

CABINET MEMBER FOR ENVIRONMENT – 19 NOVEMBER 2020

MILTON: MILTON HILL - PROPOSED TRAFFIC CALMING MEASURES & 30MPH SPEED LIMIT

Report by Interim Director of Community Operations

Recommendation

1. The Cabinet Member for Environment is RECOMMENDED to approve the proposed 30mph speed limit and traffic calming measures at Milton Hill as advertised.

Executive summary

2. Speed limits and the provision of traffic calming measures are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce traffic calming measures and a 30mph speed limit on Milton Hill.

Background

4. The above proposals as shown at Annex 1 have been put forward as part of approved residential development and, if approved, funded by that development.

Consultation

5. Formal consultation on the proposal was carried out between 23 September and 23 October 2020. A public notice was placed in the Oxfordshire Herald series newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Milton Parish Council, the Vale of the White Horse District Council and local County Councillor. A letter was also sent directly to approximately 40 properties in the immediate vicinity.

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5. 16 responses were received. These are summarised in the table below:

Proposal	Object	Support	Concerns	No Opinion/ objection	Total
Traffic Calming	2 (13%)	5 (31%)	5 (31%)	4 (25%)	16
30mph Speed Limit	-	11 (69%)	1 (6%)	4 (25%)	16

6. All comments are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police expressed no objection to the proposals, noting that they considered the proposed traffic calming essential to achieve compliance with the proposed 30mph speed limit.
8. Milton Parish Council support the proposals.
9. The Vale of the White Horse District Council did not object to the proposals
10. Oxford Bus Company did not object and noting that although they do not currently operate a service along Milton Hill itself considered the proposal reasonable.
11. Cycling UK expressed support for the speed limit but concerns over the detailing of the proposed traffic calming measures in respect of the effectiveness of speed cushions and safety and ease of passage for cyclists including three-wheel pedal cycles. They requested consideration of cycle bypasses in accordance with current national advice on the provision for cyclists. This response also included a request for consideration of works to improve cycle amenity at the A4130/Trenchard Avenue junction, where no dropped kerbs are currently provided.
12. Noting the above concerns, the type of calming measures proposed have been very widely used in Oxfordshire including on roads with high cycle flows and have been found to be effective and not present a difficulty or hazard to cyclists. The scope to adjust the lateral positioning of the cushions will be investigated to provide as close to the recommended 1.5m spacing as possible.
13. Although outside the scope of this scheme, the request for dropped kerbs at the A4130/Trenchard Avenue will be referred to the Area team for investigation and implementation.
14. Two objections and four concerns were expressed by members of the public over the proposed traffic calming measures. The issues raised included the visual intrusion to the largely rural area, difficulties caused for access to the access to Appledore Cottages, flooding caused by obstructing the flow of water, damage to vehicles and the obstruction of vision splays from signs provided for the traffic calming measures. Noting these concerns, speed

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection - In principle I have no objection. With regards to Milton Hill proposals, providing that all traffic calming is included as part of this change in speed limit. Any removal of the traffic calming features would be deemed unacceptable making such a lower limit unrealistic.</p> <p>Having visited the location on Milton Hill it is evident the location suffers from considerable overgrowing vegetation, especially on the west side. In places this vegetation considerably reduces existing road width and should be cut back as part of these proposals.</p>
(2) Milton Parish Council	<p>Traffic Calming - Support Speed Limit - Support</p> <p>Milton Parish Council support the proposed speed limit and traffic calming measures.</p>
(3) Vale of White Horse District Council	No objection
(4) Oxford Bus Company	No objection - I don't think what is proposed seems unreasonable. Milton Hill is currently not served by bus with the nearest bus stops being on the main A4130 at Milton Heights Turn (for the X2 ST1 and soon to be X36) and The Pack Horse (for ST1).
(5) Local Resident, (Milton Hill)	<p>Traffic Calming - Object Speed Limit - Support</p> <p>Whilst we welcome the proposals to slow traffic on Potash Lane, we object to the current proposals as they would appear to be elaborate and, in our opinion, unsightly in a rural lane.</p>

