Road – the 260m length immediately north of its junction with the B4100 Warwick Road,	260	19.2	28.8	9.6
g) A4260 Concorde Avenue – the 65m length immediately north of its junction with Bridge Street,	65	4.8	7.2	2.4
e) A361 Bloxham Road – the 40m length immediately southwest of its junction with the A361 South Bar Street,	40	2.4	3.6	1.2
h) B4100 Oxford Road – the 190m length immediately south of its junction with A361 South Bar Street,	190	14.4	21.6	7.2
i) Bankside – the 30m length immediately east of its junction with Hightown Road,	30	2.4	3.6	1.2
j) Bridge Street – the 125m length immediately east of its junction	125	9.6	14.4	4.8

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Banbury Active Travel Supporters (BATS)

with the A4260 Upper Windsor
Street.

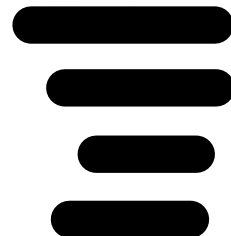
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1 September 2024

Dear Councillor Gant,

BANBURY: PROPOSED 20MPH SPEED LIMITS

I live on Cope Road in central Banbury and supported the previous proposals for 20mph speed limits in the town.

I am concerned that leaving the 30mph speed limit on the A361 Southam Road immediately north of its junction with the B4100 Warwick Road outside St Marys Primary School is less safe for school children crossing the road. I note that many of those objecting to the introduction of 20mph speed limits (including some local councillors and the previous MP) accept that they may still be suitable when targeted on roads outside schools. Therefore, I am requesting that exception f) be removed from the recommendation.

Then, concerning the A361 North Bar Street, Horsefair and South Bar Street between their junctions with the B4100 Warwick Road and A361 Bloxham Road, this is running through the heart of the town centre, and I note that a pedestrian died on a pedestrian crossing here on 24 March 2023 because of dangerous driving. I am concerned that more pedestrian deaths will occur if we wait for any "planned comprehensive review of the town centre". Therefore, I am requesting that exception a) should also be removed from the recommendation.

Yours faithfully,

Gerard Stapleton

Cc Councillor Hannah Banfield hannah.banfield@oxfordshire.gov.uk

Councillor Mark Cherry mark.cherry@oxfordshire.gov.uk

Councillor Becky Clarke becky.clarke@cherwell-dc.gov.uk

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CoHSAT Address to Transport Delegated Decisions Meeting 5 September 2024

20mph Speed limits for Banbury, Thame & Wallingford

Last weekend, in Albert Park, Abingdon, I was asked by a man, with his family what other parks there were in Abingdon. I told him about Abbey Meadows and the walk by the river. He explained that they came from Blackbird Leys and enjoyed the green spaces.

I don't know if they arrived by car or by bus, but I do know that the new 20mph speed limits in Abingdon didn't stop them. I don't know how much they spent in Abingdon, but I do know that there are now 20 cafes in the central triangle, including the new Ma Cherie which seems to be doing very good business in wine and antipasti plates on warm afternoons in the square.

My point is this. You can make places for people, and they will come and enjoy them. Or, you can make places where people can drive and they will drive through them. And that is the contrast set out in the approaches to the 20mph speed limits in Banbury, Thame and Wallingford.

In Banbury, local representatives prefer a motor centric route, which is to maintain a 30mph A road through the centre of town, carrying 15,000 vehicles a day. Bar Street shows clearly on Crashmap. They should not be surprised when people stay away. Meanwhile, in Thame and Wallingford, 20mph zones are being extended, and the towns are adding the shops, cafes and events essential for the modern experience economy.

All three of these plans will reduce casualties and improve their towns. The evidence for this is clear. A meta-analysis of 70 studies of 40 city-wide schemes¹ showed 23% reduction in crashes, 37% reduction in fatalities, reductions in emissions and noise and a small average improvement in traffic congestion. **We support all three of schemes.**

The Thame and Wallingford changes we support wholeheartedly. Banbury is an advance, but a missed opportunity to begin the transformation of the centre into a friendlier place for people. Perhaps it needs a more complete vision of what the central street could be? It is currently wasted on metal boxes, but it could be a great place for living people.

