

CABINET MEMBER FOR ENVIRONMENT – 20 JULY 2017

PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND NEW 40MPH SPEED LIMIT AND RELOCATION OF TRAFFIC CALMING FEATURE, CHURCH ROAD HANBOROUGH

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on a proposal to extend the 30mph speed limit southwards on Church Road at Long Hanborough, and then to introduce a 40mph speed limit (in place of the existing national speed limit) between Long Hanborough and Church Hanborough, together with a proposal to relocate the existing traffic calming build out and road hump to the new terminal point of the 30mph speed limit on Church Road.

Background

2. The above proposals – as shown at Annex 1 & Annex 2 - have been put forward as a result of the development of land on the east side of Church Road, with a new junction being created to give access to the development and would - if approved - be funded by the developers.

Consultation

3. The formal consultation on the proposals was carried out between 8 June and 7 July 2017. A public notice was placed in the Oxford Times newspaper, and an email was sent to the statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, West Oxfordshire District Council and Hanborough Parish Council , as well as the local County Councillor.
4. Six responses were received, as summarised at Annex 3. Copies of the full responses received are available for inspection in the Members' Resource Centre.
5. Thames Valley Police had no objection to the proposed extension of the 30mph speed limit or the relocated traffic calming build out and road hump, but did object to the proposed 40mh speed limit between Long Hanborough and Church Hanborough on the grounds that the character of the road is rural (but with a footway provided for pedestrians), and that the existing and amended traffic calming features at the entries to the 30mph speed limit at

Church Hanborough and Long Hanborough respectively helps ensure good compliance with the speed limit within the villages. It was also noted that no speed survey had been carried out to support the proposal.

6. Five responses were received from members of the public, all of whom were residents living in or near the Church and Long Hanborough villages (excepting one response where no address was given). Two of these responses included objections; one on the grounds that a 20mph speed limit was required on Church Road at Long Hanborough especially given the near misses observed in the vicinity of the primary school at school journey times, noting that there is now no school crossing patrol and that the zebra crossing by the school is not raised. The other objection was in respect of the proposed 40mph speed limit between Long and Church Hanborough and the proposed relocated traffic calming built out and road hump, on the grounds that neither were needed.
7. The remaining three responses expressed support or no objection to the proposals, but also requested further speed limits in the area, including on Lower Road (the road linking the A4095 to the A40 to the east of Church Hanborough) and the road into Church Hanborough from Lower Road, and also a weight limit through Church Hanborough and other measures to improve the safety and amenity of pedestrians and cyclists in this village.

Review of responses

8. The response of Thames Valley Police is noted. In respect of their objection (and the objection from the member of the public) to the proposed 40mph speed limit, while the road is of a generally rural character, there are a number of premises and other accesses including to allotments, a cemetery and a 40mph speed limit (which would only extend over a distance of around 460 metres) is judged to be in accordance with the Department for Transport guidelines on setting local speed limits.
9. The objection from the member of the public in respect of the relocated traffic calming built out and road hump is similarly noted. These features, however, have been in place for many years and are very effective in controlling the speed of traffic and it is not considered appropriate to not relocate them at the new terminal point of the 30mph speed limit at Long Hanborough, noting that the existing built out and road hump at the current terminal point will be removed.
10. The objection to the 30mph speed limit extension at Long Hanborough on the grounds that a 20mph speed limit is required - in particular to reduce the risk of accidents in the vicinity of the primary school - is noted, but is not considered to be directly relevant to the proposals as advertised. Similar comments apply to the requests for other measures to improve road safety (reduced speed limits, a weight restriction, and other traffic calming measures) on Lower Road and at Church Hanborough, and although not ruling out further consideration of these in the future, this would be subject to funding becoming available and further consultation.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

12. Funding for the proposed extension of the speed limit and relocation of the traffic calming feature has been provided by the developers of the land adjacent to Church Road.