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	<p>We also need to highlight that the proposed position of the road narrowing with entrance feature and signs to indicate the start of the 30mph limit would impede the vision splay when using the existing access of the property south Appledore Cottages. The “line of required vision splay 136m southbound, 140m northbound” required by the Highways department.</p> <p>Our suggestion would be to make all of Potash Lane 30mph with this clearly indicated at each end of the lane therefore avoiding traffic calming obstructions spread down the lane.</p>
<p>(6) Local Resident, (Milton Hill)</p>	<p>Traffic Calming - Object Speed Limit - Support</p> <p>I fully support the proposed reduction in the speed limit but I object to the traffic calming measures as they are currently proposed. I live at number three Appledore Cottages with my severely disabled husband. We have lived here for thirty years. He has recently come home after ten months in hospital and is now confined to a wheelchair. We are already virtual prisoners in our home as the pavements are in such a disgraceful state that I have no option but to push my husband along a very busy road. The road slopes due to the enormous amount of work done on it by various utility companies over the years so the prospect of pushing my husband along a road that is also full of speed bumps is horrifying. Also, ours is probably the worst house to put a speed bump in front of as there are two carers cars outside my house four times a day, plus a car parked there overnight for the night carer. In addition to all of this, we share our drive with our neighbours and have to reverse out onto the main road. To have to negotiate a speed bump whilst doing this would add to the problem of looking out for traffic coming both ways at speed.</p> <p>I have no objections to the idea of traffic calming measures but feel that outside 3 Appledore Cottages is the worst possible place for it. I am hoping to get a vehicle which will be wheelchair accessible for my husband and would probably be pursuing the idea of requesting a disabled access sign on the road so feel very strongly that this is not the best place for a speed bump.</p> <p>I have already contacted one of the Milton Parish councillors regarding the difficulties that I am facing so please do not add to my many problems by placing a speed bump directly outside my house. I do hope that you understand the concerns that I have and that I have my husband's best interests at heart.</p>

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<p>(7) Local Group/Organisation, (Cycling UK Oxfordshire)</p>	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>We support speed limits. We support traffic calming and the location of the speed cushions looks appropriate but not the design which should conform to LTN 1/20.</p> <p>Speed cushions of the proposed design have 3 problems: they do not effectively slow traffic (particularly larger vehicles including increasingly common SUVs which are more dangerous in a collision with vulnerable road users), they push people cycling towards the gutter - an unsafe road position for several reasons, and they can destabilise a three-wheeled cycle. As a result, LTN 1/20 recommends humps with a 1.5m cycle bypass:</p> <p>7.6.7 A separate cycle bypass allows the hump to be avoided altogether (with 1.5m spacing between any kerbs). Where cyclists have no choice but to travel over humps, care should be taken to ensure that the transition from road to hump has no upstand.</p> <p>7.6.8 Speed cushions are a form of road hump and are therefore subject to The Highways (Road Hump) Regulations 1999. The dimensions allow wide tracked vehicles such as buses, ambulances and HGVs to straddle them. Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles.</p> <p>There is a significant cycle route gap that could be filled while work is being done in this area. The shared path along the A4130 from Milton Interchange to Steventon turn traffic lights is interrupted by Trenchard Avenue which has no dropped kerbs. Ideally this crossing should be upgraded to a raised table with cycle priority e.g. with a parallel crossing. At minimum it should have dropped kerbs on both sides and cycle route warning signs.</p>
<p>(8) Resident, (Sutton Courtenay)</p>	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>Please ensure safe passage at the narrowing features for cycles. Cycle bypasses should be provided to avoid conflict with motorists. Cannot tell from the plan but could one of the narrowing be placed at the access point to the public right of way to aid crossing?</p>

