



***Delegated Decisions by Cabinet Member for  
Environment (including Transport)***

***Thursday, 11 January 2018 at 10.00 am  
Committee Rooms 1&2 - County Hall, New Road, Oxford OX1  
1ND***

***Items for Decision***

The items for decision under individual Cabinet Members' delegated powers are listed overleaf, with indicative timings, and the related reports are attached. Decisions taken will become effective at the end of the working day on Friday 19 January 2018 unless called in by that date for review by the appropriate Scrutiny Committee.

Copies of the reports are circulated (by e-mail) to all members of the County Council.

**These proceedings are open to the public**

A handwritten signature in black ink that reads "Peter G. Clark".

Peter G. Clark  
Chief Executive

January 2018

**Committee Officer: *Graham Warrington***  
*Tel: 07393 001211; E-Mail:*  
*graham.warrington@oxfordshire.gov.uk*

*Note: Date of next meeting: 8 February 2018*

**If you have any special requirements (such as a large print version of these papers or special access facilities) please contact the officer named on the front page, but please give as much notice as possible before the meeting.**

## Items for Decision

1. **Declarations of Interest**
2. **Questions from County Councillors**

Any county councillor may, by giving notice to the Proper Officer by 9 am two working days before the meeting, ask a question on any matter in respect of the Cabinet Member's delegated powers.

The number of questions which may be asked by any councillor at any one meeting is limited to two (or one question with notice and a supplementary question at the meeting) and the time for questions will be limited to 30 minutes in total. As with questions at Council, any questions which remain unanswered at the end of this item will receive a written response.

Questions submitted prior to the agenda being despatched are shown below and will be the subject of a response from the appropriate Cabinet Member or such other councillor or officer as is determined by the Cabinet Member, and shall not be the subject of further debate at this meeting. Questions received after the despatch of the agenda, but before the deadline, will be shown on the Schedule of Addenda circulated at the meeting, together with any written response which is available at that time.

3. **Petitions and Public Address**
4. **West Street Oxford - Proposed Amendments to Residents Parking Places** (Pages 1 - 6)

*Forward Plan Ref: 2017/167*

*Contact: Hugh Potter, Team Leader – Area Stewardship Hub Tel: 07766 998704*

Report by Director for Infrastructure Delivery (**CMDE4**).

The report presents responses received to a statutory consultation on a proposal to extend a residents parking place on the west side of West Street at Osney, Oxford to facilitate the provision of an on-street charging point for an electric vehicle.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposal to extend a residents parking place on the west side of West Street at Osney, Oxford to facilitate the provision of an on-street charging point for an electric vehicle as advertised.***

**5. A4144 Woodstock Road Oxford - Proposed Raised Side Road Entry Treatments** (Pages 7 - 12)

*Forward Plan Ref:* 2017/159

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE5**).

The report presents responses received to a statutory consultation on a proposal to provide raised side road entry treatments across Oakthorpe Road, South Parade and Thorncliffe Road immediately east of their junctions with the A4144 Woodstock Road which have been put forward to improve safety of all road users in conjunction with a planned major maintenance scheme on this length of the Woodstock Road.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposals to provide raised side road entry treatments across Oakthorpe Road, South Parade and Thorncliffe Road immediately east of their junctions with the A4144 Woodstock Road as advertised.***

**6. Proposed 30 mph Speed Limit A361 Bloxham Road Banbury**  
(Pages 13 - 16)

*Forward Plan Ref:* 2017/152

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE6**).

The report presents responses received to a statutory consultation extending south westwards the 30mph speed limit on the A361 Bloxham Road by approximately 120 metres in place of the current 50 mph speed limit and which has been put forward to improve safety of all road users in the vicinity of a new roundabout serving residential development on the south side of the road.

***The Cabinet Member for the Environment is RECOMMENDED to approve the proposal to extend south westwards the 30mph speed limit on the A361 Bloxham Road by approximately 120 metres in place of the current 50 mph speed limit as advertised.***

**7. A4130 at Milton - Proposed Toucan Crossing and Extension of 40 mph Speed Limit** (Pages 17 - 20)

*Forward Plan Ref:* 2017/158

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE7**).

The report presents responses received to a statutory consultation on a proposal to provide a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) approximately 500 metres east of the A34 / A4130 Milton interchange roundabout, and - in conjunction with the proposed crossing and to facilitate its safe operation – extend the existing 40mph speed limit eastwards by 200 metres

in place of the current national speed limit. The proposals have been put forward as part of wider works to provide a safe and convenient route for pedestrians and cyclists between Milton Park and nearby settlements including Didcot, Milton and also the amenities at the Milton services on the south side of the A4130 east of the A34 / A4130 Milton interchange.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) approximately 500 metres east of the A34 / A4130 Milton interchange roundabout, and - in conjunction with the proposed crossing and to facilitate its safe operation – to extend the existing 40mph speed limit eastwards by 200 metres in place of the current national speed limit as advertised.***

## **8. Harwell Link Road and B4493 Wantage Road Didcot/Harwell - Proposed Speed Limits (Pages 21 - 32)**

*Forward Plan Ref:* 2017/156

*Contact:* Hugh Potter, Team Leader – Area Operations Hub Tel: 07766 998704

Report by Director for Infrastructure Delivery (**CMDE8**).

The report presents responses received to a statutory consultation on a proposal to introduce a 50 mph speed limit on the new Harwell Link Road (due to be opened in mid-January 2018) and replace the existing length of 40mph speed limit between Didcot and Harwell by a 30mph speed limit. The proposals have been put forward as part of the Harwell Link Road project.

***The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 50mph speed limit on the new Harwell Link Road (due to be opened in mid-January 2018) and replace the existing length of 40mph speed limit between Didcot and Harwell by a 30mph speed limit as advertised.***

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Division(s): Jericho and Osney

## **CABINET MEMBER FOR ENVIRONMENT – 11 JANUARY 2018**

### **WEST STREET OXFORD – PROPOSED AMENDMENT TO RESIDENTS PARKING PLACES**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received to a statutory consultation on a proposal to extend a residents parking place on the west side of West Street at Osney, Oxford to facilitate the provision of an on-street charging point for an electric vehicle.

#### **Background**

2. The above proposal has been put forward as part of a wider project to provide on-street charging points for electric vehicles in Oxford in parts of the city where residents typically do not have off street parking provision. Previous proposals for provision of a charging point in the immediate vicinity reserved for the use of electric vehicles only have been frustrated by a number of local concerns relating to the practicalities of signing such a bay, taking account of the layout of the houses in the immediate vicinity and also concerns over the loss of parking for residents with non-electric vehicles, together with constraints on the siting of the charging point equipment on the footway directly outside the houses here.
3. In response to the above concerns, the proposal comprises the provision of one additional residents parking place available to all residents irrespective of the type of vehicle; although not ideal – in that the availability of the charging point for electric vehicles will not be guaranteed – it is deemed to be the only practical means of providing a charging point in the vicinity. A plan showing the proposals is provided at Annex 1.

#### **Consultation**

4. Formal consultation on the proposal was carried out between 16 November and 15 December 2017. 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, Oxford City Council and local County & City Councillors. Additionally street notices were placed in the vicinity and letters sent to approximately 40 nearby properties.
5. Four responses were received. Two objections from members of the public (one a resident of West Street) on the grounds that the extension of the

residents parking place could result in difficulties for traffic in the area, noting that the space proposed for the extended bay is regularly used by vehicles waiting for oncoming traffic to pass and that relocating such waiting further to the north would present a risk to all road users given the proximity of the bend. Both objectors also queried why a charging point could not be provided adjacent to the existing bay. A further concern was raised on the potential delay a vehicle parked in the extended bay would cause to the deployment of the removable flood defence barriers used in this part of Oxford.

