

CABINET MEMBER FOR ENVIRONMENT – 8 MARCH 2018

PROPOSED ZEBRA CROSSINGS, EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND PROHIBITION OF MOTOR VEHICLES - DENCHWORTH ROAD, CANE LANE AND NEWLANDS DRIVE, GROVE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses to a statutory consultation on proposals to install two zebra crossings on Newlands Drive, Grove and also the outcome of further discussions with Grove Parish Council and the local member in respect of proposals to extend the 30mph speed limit on Denchworth Road, to provide calming measures on Newlands Drive and to prohibit the use by motor vehicles of parts of Cane Lane and Denchworth Road, which are superseded by the proposed new road layout at Grove and which were reported to the Cabinet Member for Environment delegated decisions meeting on 23 November 2017.

Background

2. The above measures are proposed in conjunction with a major new residential development to the west of Denchworth Road and Newlands Drive at Grove. Plans showing the proposals are shown at Annex 1 (zebra crossings), Annex 2 (traffic calming), Annex 3 (speed limits) and Annex 4 (prohibition of motor vehicles).

Consultation on zebra crossings

3. Formal consultation on proposals to install two zebra crossings on Newlands Drive was carried out between 17 January and 16 February 2018. 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, Grove Parish Council and the local County Councillor. Additionally, public notices were placed on site in the vicinity of the proposals.
4. Six responses were received. These are summarised at Annex 5. Copies of the full responses are available for inspection by County Councillors.

5. Thames Valley Police, County Councillor Zoe Patrick (the local member) and the Vale of the White Horse District Council responded expressing no objections to the proposed crossings, though the police did raise queries regarding current traffic speeds and also the co-ordination of the construction of the proposed crossings and proposed traffic calming measures.
6. Objections were received from three members of the public in respect of the zebra crossings expressing concerns in respect of their proximity to each other and to a side road junction, noise and emissions arising from vehicles stopping and moving off after giving way to pedestrians and light disturbance caused by the zebra beacons.
7. In response to the police query on vehicle speeds and the coordination of the implementation of the crossings with the proposed traffic calming measures, subject to the latter being approved it is anticipated that they would be constructed together, with it being advisable for the zebra crossings to be completed after the calming measures to help ensure that drivers approach the crossings at a safe speed.
8. While the concerns of the members of the public over safety and the noise, air quality and light pollution issues raised, it should be stressed that the design of the crossings fully complies with national guidance in respect of their spacing in relation to one another and their siting in relation to side road junctions and that such crossings are widely used in urban areas including nearby examples on the Denchworth Road in Wantage south of Mably Way without resulting in such difficulties. To address any concerns over light pollution, a simple remedy is to install a shield around the zebra crossing beacons so that the light is only seen by approaching traffic, rather than by adjacent properties.
9. The provision of the crossings will significantly assist the safety and amenity of pedestrians crossing between the new residential development and Grove, it being also noted that both crossings are considered necessary to cater for the anticipated pedestrian crossing demand.

Discussions with Grove Parish Council and Councillor Zoe Patrick on proposed traffic calming measures

10. After considering the report on the proposed speed limit change, prohibition of driving order and traffic calming measures at Denchworth Road, Cane Lane and Newlands Drive, together with representations from Grove Parish Council and other parties at the Cabinet Member for Environment delegated decisions meeting on 23 November 2017 (Annex 7), the Cabinet Member provisionally approved proposals to extend the 30mph speed limit on Denchworth Road and prohibit use by motor vehicles of part of Cane Lane and Denchworth Road superseded by the proposed new road layout, pending further discussions with Grove Parish Council regarding traffic calming measures including consideration of further measures.
11. A meeting with Grove Parish Council to discuss the calming measures was held on 4 December 2017. At that meeting, which was attended by

Oxfordshire County Council officers and representatives from Brookbanks (the design consultant employed by the developer) and Persimmon Homes the traffic calming scheme along Newlands Drive was discussed and possible alternatives explored.