RECOMMENDATION

13. **The Cabinet Member for the Environment is RECOMMENDED to approve the proposals as advertised.**

OWEN JENKINS

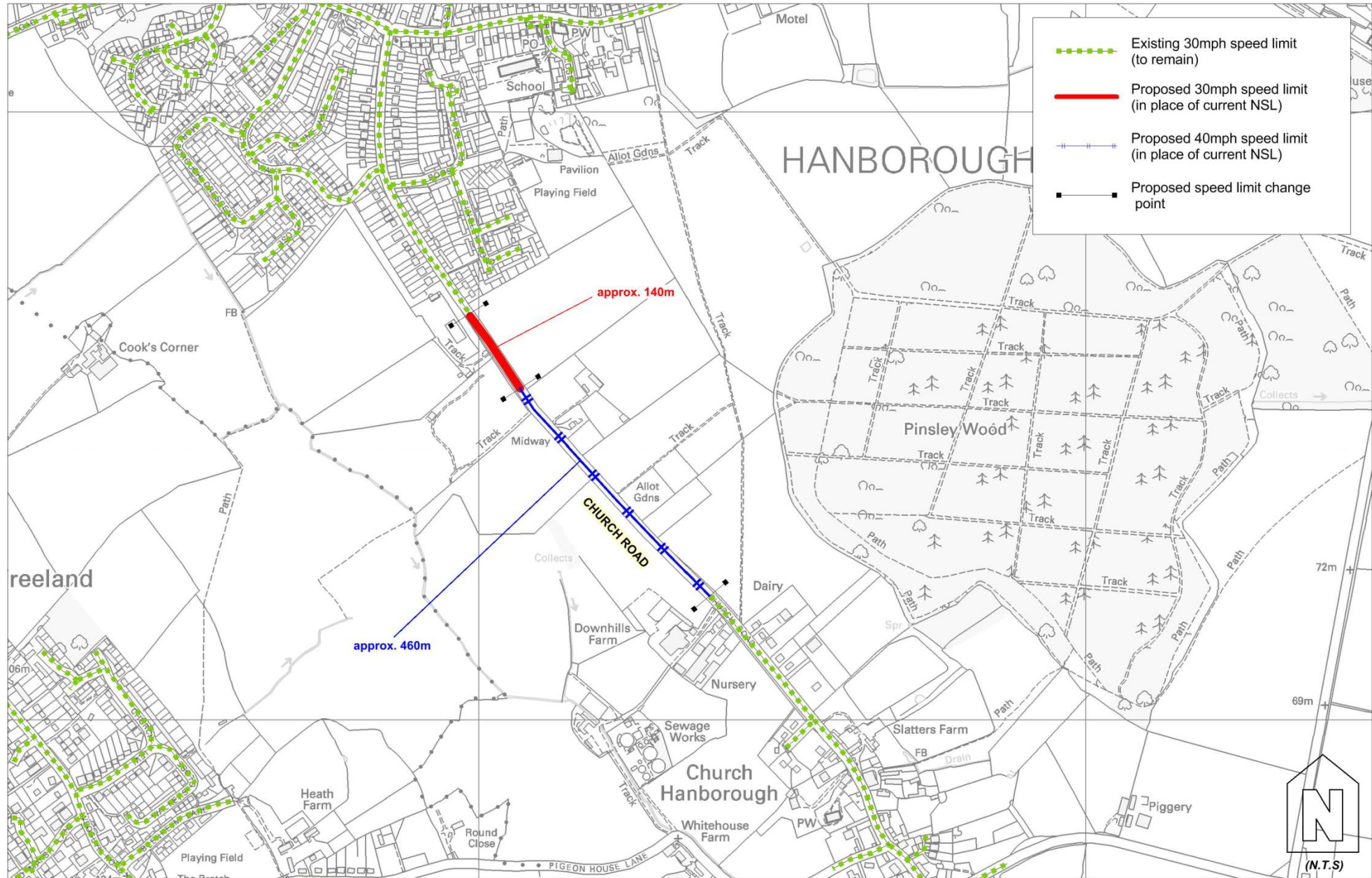
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