6. Thames Valley Police expressed no objection and an expression of support was received from a resident of East Street. These responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.

### **Response to objections.**

7. While it is accepted that the proposed extended parking bay will – when occupied by a parked car - be closer to the bend, it is considered that there is still sufficient space for this not to present a significant issue for road users, although the operation of the new layout – should it be approved – will be monitored to confirm this is the case.
8. In respect of the query why the charging point equipment could not be installed adjacent to the existing bay, there are site constraints that would make this inconvenient for the adjacent premises.
9. The fixing point for the removable flood defence barrier is at the north end of the proposed extended bay and so the latter should not impact in any way on the deployment of the barrier.

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

10. The proposals would help facilitate the use of low emission vehicles.

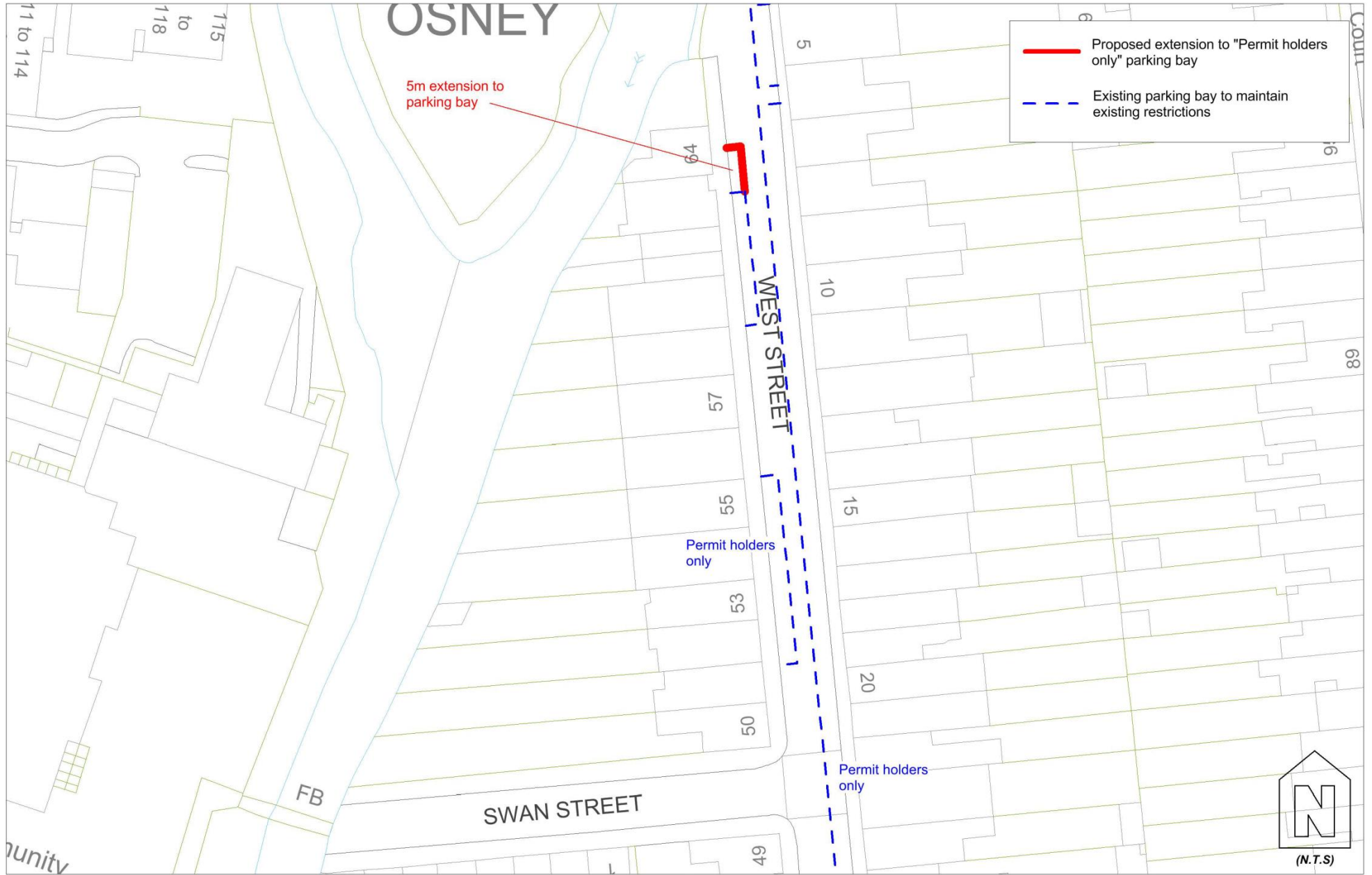
### **Financial and Staff Implications (including Revenue)**

11. Funding for the extended residents parking bay has been provided as part of the joint Oxfordshire County Council and Oxford City Council project for providing on-street charging points.

### **RECOMMENDATION**

12. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal to extend a residents parking place on the west side of West Street at Osney, Oxford to facilitate the provision of an on-street charging point for an electric vehicle as advertised.**







RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection.</b>
(2) Local Resident, (East Street, Oxford)	<b>Support</b> - We have long asked for more parking spaces on Osney - so a new one is welcome. I personally support the car club and I am likely to join and use this as my only car-based transport in the near future.
(3) Local Resident, (Oatlands Road, Oxford)	<b>Object</b> - Why is a new parking spot required? Can't the shared vehicle replace one of the existing spots? This is not clear in the documents. West street in close to the centre of the city and car parking should be discouraged. A car share should remove vehicles from the road, not to add more! The area where this spot is proposed is useful to pull over and allow oncoming vehicles to pass. Without this spot free, drivers would be required to reverse around a bend. The pavement ends near this spot and parking here would restrict visibility of pedestrians to drivers as they cross the roadway. This area is used for the Osney Flood defences and should they may restrict the rapid deployment of the barrier if a car is parked in this spot.
(4) Local Resident, (West Street, Oxford)	<b>Object</b> - The proposed new resident parking space is a good idea but it is going to cause problems. The street bends just after this new space is suggested. The way we have it now allows for one car to park there temporarily, either the one going into West street or the one driving out of it, and wait for the other car coming the other way to pass. I have often been in that situation, and when the vehicle coming the other way is a Tesco delivery van, if it wasn't for that space suggested to be the new resident parking space, we would be completely stuck, one vehicle would have to back up, not easy to do at all on that bend. I suspect there is a reason for the street parking to stop where it stops now, whoever drew this the last time knew exactly the situation. I am very concerned that if we have a new resident parking space there we will congestion at the North end of West street, for cars and vans, and bicycles too! lets not forget the pavement is almost inexistent there! Surely a charger can be installed by the next parking space already in existence?

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Division(s): Wolvercote and Summertown

## **CABINET MEMBER FOR ENVIRONMENT – 11 JANUARY 2018**

### **A4144 WOODSTOCK ROAD OXFORD – PROPOSED RAISED SIDE ROAD ENTRY TREATMENTS**

**Report by Director for Infrastructure Delivery, Communities**

#### **Introduction**

1. This report presents responses received to a statutory consultation on a proposal to provide raised side road entry treatments across Oakthorpe Road, South Parade and Thorncliffe Road immediately east of their junctions with the A4144 Woodstock Road.