12. The traffic calming options discussed were speed cushions, speed ramps, chicanes, mini roundabouts, free standing traffic lights, vehicle activated speed limit signs and speed cameras. Brookbanks, along with OCC advised of the advantages and disadvantages of each proposal along with giving greater detail of the calming that was being consulted on.
13. At the request of the parish council Brookbanks created a table advising of the potential disadvantages of the traffic calming options discussed. These are shown at Annex 6.
14. A meeting was also held between county council officers and County Councillor Zoe Patrick, the local member, on 2 February 2018 when the proposed traffic calming was discussed. Alternatives were also discussed and officers advised how they could or could not work along Newlands Drive. Mini roundabouts were discussed in greater detail and advice giving about the lack of deflection and lack of traffic turning right, which would make this proposal ineffective as a traffic calming feature.
15. In Councillor Patrick's response to the consultation on the zebra crossings (see Annex 5), although no comments were made in relation to the crossings, she reiterated strong concerns over the proposed used of road humps and requested that alternative traffic calming measures be investigated.
16. As detailed above, exhaustive consideration of the possible alternative measures has been given by both officers and the consultants employed by the developer and, for the reasons previously set out, it is considered that the measures previously consulted on are the most appropriate in this specific context, and - as a particularly key consideration - the specification of the ramp gradients at the raised junctions will avoid the sharp vertical deflections that have been raised as the major concern by Grove Parish Council and the local member, together with other parties responding to the previous consultation specifically on the calming measures.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

18. Funding for proposals has been provided by the developer of land adjacent to Denchworth Road and Newlands Drive.

RECOMMENDATION

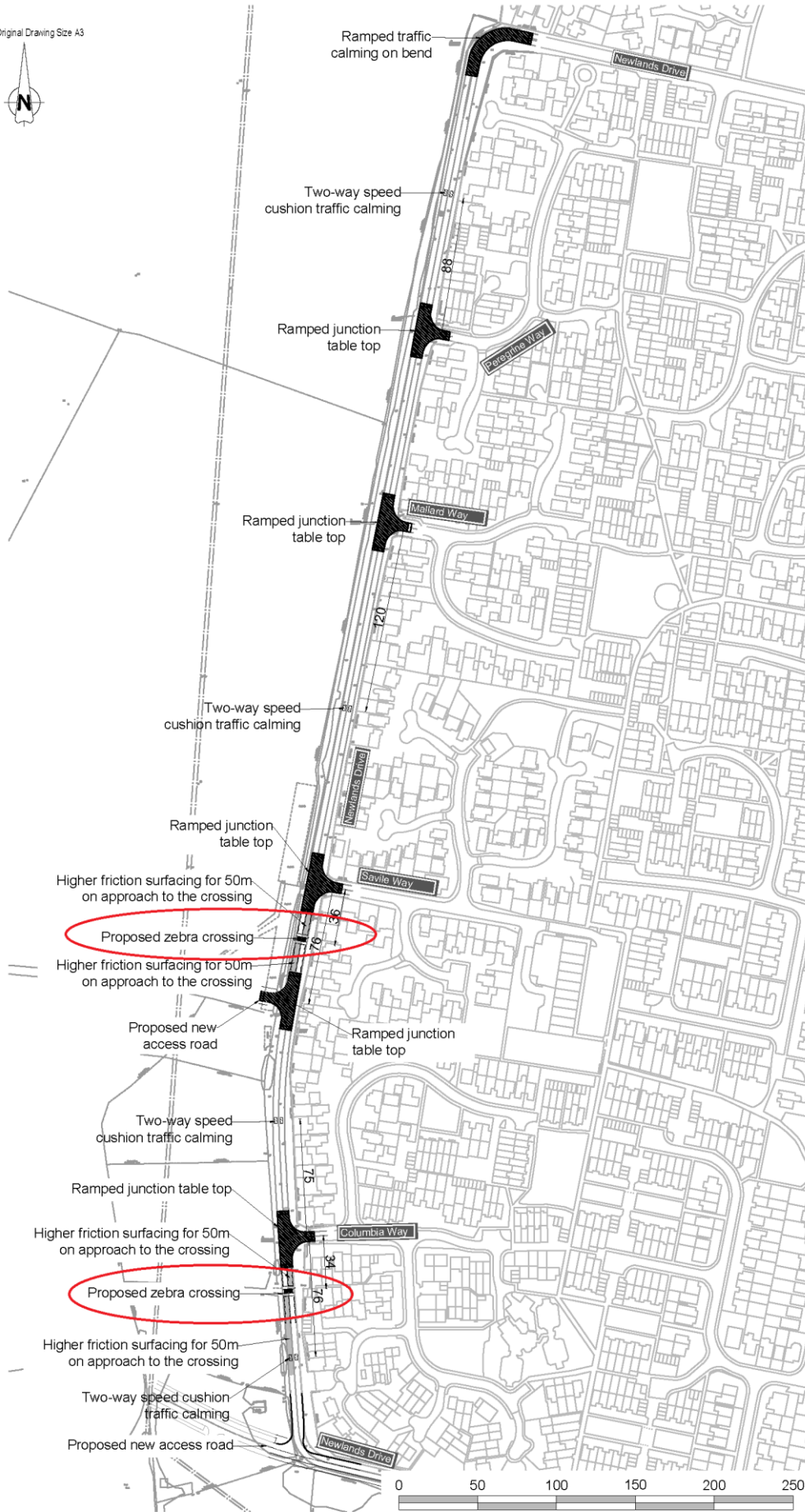
19. **The Cabinet Member for the Environment is RECOMMENDED to approve:**
- a) proposals for the zebra crossings on Newlands Drive, Grove;**
 - b) proposed traffic calming measures on Newlands Drive, the proposed speed limit reduction on Denchworth Road and the proposed prohibition of motor vehicles at Denchworth Road and Cane Lane as considered at the Cabinet Member for Environment delegated decisions meeting on 23 November 2017.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704