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July 2017

HANBOROUGH - PROPOSED 30MPH & 40MPH SPEED LIMITS OXFORDSHIRE COUNTY COUNCIL - HIGHWAYS & TRANSPORT



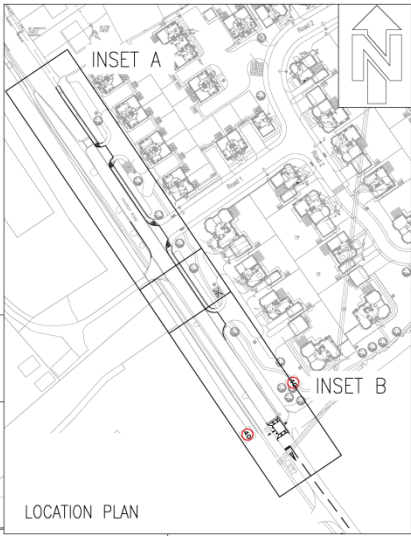
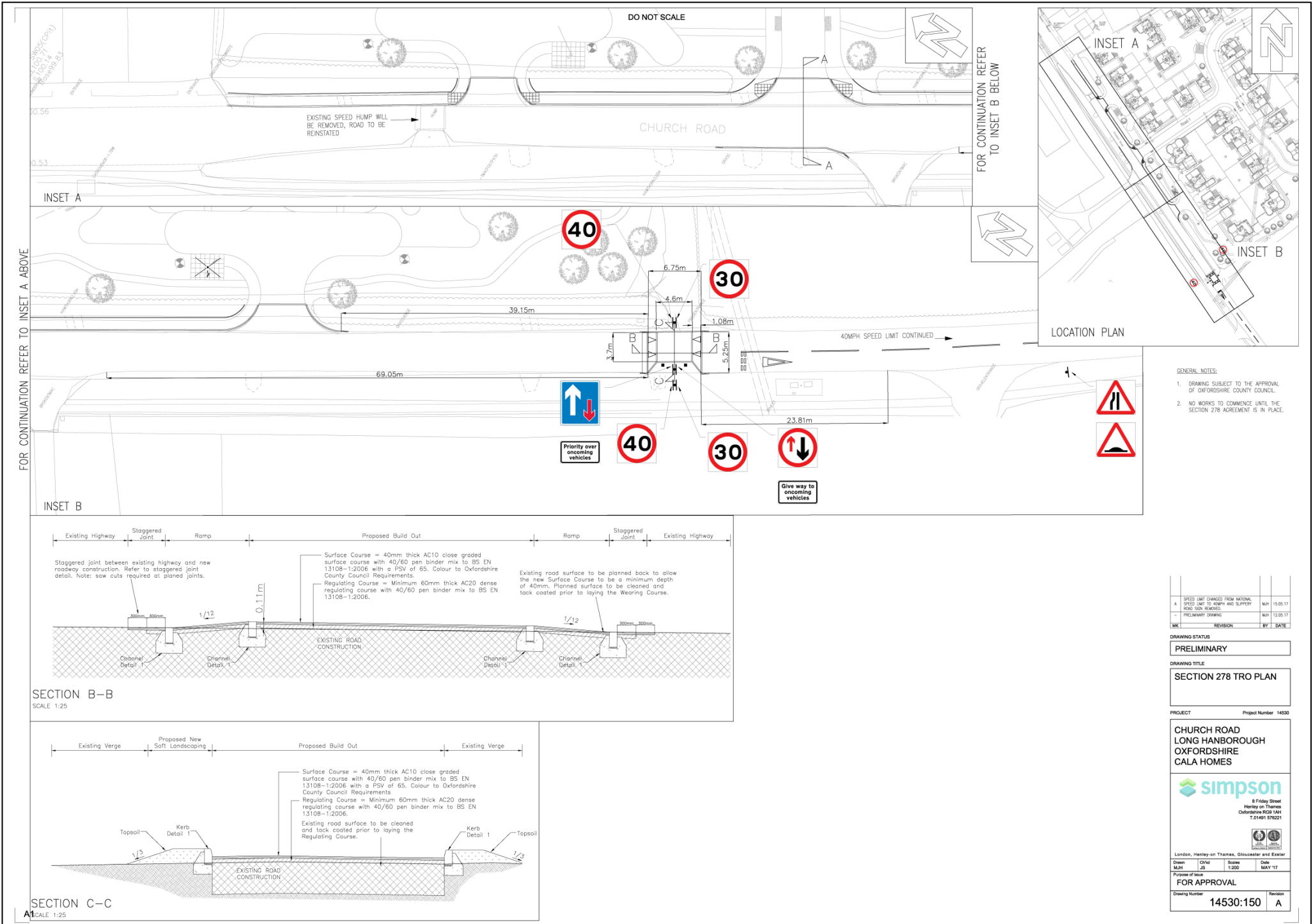
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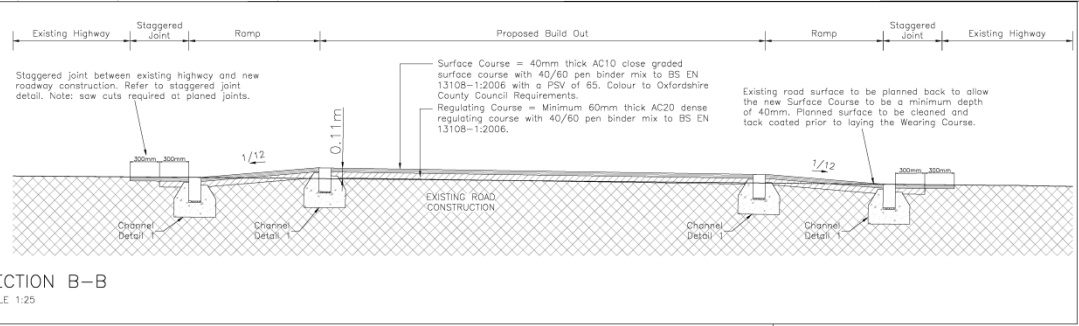
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 Drawn by: CJM