#### **Background**

2. The above proposals have been put forward to improve safety of all road users in conjunction with a planned major maintenance scheme on this length of the Woodstock Road. A plan showing the proposals is provided at Annex 1.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 9 November and 8 December 2017. A public notice was placed in the Oxford Times newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Oxford City Council and the local County & City Councillors. Street notices were also placed in the vicinity with letters sent directly to approximately 60 properties adjacent to the proposed treatments.
4. Nine responses were received. These are summarised at Annex 2 with copies of full responses available for inspection by County Councillors.
5. Thames Valley Police expressed no objection. Cyclox, the Oxford cycling group, supported the proposals but qualified this by expressing the view that the layout of the South Parade junction should be amended to reduce the width of the entry both for the benefit of pedestrians crossing here and to help ensure that vehicles turning left onto the Woodstock Road positioned themselves at a right angle to the main road to facilitate their view of cyclists in the bus lane; they also requested that the height of the treatment is increased to 100mm (from the 75mm currently proposed) and for details of the proposed road markings to be provided. Additionally they raised wider issues beyond the scope of the current proposals in relation to the safety and amenity of cyclists on the Woodstock Road and adjacent side roads.

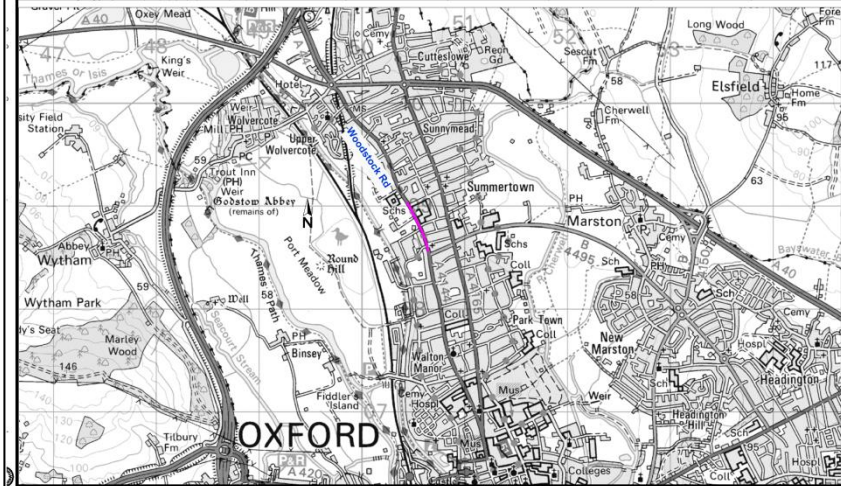
6. A response from a member of the public was received expressing no objection to the proposals but making very similar representations to those of Cyclox.
7. A further six responses were received from members of the public comprising two expressions of support from nearby residents, two objections from members of the public who are not residents of the area and two objections from members of the public whose address was unknown. The grounds for objections were that such treatments can damage vehicles and that their location – where vehicles will, in any case, be travelling quite slowly due to the proximity of the junction – meant that they would not in practice reduce speeds or assist pedestrians, and that the funding would be better spent on other projects, also noting that many existing road humps are poorly maintained.

### **Response to objections and other representations .**

8. The response of Thames Valley Police expressing no objection is noted.
9. Cyclox's response and that of the member of the public expressing very similar views are similarly noted. It is proposed to amend the southern kerblines of South Parade slightly, albeit not to the extent that appears to be requested in these responses, with the two lane approach to the junction being maintained, noting that this junction does have a good safety record. The only reported accident here in the latest five years involved a vehicle turning into South Parade failing to comply with the no entry sign and therefore not considered relevant to the issues being raised in these responses. The specification of the raised treatment in respect of its height (75mm) is as widely used in other similar treatments, with the proposed road markings also following established practice. The County Council shares the aspirations expressed by Cyclox to significantly improve the safety and amenity of cyclists, including on the A4144 Woodstock Road and adjacent streets, but it is considered that the suggestions made in this respect fall outside the scope of this maintenance scheme, excepting the comment on the camber of the road, which will be reviewed.
10. In respect of the objections from the members of the public, it should be emphasised that the treatment is primarily for the benefit of pedestrians crossing the side roads, rather than the control of speeds further along the side roads. Such treatments – which have been in place for many years at other side road junctions on the Woodstock Road and also many other locations in the city – have been found to be helpful for pedestrians as a result of their reducing the speed of turning traffic at the junction and also by maintaining a level surface. The proposed specification of the treatments in respect of their height and ramp gradients should avoid any risk of damage to vehicles. The cost of providing the treatments as part of the planned major maintenance scheme is very significantly lower than would be the case if constructed as an independent project.

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





392020/FEA/000/010 Revision 0

- Key:**
- Location of Works
  - Carriageway Treatment 1  
Inlay 250mm  
Area: 2,650m<sup>2</sup>  
Cold mill bituminous material to an average depth of 150mm.  
Excavate/cold mill material to an average depth of 100mm.  
Reinstatement to consist of:  
50mm Superflex PMB surface course  
150mm Supreme PMB binder  
50mm AC20 40/60 binder sacrificial layer
  - Carriageway Treatment 2 (Bus Lane & Bus Stop)  
Inlay 250mm  
Area: 2,000m<sup>2</sup>  
Cold mill bituminous material to an average depth of 150mm.  
Excavate/cold mill material to an average depth of 100mm.  
Reinstatement to consist of:  
50mm Grouted Macadam surface course  
150mm Supreme PMB binder  
50mm AC20 40/60 binder sacrificial layer
  - Carriageway Treatment 3  
(Raised Table at junction varies 100 to 175mm)  
Area: 110m<sup>2</sup>  
Cold mill bituminous material to an average depth of 100mm.  
Reinstatement to consist of:  
15mm Imprint red colour  
35mm Surface course  
50mm AC20 HDM 40/60 Binder course  
0.75mm thick binder regulating course
  - Carriageway Treatment 4  
Inlay 100mm  
Area: 50m<sup>2</sup>  
Cold mill bituminous material to an average depth of 100mm.  
Reinstatement to consist of:  
50mm Surface course  
50mm AC20 HDM 40/60 Binder course
  - Footway Treatment 2  
Inlay  
Area: 150m<sup>2</sup>  
Excavate and dispose Class U1 material to an average depth of 100mm. Reinstatement to consist of:  
20mm surface course (0mm aggregate), colour black  
45mm thick base course (20mm aggregate)  
Binder regulating course thickness varies (10mm to 35mm)
  - Footway Treatment 3  
Area: 45m<sup>2</sup>  
Compiling of new tactile paving slabs (400x400x50, colour buff) laid on 25mm sand cement mortar (3:1 mix Clause 2404 Mortar designation li-cement sand) with flush pointed joints over 100mm thick base course. Chased into new kerb levels.

**SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION**

IN ADDITION TO THE HAZARDOUSNESS NORMALLY ASSOCIATED WITH THE TYPES OF WORK SET OUT IN THIS DRAWING, NOTE THE FOLLOWING SIGNIFICANT RESIDUAL RISKS

**CONSTRUCTION**  
(ENTER NONE IF APPLICABLE)

**MAINTENANCE/CLEANING**  
(ENTER NONE IF APPLICABLE)

**USE**  
(ENTER NONE IF APPLICABLE)

**DECOMMISSIONING/DEMOLITION**  
(ENTER NONE IF APPLICABLE)

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Rev	Date	Purpose of revision	Drawn	Checked/Approved

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Director for  
Infrastructure Delivery  
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**Project title**  
A4144 WOODSTOCK ROAD  
OXFORD

**Drawing title**  
LOCATION PLAN  
SOUTH PARADE TO  
MORETON ROAD  
RAISED SIDE JUNCTIONS

**Drawing Date**  
CONSULTATION

Scale @ A1  
1:500

Drawn by	SM	Checked by	AMM	Approved by	AMM
Date drawn	27.09.17	Date checked	27.09.17	Date approved	27.09.17