March 2018



NOTES:

ANNEX 1

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
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5. This drawing should be read in conjunction with the Traffic Regulation Order for these works.

| | | | | | |
|-------------|--|---------------|----|----------|----------|
| G | Detail added to zebra crossings amended | LF | SD | RM | 20.11.17 |
| F | Location of southern zebra crossing amended | LF | SD | RM | 09.11.17 |
| E | Chicanes replaced with Speed Cushions and zebra crossing added. | LF | SD | RM | 06.11.17 |
| D | Southern zebra crossing updated. | RM | RM | RM | 20.10.17 |
| C | Speed cushions replaced with chicanes and zebra crossings added. | SD | SD | RM | 06.10.17 |
| B | Speed cushions amended and northern ramp added. | SD | SD | RM | 09.06.17 |
| A | Updated following OCC comments. | RM | RM | PAB | 22.03.17 |
| - | First issue. | RM | RM | PAB | 01.01.17 |
| Status | | Status | | Date | |
| Preliminary | | | | Jan 2017 | |
| Drawn | Checked | | | Date | |
| RM | RM | | | 01.02.17 | |
| Scale | | Number | | Rev | |
| 1:2500 | | 10383-050-002 | | G | |

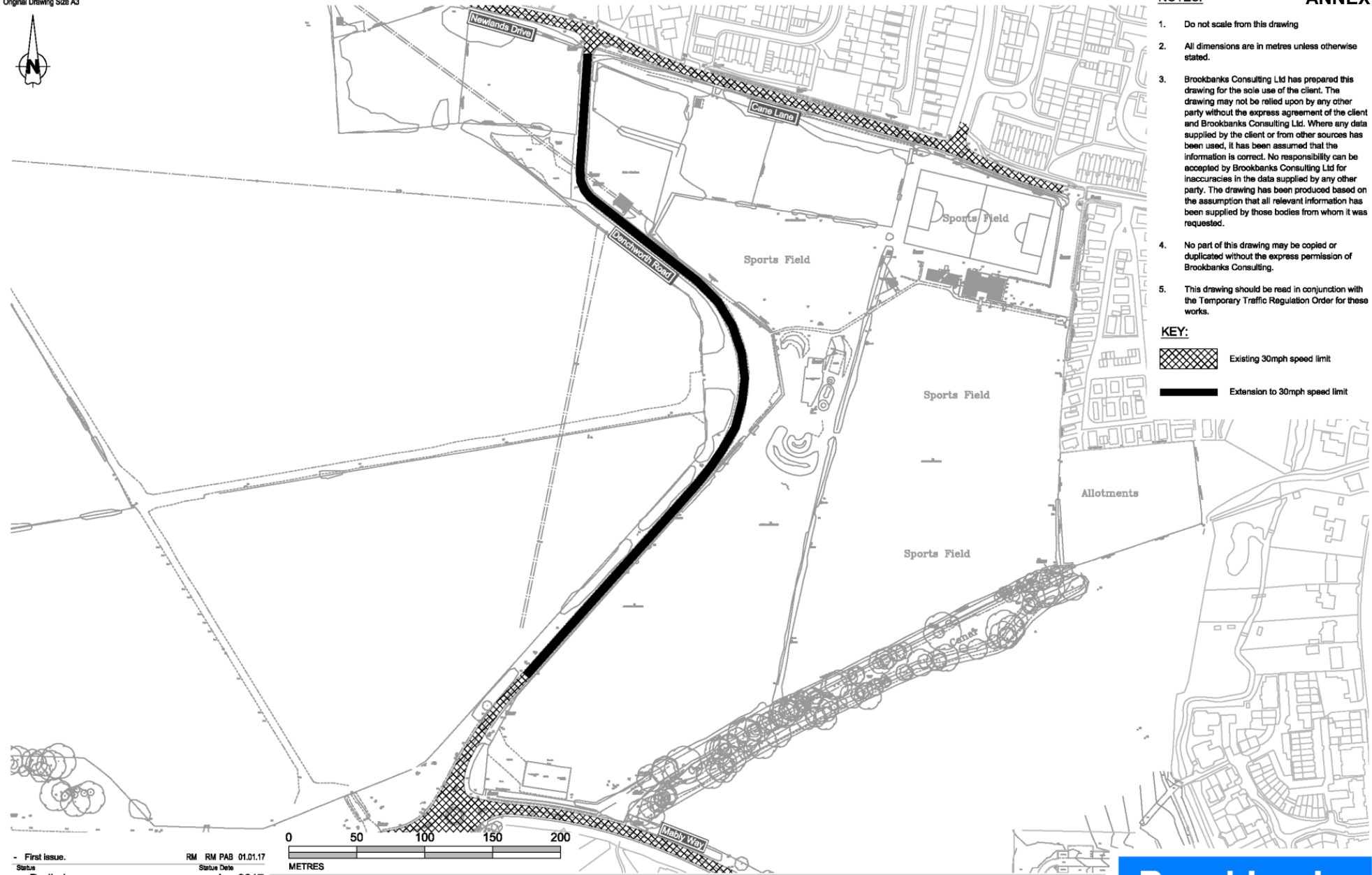


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| | | | | | |
|--------|---|----------|----|----------|----------|
| B | Speed cushions amended and northern ramp added. | SD | SD | RM | 09.08.17 |
| A | Updated following OCC comments. | RM | RM | PAB | 22.03.17 |
| - | First issue. | RM | RM | PAB | 01.01.17 |
| | | Status | | Date | |
| | Preliminary | | | Jan 2017 | |
| Drawn | Checked | Date | | | |
| RM | RM | 01.02.17 | | | |
| Scale | Number | Rev | | | |
| 1:2500 | 10383-050-002 | B | | | |





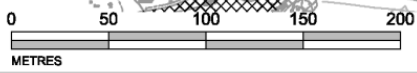
ANNEX 3

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KEY:

-  Existing 30mph speed limit
-  Extension to 30mph speed limit



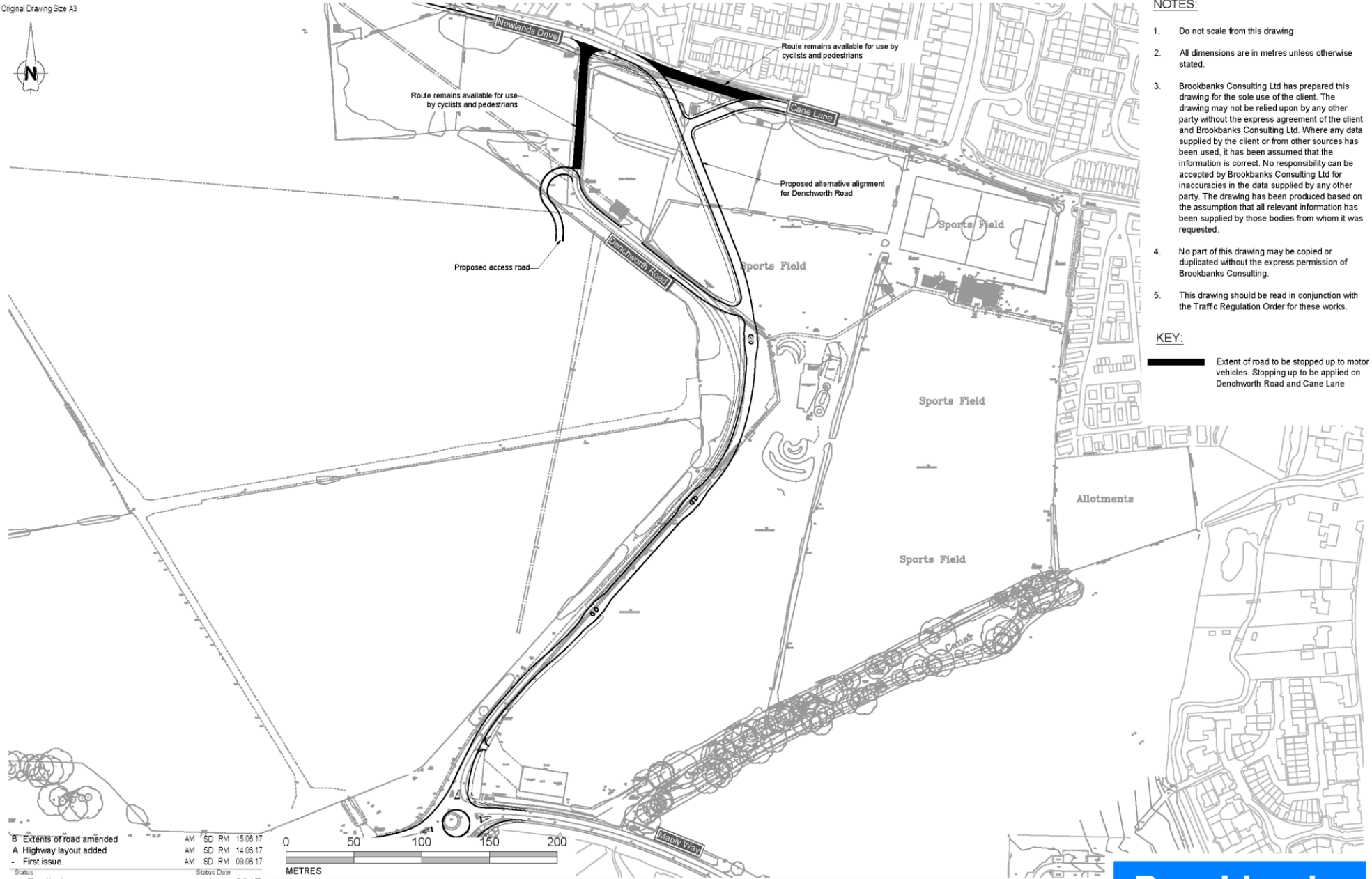
| | | | | |
|----------------|-------------|---------|---------------|----------|
| - First issue. | RM | RM | PAB | 01.01.17 |
| Status | Preliminary | | | |
| Drawn | RM | Checked | RM | Date |
| Scale | 1:2500 | Number | 10383-050-001 | Rev |
| | | | | 01/02/17 |



Grove Airfield Denchworth Road TTRO Plan



6150 Knights Court, Solihull Parkway Birmingham B37 7WY
Tel (0121) 329 4330 Fax (0121) 329 4331
www.brookbanks.com



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KEY:

Extent of road to be stopped up to motor vehicles. Stopping up to be applied on Denchworth Road and Cane Lane

| | | | | | |
|---------------------------|---------------|-----------|----|----|----------|
| B Extends of road amended | | AM | SD | RM | 15.06.17 |
| A Highway layout added | | AM | SD | RM | 14.06.17 |
| - First issue. | | AM | SD | RM | 09.06.17 |
| Status | | Date | | | |
| Preliminary | | June 2017 | | | |
| Drawn | Checked | Date | | | |
| SD | RM | 09.06.17 | | | |
| Scale | Number | Rev | | | |
| 1:2500 | 10383-050-003 | B | | | |



Grove Airfield

Road Stopping Up
TRO Plan



6150 Knights Court, Solihull Parkway, Birmingham B37 7WY
 Tel (0121) 329 4330 Fax (0121) 329 4331
 www.brookbanks.com

| RESPONDENT | SUMMARISED COMMENTS |
|---|---|
| (1) Thames Valley Police | <p>No objection - In principle I do not object providing these facilities meet current design and that speeding monitoring supports this type of crossing.</p> <p>It is difficult to imagine what this whole area will look like in the future when nothing has currently changed. From the current drawings both crossing proposals currently lead to nowhere and I fear this might be the case for some considerable time.</p> <p>I mention speed data but recognise traffic calming is also part of this process.</p> <p>Do you know how this scheme will be delivered? Will it be traffic calming and then crossings. Crossings without traffic calming may be detrimental to this whole layout.</p> <p>Was consideration ever given to the crossing also being on raised platforms?</p> |
| (2) Grove Parish Council | <i>No response received.</i> |
| (3) Local County Councillor, (Wantage & Grove Division) | <p>No objection - I do have serious objections to the traffic calming proposals for this area in the use of speed humps. I have had a long-time experience of these in other parts of the village in Grove where they have caused enormous problems for residents and I can provide you with proof of this if necessary. If anything, we need to ensure that NO humps are installed on this stretch of road and alternative methods of reducing any speeding potential problems properly investigated. I understand Grove Parish Council also share this view.</p> |
| (4) Vale of White Horse District Council | <p>No objection - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the proposal.</p> |