Map centre:
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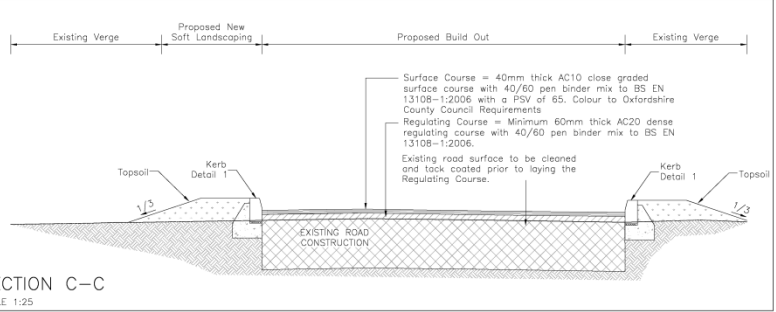
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- GENERAL NOTES:
1. DRAWING SUBJECT TO THE APPROVAL OF OXFORDSHIRE COUNTY COUNCIL.
 2. NO WORKS TO COMMENCE UNTIL THE SECTION 278 AGREEMENT IS IN PLACE.



SECTION B-B
SCALE 1:25



SECTION C-C
SCALE 1:25

A	SPEED LIMIT CHANGED FROM NATIONAL SPEED LIMIT TO 40MPH AND SUPPLY ROAD SIGN REMOVED.	MR	15.05.17
	PRELIMINARY DRAWING	MR	12.05.17
		BY	DATE

DRAWING STATUS	
PRELIMINARY	
DRAWING TITLE	
SECTION 278 TRO PLAN	

PROJECT: Church Road Long Hanborough Oxfordshire
Project Number: 14530

**CHURCH ROAD
LONG HANBOROUGH
OXFORDSHIRE
CALA HOMES**



Drawn	CHW	Scale		Date	
MAH	25	1:250		MAY 17	
Purpose of Issue					
FOR APPROVAL					
Drawing Number	14530:150			Revision	A