**Observation Project No & File Ref**  
392020

**Drawing No.**  
392020/FEA/000/010

**Revision**  
0

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Polcie)	<b>No objection.</b>
(2) Cyclox	<b>Support</b> - We support the concept of doing a raised side entry treatment, but with reservations, including the need to tighten the layout the of the South Parade junction, and to increase the height of the treatments to 100mm (rather than the 75mm as proposed), and subject to the detail of the road markings. A considerable number of other improvements are desirable for the safety and amenity of cyclists on the A4144 Woodstock Road and adjacent side roads (see accompanying email).
(3) Local Resident, (York Avenue, Oxford)	<b>Object</b> - This area of north Oxford does not have a traffic speed problem due to the appalling lack of highway surface maintenance. The potholes in this area are a disgrace to the city. Introduction of the proposed humps will only increase air borne pollution for the pedestrians in the area without contributing to pedestrian safety. The County Council budget cannot find the budget to maintaining the existing humps the council have installed throughout the county without increasing the number for no good reason.
(4) Online response, (unknown)	<b>Object</b> - While I see the point of placing a hump in the road to slow down cars turning off faster roads into residential side roads, I totally fail to see how a hump at the junction of South Parade with Woodstock Road would improve road safety.  Traffic is already obliged to stop at the end of South Parade, which is a one-way street, before turning to join the Woodstock Road.
(5) Local Resident, (Oakthorpe Road, Oxford)	<b>Support</b> - I live on Oakthorpe Road, just after the road bends and cars regularly pass the house @ 30+mph.
(6) Local Resident, (Woodstock Road, Oxford)	<b>Support</b> - I think it's a brilliant idea.

<p>(7) Online response, (unknown)</p>	<p><b>Object</b> - Elsewhere (Cowley for example) flat top humps are damaging vehicles due to being overly steep.</p>
<p>(8) Local Resident, (Park Close, Oxford)</p>	<p><b>Object</b> – 1: I would like to see the Budget for this proposal, 2: In principle, speed humps have been shown to have minimal value. Cars slow down for them but accelerate afterwards increasing pollution. They can damage vehicles and can be a problem for the emergency services, 3: Specifically, these proposals are a waste of time at the ends of the roads as vehicles have to slow down to Give Way to traffic on the Main Road. They are already very congested and naturally slow the traffic down.</p>
<p>(9) Member of the public</p>	<p><b>No Objection</b> – but raises queries in respect of the camber of the carriageway, which has increased over time and helps to make vehicles, especially tall ones, presents a greater threat to cycling in the bus lane. Also would like to view proposed road markings - reproducing what is currently in place will not be appropriate. At the South Parade junction, it would be better to narrow the exit to one lane with a more right angle turn to benefit both pedestrians crossing here and improve the view for drivers turning onto the Woodstock Road of cyclists in the bus lane. As a wider comment, it would be logical to enable two-way cycling on these one way streets.</p>



Division(s): Bloxham and Easington

## **CABINET MEMBER FOR ENVIRONMENT – 11 JANUARY 2018**

### **PROPOSED 30MPH SPEED LIMIT A361 BLOXHAM ROAD BANBURY**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received to a statutory consultation extending south westwards the 30mph speed limit on the A361 Bloxham Road by approximately 120 metres in place of the current 50 mph speed limit.

#### **Background**

2. The above proposal has been put forward to improve safety of all road users in the vicinity of a new roundabout serving residential development on the south side of the road. A plan showing the proposal is provided at Annex 1.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 16 November and 15 December 2017. A public notice was placed in the Banbury Guardian newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Banbury Town Council, Cherwell District Council and the local County Councillor.
4. Two responses were received. One objection from the local County Councillor for Bloxham & Easington on the grounds that the speed limit change had been implemented ahead of the consultation and a response from Thames Valley Police expressing no objection. These responses are summarised at Annex 2. Copies of the full responses are available for inspection by County Councillors.

#### **Response to objection.**

5. The objection from Cllr Mallon was on process grounds, as the signing of the extended speed limit had been put in place prior to the above consultation on the amendment to the speed limit order. It is fully accepted that the consultation should have been carried out ahead of the relocation of the speed limit signs and better liaison will be carried out within the relevant teams within the County Council to reduce the risk of similar issues arising. It should be noted that the provision of street lighting as part of the wider works in connection with the construction of the new roundabout introduced (by virtue of the street lighting) a 30mph speed limit, and in this respect the

amendment to the speed limit order does not affect the legality of the limit as currently signed.

6. The response of Thames Valley Police expressing no objection is noted

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

7. The proposals would help facilitate the safe movement of traffic.

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

8. Funding for the extended speed limit has been provided by the developers of the adjacent residential development, whilst appraisal of the proposals and consultation has been undertaken by council officers as part of their normal duties.

### **RECOMMENDATION**

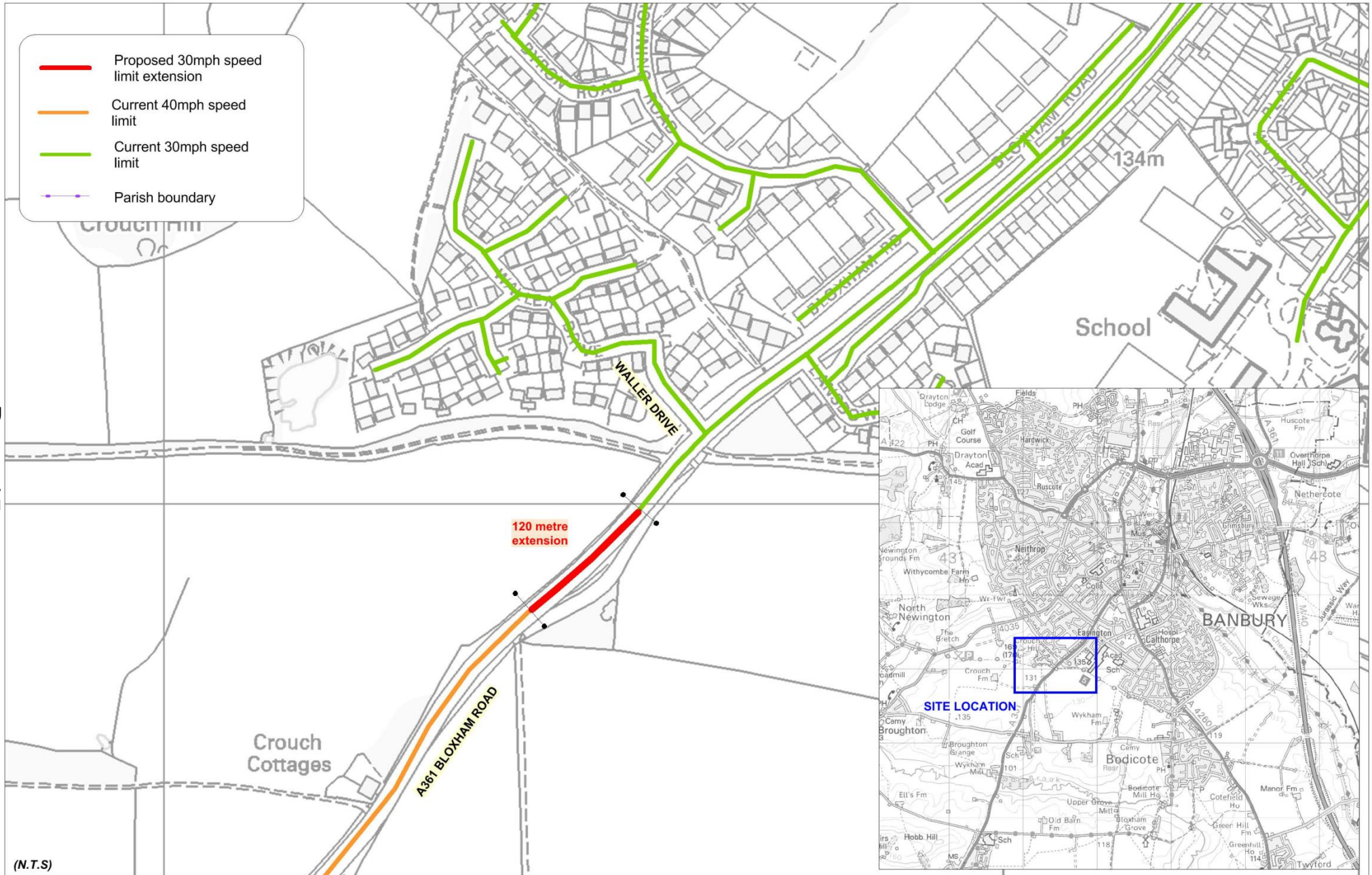
9. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposal to extend south westwards the 30mph speed limit on the A361 Bloxham Road by approximately 120 metres in place of the current 50 mph speed limit as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers:            Plan of proposed speed limit  
   Consultation responses