Robin Tucker, Co-Chair, CoHSAT

¹ <https://www.mdpi.com/2071-1050/16/11/4382>, Yannis & Michelaraki, Sustainability2024, 16(11), 4382

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CMD Transport Management – Wallingford 20mph Speed Limits:

The Prime Minister, Rishi Sunak is expected to block councils from introducing new 20mph speed limits as part of a package of policies aimed at drivers.

Rishi Sunak said he is “slamming the brakes” on “hare-brained schemes” such as blanket 20mph speed limits that stem the “relentless attack on motorists”.

Alongside plans to curb the power of councils to introduce new 20mph zones on main roads, Mr Sunak is also expected to announce limits on councils' abilities to levy fines from traffic cameras and restrictions on enforcing box junction infringements.

There are several problems with reducing the speed limit to 20 mph.

- 1) Drivers have to change down a gear to maintain that sort of slow speed which means that the engine has to rev harder, emitting more pollutants.
- 2) The Transport and Road Research Laboratory has conducted a three-year study of the impacts of traffic calming on exhaust emissions. The results of the study clearly indicate that traffic calming measures increase the emissions of some pollutants from passenger cars. For the petrol non-catalyst, petrol catalyst, and diesel cars tested, the mean emissions of CO, HC, and CO₂ increased by between 20 and 60 percent.
- 3) Drivers get frustrated with this slow speed, especially on an empty road and can get angry. Mothers taking their children to school are very often in a hurry and may get fed up with the 20mph pedestrian speed limit.
- 4) It has been experienced that concentration can wane at these slow speeds, with people having more time to look around at sights outside the car and also within the vehicle.
- 5) We as drivers are not used to these slow speeds which will affect travel time and lengthen journeys.

As regards Wantage Road, it is evident in most cases that the ill-placed speed humps may deter most drivers from exceeding the current 30mph speed limit. There will always be the odd errant motorcyclist or speedster in a suped-up vehicle who will ignore any speed limit, be it 30 or 20 mph.

But speed humps also pose a long-term problem with car safety.

The RAC in 2018 reported that over a fifth of UK motorists claim their car has been damaged by so-called ‘sleeping policemen’.

Damage caused by speed bumps saw councils fork out around £35,000 in compensation claims over the two-year period between 2015 and 2017.

A study found that London councils alone paid out almost half of the total (£15,717), with a staggering 8,516 speed bump scrapes reported on the capital's roads – and it's not just local authorities being hit.

Motorists pay out an average of £141 to repair speed bump-related damage, but as they are classified as “traffic-calming measures”, and not “road defects”, it can be hard to make a successful claim.

The study found that almost half (48%) of the damaged cars sustained tyre issues, while a third (33%) experienced suspension problems.

The research is based on an online survey of 2,000 drivers and Freedom of Information requests sent to local councils.

It found that nearly three in 10 motorists (28%) believe speed bumps need to be marked more clearly, while over a quarter think they're ineffective at calming traffic.

Mounting opposition to the use of speed bumps - sleeping policemen as they were once known - has led to plans to replace a design increasingly blamed for damaging cars and slowing emergency vehicles.

One effective and safer method of controlling speed which has been introduced in several areas of Wallingford is the use of solar powered warning lights which act as a reminder and do deter the average motorist from excessive speed.

It is hoped these measures will help combat the noise and pollution associated with speed bumps, while also reducing the financial burden on motorists and councils.

After years of complaints from motorists, government officials have begun examining a system which would do away with the need for the bumps. Instead, a device would automatically reduce the speed of drivers as they enter a controlled zone.

Roadside transmitters would activate speed limiters installed in cars, preventing drivers from breaking limits as low as 30mph until they leave a neighbourhood or street. Emergency vehicles would be exempt from the automatically imposed restriction. The result would be that councils could rip out thousands of speed humps.