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p><u>30mph speed limit</u> – No objection – but would urge the Highway Authority to impose physical calming at the new gateway. The 40mph may criminalise drivers who consider it safe to attain speeds above this limit which may then bring an unwelcome enforcement burden where the limit serves no purpose and is ignored.</p> <p><u>40mph speed limit</u> – Object - The length between the villages is subject to development which has motivated the 30 mph extension at the Long Hanborough end. The road is rural and will remain fairly rural being straight with good forward visibility. In our history file records show that the speed here have been a concern within the current limits which lead to the installation of physical calming some time ago at both village gateways where the limits commence. This has rendered speeds in the 30mph section safer in a village environment for all users.</p> <p>The 30mph extension takes the limit closer to the Church Hanborough gateway and although DfT guidelines suggest consideration to joined limits (40mph) this is my view is not always necessary or advisable. I have requested speed profiles for the section subject of the potential 40 mph limit which have not been supplied. Drivers will drive to the road character and traffic conditions and at this location and may be tempered marginally by the extension and mandatory signing, more importantly by the current calming without the need for a further limit between the two. The safety of vulnerable users is mitigated by the presence of a footway west side.</p>
(2) Resident, (Roosevelt Road, Long Hanborough)	<p><u>30mph speed limit</u> – Support – <i>No comment.</i></p> <p><u>40mph speed limit</u> – Support - <i>No comment.</i></p> <p><u>Traffic calming</u> – Support – <i>No comment.</i></p>
(3) Resident, (Church Road, Long Hanborough)	<p><u>30mph speed limit</u> – Object – It needs to be 20mph as Church Road has the main school crossing. The Lollypop lady has been removed and there is currently no hump. Every day there are near misses. These are seldom reported as the parent is normally too busy checking to see if their child is ok then to grab a number plate. With the increased traffic this crossing will become more dangerous.</p> <p><u>40mph speed limit</u> – Support - This section is very narrow and people rarely manage to get up to 40mph let alone 60mph.</p> <p><u>Traffic calming</u> – Support – But more needs to be done. Cars very quickly pick up speed on Church Road. The crossing is the MAJOR School/Pre-school/Playgroup/Park crossing and is currently not fit for purpose. It needs to be</p>

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	<p>lighted, humped and have a 20MPH. During the winter months the low lying sun shines directly down that road and blinds car drivers. As far as we can tell no proper survey has been done of the current usage of Church Road but rather just of the highly dangerous co-op roundabout.</p>
(4) Resident, (Church Hanborough)	<p>No objections to the proposals, but taking account of approved and potential development, and the traffic that will be generated by these, requests consideration of:</p> <ul style="list-style-type: none"> a) An enforced weight restriction at Church Hanborough from the Lower Road junction to the north end of the built up area of the village to remove all HGV's other than those requiring access to the village. b) A 40mph speed limit between Lower Road and the 30mph speed limit at Church Hanborough given a history of accidents near College Farm involving vehicles from Church Hanborough travelling at speed and failing to stop at the junction with Lower Road. c) A 50mph speed limit on Lower Road between the A4095 and the A40, but with also a 40mph speed limit in the vicinity of the Willow Cottage nursery and the Church Hanborough road junction (or alternatively a 40mph speed limit on the entire length of the road) given the poor alignment of the road in places and the numerous accesses onto the road, including houses, farms, and a pre-school nursery, and also the increase in traffic arising from planned development in the area.
(5) Email Response, (unknown)	<p><u>30mph speed limit</u> – no comment</p> <p><u>40mph speed limit</u> Object - does not support the planned 40mph speed limit between Long Hanborough and Church Hanborough along Church Road, as the road already has 'traffic calming' measures in place at each end of it which make the traffic slow down sufficiently. It is hardly worth drivers speeding up in the middle section knowing they will have to slow down as they approach each village.</p> <p><u>Traffic calming</u> Object Also does not support the 'traffic calming' which is already in place in other areas of Long Hanborough have 'calmed' the traffic to a virtual standstill - this has resulted in higher levels of pollution and noise along the A4095. If further traffic calming devices are used in Church Road they would also increase noise, pollution and have a detrimental effect on nearby residents. The stated reason for this change is the future development in Church Road, but this is years away.</p>
(6) Resident, (Church Hanborough)	<p>Support Please register my support for your proposals, but additionally requests:</p> <ul style="list-style-type: none"> a) An enforced weight restriction through Church Hanborough b) A 20mph speed limit in the centre of Church Hanborough, noting that the lane in the centre of the village is a surface shared between vehicles, pedestrians, horse riders and cyclists and that there is no footpath next to the road. Consideration should also be given to providing a length of block paving for the road where passing in front of the church car park (Village Green)

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