Contact Officers:                Hugh Potter 07766 998704

January 2018



(N.T.S)

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b> - Thames Valley Police have no objections.
(2) County Councillor Kieron Mallon, (Bloxham & Easington Division)	<b>Object</b> - I alongside everybody else was not informed or consulted before the physical works were implemented! Only now after the full works have been installed are we being consulted.  I am therefore objecting to the implementation of this 30mph because of the lack of due process.

Division(s): Sutton Courtenay and Marcham

## **CABINET MEMBER FOR ENVIRONMENT – 11 JANUARY 2018**

### **A4130 AT MILTON – PROPOSED TOUCAN CROSSING AND EXTENSION OF 40MPH SPEED LIMIT**

#### **Report by Director for Infrastructure Delivery**

#### **Introduction**

1. This report presents responses received to a statutory consultation on a proposal to provide a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) approximately 500 metres east of the A34 / A4130 Milton interchange roundabout, and - in conjunction with the proposed crossing and to facilitate its safe operation – to extend the existing 40mph speed limit eastwards by 200 metres in place of the current national speed limit.

#### **Background**

2. The above proposals have been put forward as part of wider works to provide a safe and convenient route for pedestrians and cyclists between Milton Park and nearby settlements including Didcot, Milton and also the amenities at the Milton services on the south side of the A4130 east of the A34 / A4130 Milton interchange. A plan showing the proposals is provided at Annex 1.

#### **Consultation**

3. The formal consultation on the proposal was carried out between 8 November and 8 December 2017. A public notice was placed in the Didcot Herald newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire and Vale of White Horse District Councils, Didcot Town Council, Harwell, Sutton Courtenay, and Milton Parish Councils and local County Councillors. Street notices were also placed in the vicinity of the proposed crossing location.
4. Four responses were received, comprising an objection from Thames Valley Police that the current speeds were too high and could compromise the safety of the crossing. Responses from Didcot Town Council, Milton Parish Council and The Vale of White Horse District Council expressed no objections to the proposal. However, Didcot Town Council's response did raise a concern that the proposed crossing was close to the existing traffic signalled junction to the west and also that the proposal was possibly premature. These responses are summarised at Annex 2 with copies of the full responses available for inspection by County Councillors.

#### **Response to objection and other comments**

5. The objection of Thames Valley Police is noted. A speed survey carried out in the vicinity of the crossing shows average speeds to be 45mph eastbound and 46mph westbound and it is anticipated that with the proposed 40mph speed limit in place, speeds would reduce by approximately 3mph, bringing the speeds here to a level consistent with those observed in other 40mph speed limits. It is also considered that the proposed speed limit is consistent with the Department for Transport guidance on setting local speed limits taking account of the character of the road. It should also be noted that signalled crossings of this type installed on roads subject to a 40mph speed limit operate with very good levels of safety.
6. Didcot Town Council's comment on the proximity of the proposed crossing to the traffic signalled junction to the west is noted. While it is accepted that the crossing is quite close (approximately 230 metres) to the latter junction, the separation is nevertheless considered acceptable, noting also that an independent safety audit of the crossing will be carried out. In respect of their comment that the project is premature, the crossing is being provided as part of a wider project to provide a safe route for pedestrians and cyclists to Milton Park, including the recently opened Backhill Tunnel cycle and pedestrian link .

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

7. The proposals would help facilitate the safe movement of traffic.

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

8. Funding for the amended speed limit has been provided from the Oxfordshire Local Enterprise Partnership.

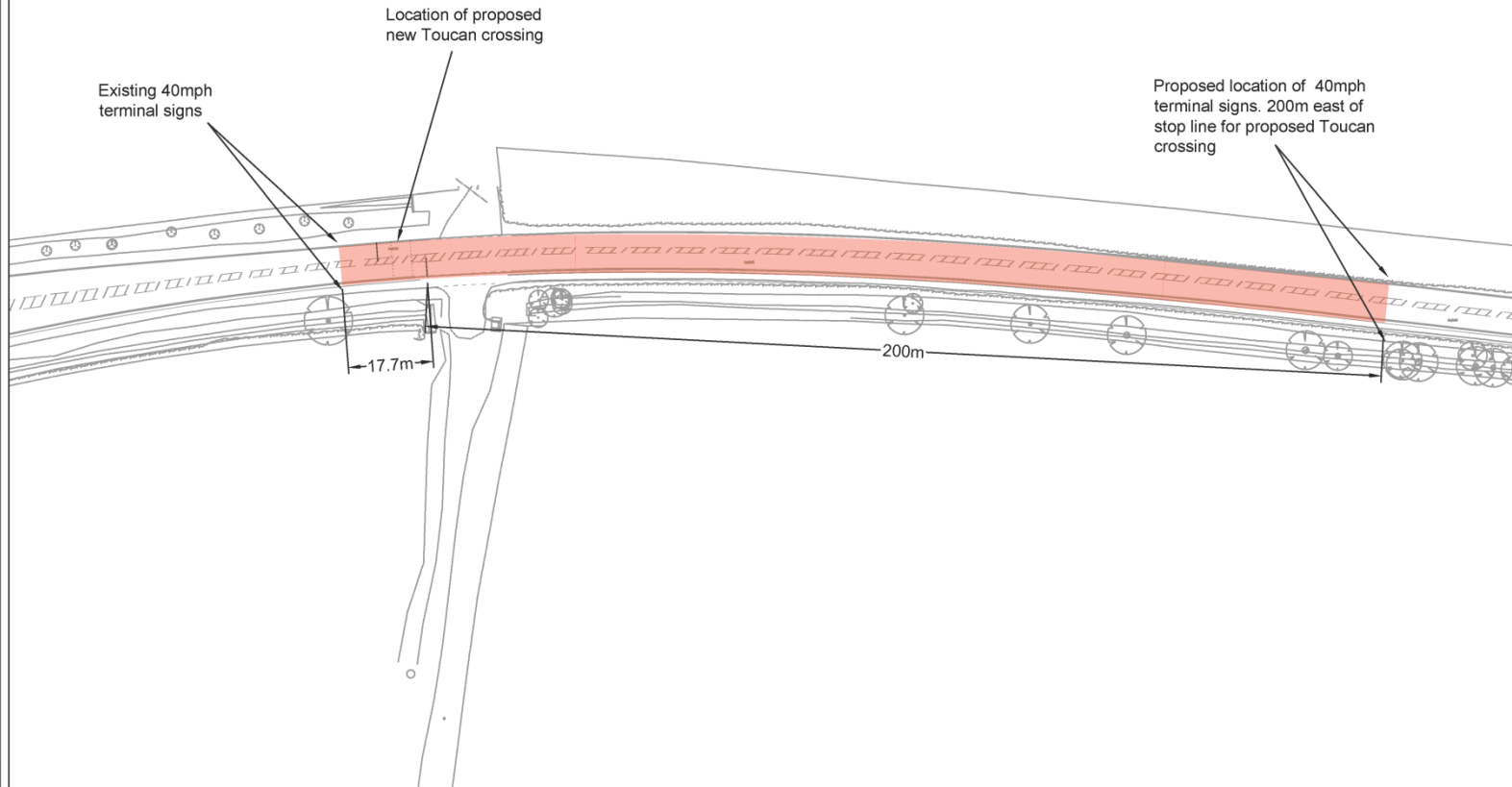
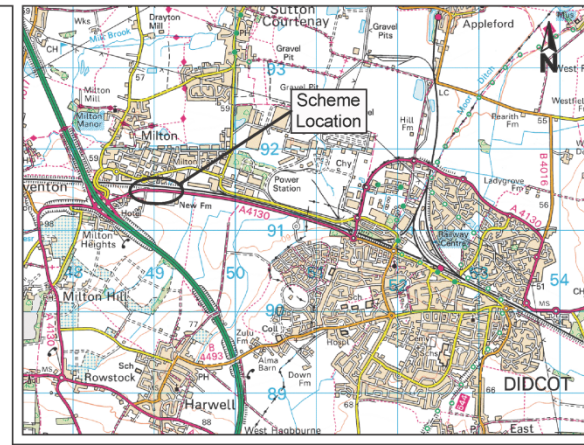
### **RECOMMENDATION**

9. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to provide a toucan crossing (a signalled crossing for pedestrians and pedal cyclists) approximately 500 metres east of the A34 / A4130 Milton interchange roundabout, and - in conjunction with the proposed crossing and to facilitate its safe operation – to extend the existing 40mph speed limit eastwards by 200 metres in place of the current national speed limit as advertised.**

OWEN JENKINS  
Director for Infrastructure Delivery

Background papers: Plan of proposed toucan crossing and 40mph speed limit  
Consultation responses

Contact Officers: Hugh Potter 07766 998704  
January 2018



Drawing No. S-022201-CON-000-001 Revision 0

KEY:  
 Section of highway to be changed from National Limit to 40mph limit

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Rev.	Date	Purpose of revision	Drawn	Checked	Approved

Owen Jenkins  
 Director for Infrastructure Delivery  
 Communities  
 Oxfordshire County Council  
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Project title  
**Backhill Tunnel**

Drawing title  
**A4130  
 Traffic Regulation Order  
 Extension of 40mph Zone**

Drawing Status Issued for Consultation

Scale @ A3	Drawn by	Checked by	Approved by
1:1000	SAC	MCBC	MCBC
	Date drawn	Date checked	Date approved
	11.10.17	11.10.17	11.10.17

Oxfordshire Project No. & File Ref

Drawing No. S-022201-CON-000-001 Revision 0

RESPONDENT	SUMMARISED COMMENTS
(1) Milton Parish Council	<b>No objection</b> – <i>No comment.</i>
(2) Didcot Town Council	<b>No objection</b> - Welcomes the prospect of increased pedestrian access to Milton Park. However, there are concerns over the location of the proposed crossing's proximity to existing lights and other proposed crossings and the cumulative impact these crossings will have on traffic flow. We feel that the proposal may be premature at this point in time.
(3) Traffic Management Officer (Thames Valley Police)	<b>Object</b> - After careful consideration of the documents and speed data provided, I object to these proposals. Existing speeds are clearly too high and this could compromise safety on the crossing point. Extending the current 40mph speed limit by 200m I also feel is excessive without other measures to slow speeds.
(4) Vale of White Horse District Council	<b>No objection</b> - Satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the proposal.



Division(s): Didcot East & Hagbourne; Hendreds & Harwell
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## **CABINET MEMBER FOR ENVIRONMENT – 11 JANUARY 2018**

### **HARWELL LINK ROAD AND B4493 WANTAGE ROAD DIDCOT / HARWELL – PROPOSED 50MPH AND 30MPH SPEED LIMITS**

**Report by Director for Infrastructure Delivery**

#### **Introduction**

1. The report presents responses received to a statutory consultation on a proposal to introduce a 50mph speed limit on the new Harwell Link Road (due to be opened in mid-January 2018) and replace the existing length of 40mph speed limit between Didcot and Harwell by a 30mph speed limit.

#### **Background**

2. The above proposals have been put forward as part of the Harwell Link Road project; plans showing the proposals are provided at Annex 1 & 2; they were previously consulted on in November 2015. However, a further consultation is required due to the completion date of the project exceeding the two year expiration period from the start of the previous consultation on 4 November 2015.

#### **Consultation**

3. Formal consultation on the proposal was carried out between 21 June 2017 and 21 July 2017. A public notice was placed in the Didcot Herald & Oxford Times newspapers and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire & Vale of White Horse District Councils, Didcot Town Council, Sutton Courtenay, Milton and Harwell Parish Councils and the local County Councillors.
4. Twenty-six responses were received, comprising three objections to the proposed 50mph speed limit and three objections to the proposed 30mph. These responses are summarised at Annex 3 with copies of the full responses available for inspection by County Councillors.
5. Thames Valley Police expressed no objection to either proposal but did request that speed data should be obtained following the opening of the link road. Didcot Town Council, while expressing no objection, did nevertheless question why a 50mph speed limit was required on the link road, give their expectation that the design of the new road should provide for the speed limit to be set at the National Speed Limit (60mph).

6. The remaining twenty-four responses were from members of the public, comprising three objections, seven expressions of support and fourteen 'no objections' to the proposed 50mph speed limit, and three objections, twelve expressions of support and nine 'no objections' to the proposed 30mph speed limit.

### **Response to objections and other comments**

7. The response from Thames Valley Police is noted, and it is confirmed that a speed survey will be carried out on the link road following its opening. In respect of Didcot Town Council's comment that the new link road should have been designed to accommodate the national speed limit, land and other constraints relating to the alignment of the new road did not make this feasible.
8. The three objections from members of the public in respect of the 50mph included concerns that it would encourage speeding along the adjacent 30mph roads and, therefore, that a 40mph speed limit would be preferable; traffic problems are only observed during rush hour when it would in any case be difficult for traffic to travel at 50mph and that it was a waste of money, with it being preferable that resources would be better allocated to police enforcement to address bad driving that posed a risk to cyclists. One member of the public expressing support for the 50mph speed limit nevertheless commented that it would be preferable for this to commence approximately 100 metres south of the Harwell – Didcot road, to help ensure that speeds were reduced for the benefit of pedestrians cursing in the vicinity of the roundabout.
9. In respect of the above objections and comments, it is considered that the proposed 50mph speed limit is appropriate taking account of the alignment of the new link road and similarly that the terminal point just south of the new roundabout junction with the Harwell-Didcot road is consistent with normal practice.
10. The objections to the 30mph comprised one expressing the view that it was a waste of money, with it being preferable that resources would be better allocated to police enforcement addressing bad driving that posed a risk to cyclists; a further response also relating to cycle safety, but requesting a good standard of off –road cycle track provision, and finally a response expressing concerns over additional journey time for motorists.
11. The above objections in relation to cycling are noted, but while it's accepted that further measures to improve safety for cyclists are desirable, these objections are not considered a reason for not progressing the 30mph speed limit. Similarly the concern over additional journey time is noted but taking account of the extent of the proposed change, this is not considered to be a significant issue.

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

12. The proposals would help facilitate the safe movement of traffic.

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

13. Funding for the amended speed limit has been provided as part of Oxfordshire County Council's Harwell Link Road project.