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<p>(9) Local Resident, (Milton Hill)</p>	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>A 30mph limit for this lane is long overdue due to the new housing and the number of people using the footpaths with their children.</p> <p>I have concerns about speed bumps, as I understand other councils are removing them due to the number of breakages caused to cars.</p> <p>I do not in principle object to road narrowings (chicanes) but these can cause problems when on street parking is used.</p> <p>I am not sure where 620m comes to but it would seem to be about the length of Potash Lane, I would be quite happy to just have a 30mph speed limit along the whole length of Potash Lane and see if this would stop the speeding.</p>
<p>(10) Local Resident, (Milton Hill)</p>	<p>Traffic Calming - Concerns Speed Limit - Support</p> <p>I believe a 30 mph speed limit is essential in Potash Lane. During lockdown there were cars literally racing along whilst families were taking exercise with their children.</p> <p>We moved here at the end of February and have always applied a 30 mph limit of our own accord. Anything faster seems careless and a possible danger to other residents or passing traffic.</p> <p>I am however not particularly keen on any other traffic calming measures, as I believe that the speed limit will suffice and allow for a safe passage for vehicles even with some being parked often at the North East end of the road.</p> <p>Probably the expense involved in other traffic calming measures is unnecessary as for parts of the day, the road is fairly quiet. However, the 30mph speed limit is absolutely necessary. We were actually thinking of writing to you about this when we received this notification.</p>

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<p>(11) Local Resident, (Milton Hill)</p>	<p>Traffic Calming – Concerns Speed Limit – No opinion</p> <p>Regarding the traffic calming proposals along Potash Lane, I feel these are a very good idea. However, there is a problem that I don't think you are aware of - RAIN WATER . Over the last 6 months the road outside of Longwall House, Ashbury House, Hawthorne House, and Bramley Cottage have flooded in extreme downpours, the road drains just cannot cope with the water. It then overflows down all four drives flooding the garages and gardens. All the surface water drains in the four houses are adequate to take away heavy downpours but the water from the road overpowers them hence the flooding. My main concern is if you install speed cushions they will only make matters worse trapping the water and cause further flooding. I strongly advise more drains along Potash lane that will be able to cope with excessive downpours. I think Pinch Points</p> <p>would be better but still cause problems. If you would like to meet me, I can explain and show you the problem. If the proposals go ahead and nothing is done to improve the surface water problem then I will seek legal advice.</p>
<p>(12) Local Resident, (Milton Hill)</p>	<p>Traffic Calming – No opinion Speed Limit - Concerns</p> <p>As I understand it the A4130 is excluded from the proposed speed limit. I think the A4130 should be included as the increased development will dramatically increase the number of vehicles coming out onto the A4130 at the junction with limited vision splay. Because of the S bends from the entrance to Milton Hill house hotel and beyond the Packhorse restaurant/public house. There is also increased traffic from the restaurant and Shell Energy/Milton Hill House all of have seen increased traffic generated.</p>
<p>(13) Local Group/Organisation, (Harwell Campus Bicycle Users Group)</p>	<p>Traffic Calming - Support Speed Limit - Support</p> <p>We have no objections to the traffic calming and 30mph speed limit. There will be an increase in cycle traffic along Milton Hill Road when the new A34 cycle/pedestrian bridge is built, late next year, which will connect to the Backhill Tunnel to Milton Park.</p>

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<p>(14) Resident, (Abingdon)</p>	<p>Traffic Calming - Support Speed Limit - Support</p> <p>Anything to slow down cars is good.</p>
<p>(15) Local Resident, (Milton Hill)</p>	<p>Traffic Calming - Support Speed Limit - Support</p> <p>As a resident of Potash Lane I am wholeheartedly in favour of the proposed traffic calming and speed restrictions. Cars use Potash Lane as a rat run to avoid going through the traffic lights at the top of Steventon Hill - especially during rush hour - and travel at very high speeds along a residential road which includes a virtually blind bend over the brow of a hill. This behaviour was dangerous enough when there were only a handful of residential properties in Potash Lane It would only be more dangerous with increased traffic use associated with the circa 500 new residential properties currently under construction at Blaise Park and the HFT site. The proposed traffic calming and speed restriction will not only improve road safety but will also, hopefully, greatly reduce rat running.</p>
<p>(16) Local Resident, (Milton Hill)</p>	<p>Traffic Calming - Support Speed Limit - Support</p> <p>I would like to put forward a suggestion of double yellow lines along the length of the road. Often there are cars parked along there and they are just eating their McDonald's etc. I often go out and have to collect their rubbish. The trucks park outside our houses along Potash Lane and often leave their engines running or reverse and wake us up early in the morning.</p> <p>Also, street lighting from the bus stop to the new estates.</p>