The plans, which have been discussed with advisers from the Institution of Highways and Transportation and the Department of Transport, are among proposals put forward to replace speed humps, seen by many experts as dated and crude. They also cause increased pollution as cars have to constantly slow down and speed as they cross them.

Christopher Urbanowicz MA BSc T.Eng DipM
Director
Tecstruct Consultancy

CoHSAT Address to Transport Delegated Decisions Meeting 5 September 2024 20mph Speed limits for Appleford and other villages

We are delighted to see 22 proposals for 20mph speed limits coming for decision today. We resist the temptation to address each one as they have common features.

The benefits of 20mph speed limits are well documented. A meta-analysis published in May analysed 70 studies of 40 city-wide schemes¹ and found averages of:

- 23% reduction in crashes
- 37% reduction in fatalities
- 38% reduction in injuries
- 18% reduction in emissions, repudiating a lot of myths
- 2.5 decibels reduction in noise, almost halving
- 2% reduction in traffic congestion due to smoother flows

In Oxfordshire, where 42% of people killed or seriously injured on the roads are in 20 or 30mph speed limits, it is essential we reduce this toll. The ratio of fatalities to serious injuries in 20 limits is one-quarter that in 30s.

On the 22 proposals coming forward today, we have reviewed them all, and note that they all fit the criteria of being brought forward by their locally elected councils, and being designed to have 20 where people live, work and go to school. In consultations aimed to identify any substantive problems with the schemes, three-quarters saw more support than objections and overall supporters were about double the number of objectors.

We'll talk about the 3 out of the 22 that had net objections:

- Berinsfield, with 2 public objections and one from the bus company. We note the analysis that on the loop proposed for 20, buses hardly exceed 20, and this short loop passes a school, shops, houses and a playing field.
- Ducklington, with 7 objectors and 5 in support. We note that the proposal covers only the route through the village, and not the parallel A415.
- Freeland, which saw 176 responses with 52% objecting, mostly on the grounds that the road through the village is straight and wide so 30mph is easy. That, Councillor, is exactly the situation that leads to casualties and calls for a speed reduction as officers rightly identify.

Robin Tucker, Co-Chair, CoHSAT

¹ <https://www.mdpi.com/2071-1050/16/11/4382>, Yannis & Michelaraki, Sustainability2024, 16(11), 4382

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Berinsfield 20mph

Oxford Bus Company and Thames Travel maintain an objection against the planned 20mph scheme for Berinsfield, specifically the proposals for the Eastern section of Fane Drive between Tower Industrial Estate and the A4074. We are supportive of the remainder of the proposals.

The reason for our objection is that we do not believe that the proposals for this section of road will achieve any of the stated objectives to improve walking and cycling within Berinsfield, as the road in question does not lie within the settlement but is an edge road which does not serve any desire lines for intra-Berinsfield trips. The road itself has been designed for higher speed limits using urban design principles such as minimal frontage access, minimised animation and the “Radburn” layout used in the wider estate which removes the need to cross this road.

However, the proposals will result in a slowing of bus services. While OCC has conducted some limited analysis of bus speeds on the road in question, they have done this over a sample of a single journey, conducted at off-peak time, when bus schedules are under less time pressure. This does not constitute sufficient empirical evidence of the speeds buses typically travel at on this section of road, or of the speeds necessary to be operated when schedules are under the most pressure – at peak times.

Given forthcoming development plans at Berinsfield it is important to ensure that it remains attractive for bus operators to provide services within the settlement of Berinsfield itself. The main Reading – Wallingford – Oxford bus service does not divert into the estate, serving parkway stops on the A4074 and the reason for this is due to the significant time penalty that results from serving the settlement. These proposals will increase the size of this penalty.

Service 45, which provides a service within the development currently, is supported by time limited s106 developer funding, and in the medium term is likely to need to be supported by funding from developments at Culham. It will be paramount for the residents of these developments to have a fast journey time to east Oxford employment sites, and therefore it is likely that the continued provision of the service through Berinsfield village will come under pressure at this point. These proposals will serve to increase this pressure, and increase the likelihood of the service needing to be “straightened out” to speed up journey times. If this was to happen it would of course have highly adverse consequences for those of limited mobility living in the settlement, as they would need to reach the bus stops on the A4074 to access bus services.