## **RECOMMENDATION**

14. **The Cabinet Member for the Environment is RECOMMENDED to approve proposals to introduce a 50mph speed limit on the new Harwell Link Road (due to be opened in mid-January 2018) and replace the existing length of 40mph speed limit between Didcot and Harwell by a 30mph speed limit as advertised.**





OWEN JENKINS

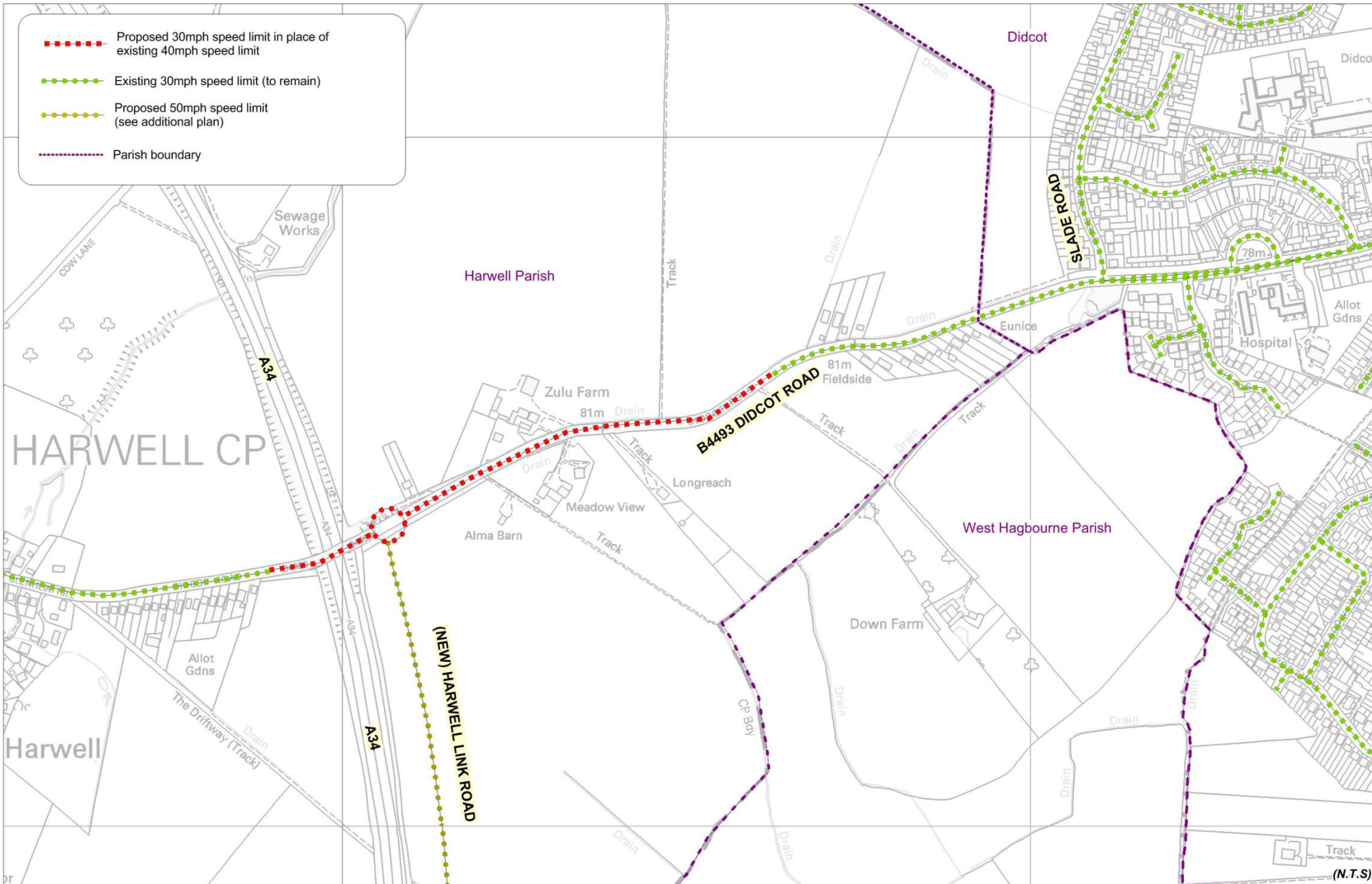
Director for Infrastructure Delivery

Background papers:            Plan of proposed 50mph and 30mph speed limits  
   Consultation responses

Contact Officers:            Hugh Potter 07766 998704

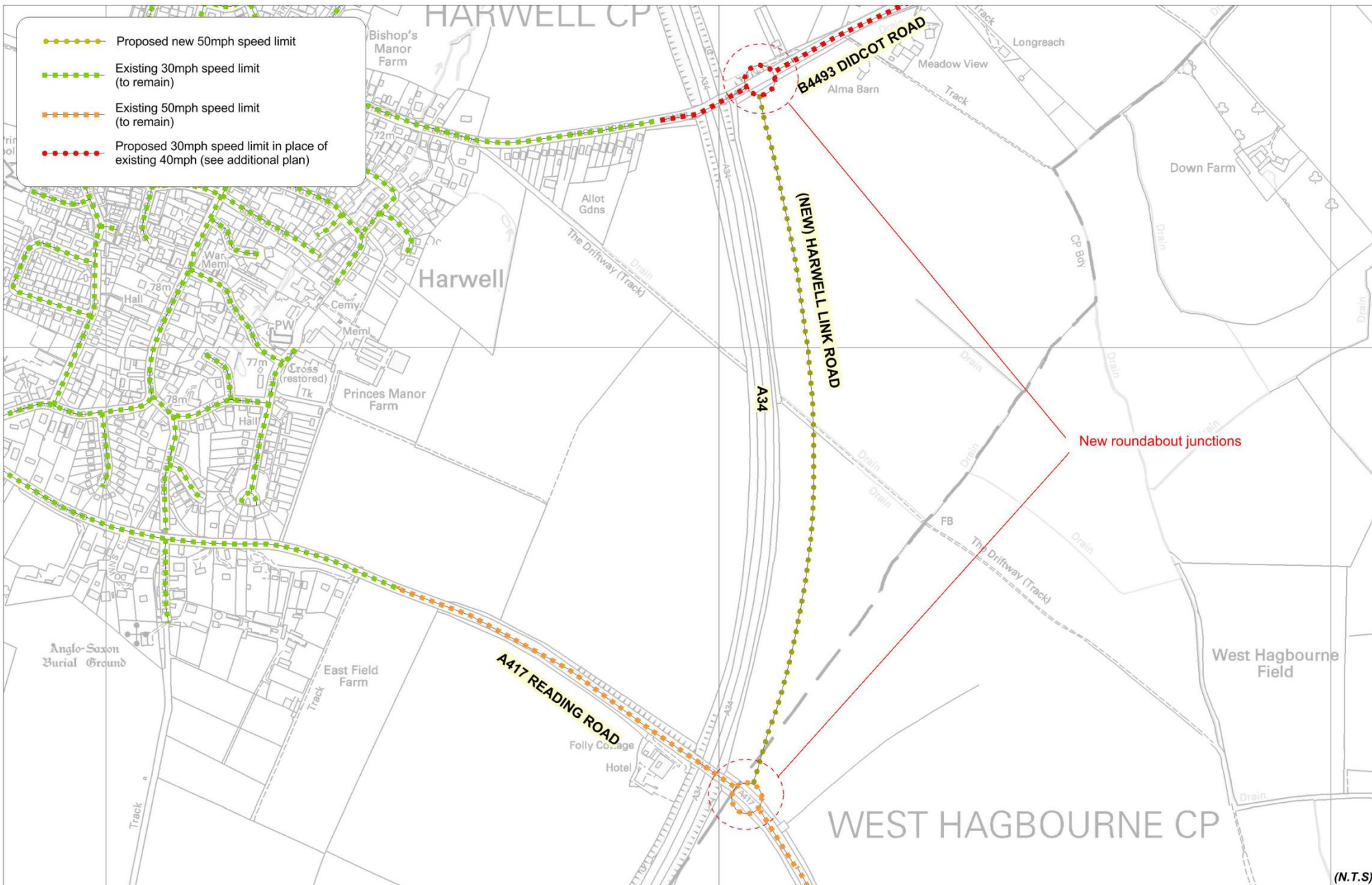
January 2018

-  Proposed 30mph speed limit in place of existing 40mph speed limit
-  Existing 30mph speed limit (to remain)
-  Proposed 50mph speed limit (see additional plan)
-  Parish boundary