| | |
|--|---|
| <p>(5) Local Resident, (Carlton Close)</p> | <p>Object - I think that together with the number of 2-way speed cushions and the ramped table top junctions, one zebra crossing over such a short stretch of road will be enough. Newlands Drive will be heavily used as the main road for access either side, all the above will result in extremely slow progress especially at peak times. Councils should also consider air pollution as a result of idling car engines at these junctions and crossings.</p> |
| <p>(6) Local Resident, (Carlton Close)</p> | <p>Object - In looking at the plans for the proposed zebra crossings - one of these crossings would be situated by their garage - wall side of their property.</p> <p>A Zebra crossing is defined as a crossing with marked black and white stripes across the road, and roadside flashing amber lights.</p> <p>Although there will be no noise, such as with a pedestrian crossing with signals, there will still be the continuous on/off flashing of amber roadside lights.</p> <p>These flashing lights will interfere with, and shine through the main bedroom which is also wall/roadside.</p> <p>They are also concerned that this particular crossing is very close to the main junction of Savile Way - which is a very busy junction even now - before the new development is complete - therefore it could cause many problem's/accidents being so close to this junction.</p> <p>Further concerns are, in the event of any road traffic accidents from the proposed crossing, potential damage may occur to their property wall.</p> |
| <p>(7) Local Resident, (unknown)</p> | <p>Object - Having two zebra crossings so close to each other and all the other traffic calming measures seems to be excessive in terms of cost and value, apart from the increase in pollution caused by vehicles braking and accelerating on such a regular basis. We already have too much light pollution; how are you going to prevent an increase to adjacent properties from the zebra crossings?</p> <p>With all the proposed table top ramped junctions additional speed cushions are completely unnecessary and will add yet more vehicle noise.</p> |

| Traffic Calming Feature | Disadvantages |
|---|--|
| Speed cushions | <ul style="list-style-type: none"> Vertical displacement can be uncomfortable. This has been mitigated by having longer speed cushions than found elsewhere in Grove. They are also to be only 75mm high. |
| Speed ramps | <ul style="list-style-type: none"> Vertical displacement can be uncomfortable. This has been mitigated by having gentle slopes on the approaches of 75mm over 2m, as shown on the details |
| Chicanes | <ul style="list-style-type: none"> Visibility on Newlands Drive is too good, so oncoming traffic can be seen and it can encourage drivers to speed up to get through the chicane before the oncoming traffic. Accidents have occurred recently where drivers were racing to be the first through the chicane. The chicanes themselves and bollards on them get hit regularly and need repairs and maintenance. Chicanes can present safety problems for pedal cyclists if motor vehicles attempt to pass them within the chicane . While cycle 'bypasses' have been used at some chicanes, they are difficult to maintain and are often therefore avoided by cyclists. |
| Mini-roundabouts | <ul style="list-style-type: none"> Certain deflections of the traffic need to be achieved. Newlands Drive is so straight that there is not the land available to fit the deflections in, so the mini-roundabouts would need to be on ramps anyway. Unlikely to be sufficient right-turning traffic for the two northern access roads to get traffic used to stopping. Traffic may then just travel south through the roundabouts without thinking. |
| Free standing traffic lights | <ul style="list-style-type: none"> Not permitted in the UK. People would stop complying with them if there were red lights with no understandable reason. Some traffic is doing more than twice the speed limit, so it would be difficult to place the detectors in a position that would get the lights changed to red before the vehicle reached the lights. |
| Speed reminder/smiley face-sad face lit sign triggered by speed | <ul style="list-style-type: none"> These have been shown to reduce speeds only by very small amounts, which would not be effective enough for Newlands Drive. These can be ignored by drivers familiar with the route. |
| Speed camera | <ul style="list-style-type: none"> Traffic has been shown to slow down for the speed camera and speed up again once through. This would not help reduce speeds along the whole of Newlands Drive. Mobile cameras can be more effective, however these can be expensive. They only work when they are seen by the traffic, or near the places where traffic gets used to them being hidden. Cameras do not amend the 'look' of the character of the road, so it will still look like a high speed road and people will treat it accordingly. |