The DfT has recently issued Circular 01/2013 “Setting Local Speed Limits” which provides some useful clarification to local authorities in properly discharging their statutory duties, including the “Network Management Duty” under the Traffic Management Act 2004. We would highlight the following sections, which we would

argue have not been given due consideration in the case of the Berinsfield proposals:

“123. The aim of speed management actions is to deliver a balance between safety objectives for all road users and mobility objectives to ensure efficient travel, as well as environmental and community outcomes. Every effort should be made to achieve an appropriate balance between actual vehicle speeds, speed limits, road design and other measures. This balance may be delivered by introducing one or more speed management measures in conjunction with the new speed limits, and/or as part of an overall route safety strategy.”

“87. Based on this positive effect on road safety, and with positive support from residents, traffic authorities can consider introducing 20mph speed limits or zones on:

- ***major streets where there are – or are likely to be – significant numbers of journeys on foot, and/or where pedal cycle movements are an important consideration, and this outweighs the disadvantage of longer journey times for motorised traffic***
- *residential streets in cities, towns and villages, particularly where the streets are being used by people on foot and on bicycles, there is community support **and the characteristics of the street are suitable***

*88. Schemes need to aim for compliance with the new speed limit. Where new limits are put in, **they should be in places where most drivers are likely to comply**. We know that compliance is better on smaller, narrower roads than on wider roads where the layout gives drivers a clear run.*

*89. Successful 20mph zones and 20mph speed limits are generally self-enforcing: that is, **the existing conditions of the road** together with measures such as traffic calming or signing, ...*

*91. While 20mph limits and zones can be an important tool in improving road safety in residential areas, over-use risks undermining public acceptance, as well as burdening car and bus users with slower journeys, potentially with increased pollution. **20mph schemes should be considered on a road-by-***

road basis based on the safety case to ensure local support, not as blanket measures. Particular consideration should be given to maintaining through routes for motorists.

More specific commentary is set out in paragraphs 100-108, on “signed-only” 20mph limits, as opposed to 20mph Zones where streets are comprehensively engineered and altered to secure vehicular speed reductions.

100. Research into signed-only 20mph limits shows that they generally lead to only small reductions in traffic speeds – less than 1mph on average. Signed-only 20mph limits are, therefore, most appropriate for areas where vehicle speeds are already low. This may, for example, be on roads that are very narrow, through engineering or on-road car parking.

102. The implementation of 20mph limits over a larger number of roads should be considered where mean speeds at or below 24mph are already achieved over a number of roads.”

Summary Table 1 makes the following statement about all 20mph limits, whether sign- only or more comprehensively engineered “20mph Zones”:

“These should not be introduced as a blanket measure, but in streets that are primarily residential and in other town or city streets where pedestrian and cyclist movements are high, such as around schools, shops, markets, playgrounds and other areas, where motor vehicle movement is not the primary function.”

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**CMD Transport Management – 5 September 2024 – Buscot: Buscot Wick
20mph Speed Limit Proposals**

I am fully in support of the scheme at Buscot and Buscot Wick and reflect the views of the parish council who would like to see these changes made.

The A417 is an important road used by HGVs, commuters and leisure vehicles which can all exceed the current speed limits and anything that can be done to improve safety for residents there would be welcomed. The turning out of Buscot village is a busy one, and particularly hazardous, with poor visibility in both directions - I have witnessed this myself and would urge action to help alleviate the risk here.

Equally the area marked down in Buscot Wick can often be used as a 'rat-run' for those cutting through to Lechlade and Highworth off the Snowswick Lane and residents would welcome reduced speeds there.

I know Cllr Gant is in support in reducing speeds across the county as part of the council's Vision Zero policy, and I hope that he agrees that this is another example where this action would improve safety for our residents.

*Cllr Bethia Thomas
Faringdon Division*

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