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RESPONDENT	SUMMARISED COMMENTS
(1) Didcot Town Council	<p><u>Proposed 50mph</u> – <b>Neither</b> - As a new road, Didcot Town Council does not see a need for the speed limit to be set below 60mph.</p> <p><u>Proposed 30mph</u> – <b>No objection</b> – Although Didcot Town Council wishes to raise a wider concern about Oxfordshire County Council’s priorities regarding road safety. It would prefer that the County Council not pursue ad hoc reductions in speed limits and instead agree to implement necessary road safety measures outside of Didcot’s schools.</p>
(2) Traffic Management Officer, (Thames Valley Police)	<p><u>Proposed 50mph</u> – <b>No objection</b> - I accept the Harwell by Pass is still under construction.</p> <p><u>Proposed 30mph</u> – <b>No objection</b> – In principle I do not object to your other proposals providing the necessary speed data has already been gathered. And that data fully supports these speed limits.</p>
(3) Local Resident, (The Cleave, Harwell)	<p><u>Proposed 50mph</u> - <b>Support</b> – The northernmost 100 metres of the link road should be part of the 30mph limit for the B4493, rather than having the limit change to 30mph at the roundabout itself. This would help pedestrians who will need to cross the link road at the roundabout when using the footpath along the B4493 to/from Harwell.</p> <p><u>Proposed 30mph</u> - <b>Support</b> – (Same as above)</p>
(4) Online response, (unknown)	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i></p>
(5) Local Resident, (Barrow Lane, Harwell)	<p><u>Proposed 50mph</u> - <b>Object</b> – Having a 50mph limit on this section of road, directly adjacent to the 30 limit on the Didcot-Harwell Road will simply encourage speeding along the other sections. This also applies to the exit into the new</p>

	<p>development at Valley Park from the link road; expecting traffic to jump from 50mph to 30mph with no other modifications to the 30mph section is fantasy land. 40mph would be a far more sensible limit for the link road.</p> <p><u>Proposed 30mph</u> - <b>Support</b> – Please look at narrowing the road along this section to better fit the reduced speed limit and allow for natural enforcement. This could be achieved via some nice wide segregated cycle tracks.</p>
(6) Local Resident, (Park Drive, Milton Park)	<p><u>Proposed 50mph</u> - <b>Support</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Support</b> – <i>No comment.</i></p>
(7) Local Resident, (Olympic Avenue, Milton Park)	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i></p>
(8) Online response, (unknown)	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Support</b> – <i>No comment.</i></p>
(9) Local Resident, (Park Drive, Milton Park)	<p><u>Proposed 50mph</u> - <b>Support</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Support</b> – <i>No comment.</i></p>
(10) Online response, (unknown)	<p><u>Proposed 50mph</u> - <b>Object</b> – I am a frequent cyclist, and a slower speed limit will do nothing to stop cars / HGVs behaving aggressively to cyclists. Instead cyclists need to be aware of their rights and attend training courses if they feel they are being intimidated by cars / HGVs to improve their confidence. Wasting public money on providing lighting and lowering the speed limit is overkill, as the cyclist anyway has to be able to cope with the next road junction where the speed limit increases once more and the lighting disappears. Police should be stationed to observe aggressive driving against cyclists, with stiff on the spot penalties enforced, and with training provided to offenders of what rights a cyclist has.</p>



	<u>Proposed 30mph</u> - <b>Object</b> – (Same as above)
(11) Online response, (unknown)	<u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i> <u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i>
(12) Resident, (Swindon)	<u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i> <u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i>
(13) Local Resident, (Brunstock Beck, Didcot)	<u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i> <u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i>
(14) Local Resident, (Roebuck Court, Didcot)	<u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i> <u>Proposed 30mph</u> - <b>Neither</b> – Increased cycling capacity is a good thing, but things will grind to a halt in rush hour if capacity for road traffic isn't simultaneously improved.
(15) Online response, (unknown)	<u>Proposed 50mph</u> - <b>Support</b> – <i>No comment.</i> <u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i>
(16) Resident, (Maidenhead)	<u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i> <u>Proposed 30mph</u> - <b>Support</b> – Cycle path needs maintaining more to support use. Entry / exit at station side is not optimal.

(17) Online response, (unknown)	<p><u>Proposed 50mph</u> - <b>Support</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Support</b> – <i>No comment.</i></p>
(18) Online response, (unknown)	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i></p>
(19) Resident, (Bristol)	<p><u>Proposed 50mph</u> - <b>Support</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Support</b> – <i>No comment.</i></p>
(20) Local Resident, (High Street, Milton)	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Object</b> – I would suggest a better strategy for improving the cycle network would be an investment in designated cycle paths like the excellent ones running beside the new developments in that area of Didcot. This stretch of road has wide verges where a small extension to the road width or a specific separate cycle path running alongside would surely be a better solution for all users. I'd suggest looking for the best not the easiest solutions (if lowering speed limits would in fact have any benefit whatsoever) to improving cycling in the region.</p>
(21) Local Resident, (Westwater Way, Didcot)	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Neither</b> – <i>No comment.</i></p>

<p>(22) Local Resident, (Western Avenue, Milton Park)</p>	<p><u>Proposed 50mph</u> - <b>Object</b> – What is the point of reducing the speed limit full time when the only problems are during rush hour and then you cannot achieve the speed limit anyway.</p> <p><u>Proposed 30mph</u> - <b>Support</b> – This road is now becoming part of Didcot and therefore should be reduced in the near future.</p>
<p>(23) Local Resident, (Merton Close, Didcot)</p>	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Support</b> – <i>No comment.</i></p>
<p>(24) Local Resident, (Abbott Close, Didcot)</p>	<p><u>Proposed 50mph</u> - <b>Neither</b> – Seems reasonable, seeing as it is in-line with the speed limit of the Reading road. But equally, visibility will be very good (I assume), seeing as the road is roughly straight. I also assume it will be reasonably wide seeing as there is nothing around it. This road could (possibly should?) be a national speed limit seeing as there is no housing nearby.</p> <p><u>Proposed 30mph</u> - <b>Support</b> – This is a no-brainer with all of the additional housing and the nearby college. The consistency of a solid 30mph speed limit along this length of road also means that there is potentially less confusion/lax driving.</p>
<p>(25) Local Resident, (Slade Road, Didcot)</p>	<p><u>Proposed 50mph</u> - <b>Neither</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Object</b> – Please keep the traffic flowing at a higher speed, don't slow the traffic further causing yet more traffic meaning fewer vehicles being able to get through the Milton interchange. e.g. slower speed less vehicles</p>
<p>(26) Local Resident, (Innovation Drive, Milton Park)</p>	<p><u>Proposed 50mph</u> - <b>Support</b> – <i>No comment.</i></p> <p><u>Proposed 30mph</u> - <b>Support</b> – <i>No comment.</i></p>

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