

**CABINET MEMBER FOR ENVIRONMENT – 18 JUNE 2020**  
**HARPSDEN – GILLOTTS LANE - PROPOSED TRAFFIC CALMING**  
**MEASURES**

**Report by Interim Director of Community Operations**

**Recommendation**

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the proposed introduction of a traffic calming buildout and carriageway narrowing at Gillotts Lane, Harpsden, as advertised.

**Executive summary**

2. Provision of traffic calming measures is reviewed when there are changes to the road layout as a result of development, when requested by local councils as a result of road safety concerns and as part of the on-going monitoring of reports on road accidents. Specific proposals are assessed applying national regulations and guidance on the use of traffic calming measures.

**Introduction**

3. This report presents responses received to a statutory consultation to introduce a traffic calming buildout and narrow the width of part of Gillotts Lane, Harpsden.

**Background**

4. The above proposals as shown at Annexes 1 to 4 have been put forward in conjunction with Harpsden Parish Council, who have undertaken to part fund the project subject to approval being given to proceed with the scheme.

**Consultation**

5. Formal consultation was carried out between 01 May and 29 May 2020. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, South Oxfordshire District Council, Harpsden Parish & Henley Town Councils and local County Councillors. Letters were sent directly to approximately 55 properties in the immediate vicinity with public notices also placed on site.

6. Fifteen responses were received during the consultation. These are summarised in the table below:

<b>Proposal</b>	<b>Support</b>	<b>Object</b>	<b>Neither</b>	<b>Total</b>
Traffic Calming Buildout	12	1	2	15
Road Narrowing	12	0	3	15

7. The responses are recorded at Annex 5 with copies of the full responses available for inspection by County Councillors.

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

8. Thames Valley Police have not objected to either of the proposals.
9. Harpsden Parish Council, Henley Town Council and Councillor David Bartholomew, the local member, expressed support for both proposals. Regarding Councillor Bartholomew's query relating to passing spaces needing to be clearly signed, the intention is to assess this requirement based on available space and need when the scheme has been constructed and is operational.
10. Responses were received from eleven members of the public with one objection, one response expressing neither support or objection and nine in support for the traffic calming buildout. No objections were received in respect of the road narrowing with two responses expressing neither support or objection and nine in support.
11. The one objection to the traffic calming buildout by a resident of Oxford has been made on the grounds that Gillotts Lane is too narrow to be a 2-way road and should be made one way east of Gillotts School.
12. In response, making Gillotts Lane one way was not a traffic management measure put forward by Harpsden Parish Council as part of this scheme. If such a proposal was to be progressed then the resultant increase in traffic on the surrounding road network including Henley town centre would need careful consideration and further formal consultation would be required.
13. In conclusion the proposed traffic calming buildout will improve road safety by moderating the volume and speed of traffic on this narrow rural lane and narrowing (kerbing) the carriageway will return the lane to its original width where over time it has become artificially widened by vehicles squeezing past each other.

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

14. The proposals will help facilitate the safe movement of traffic.

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

15. The proposed measures will be part funded by the County Council's highway maintenance budget and part funded by Harpsden Parish Council.

## **Equalities Implications**

16. The proposals are considered not to have any implications in respect of equalities.

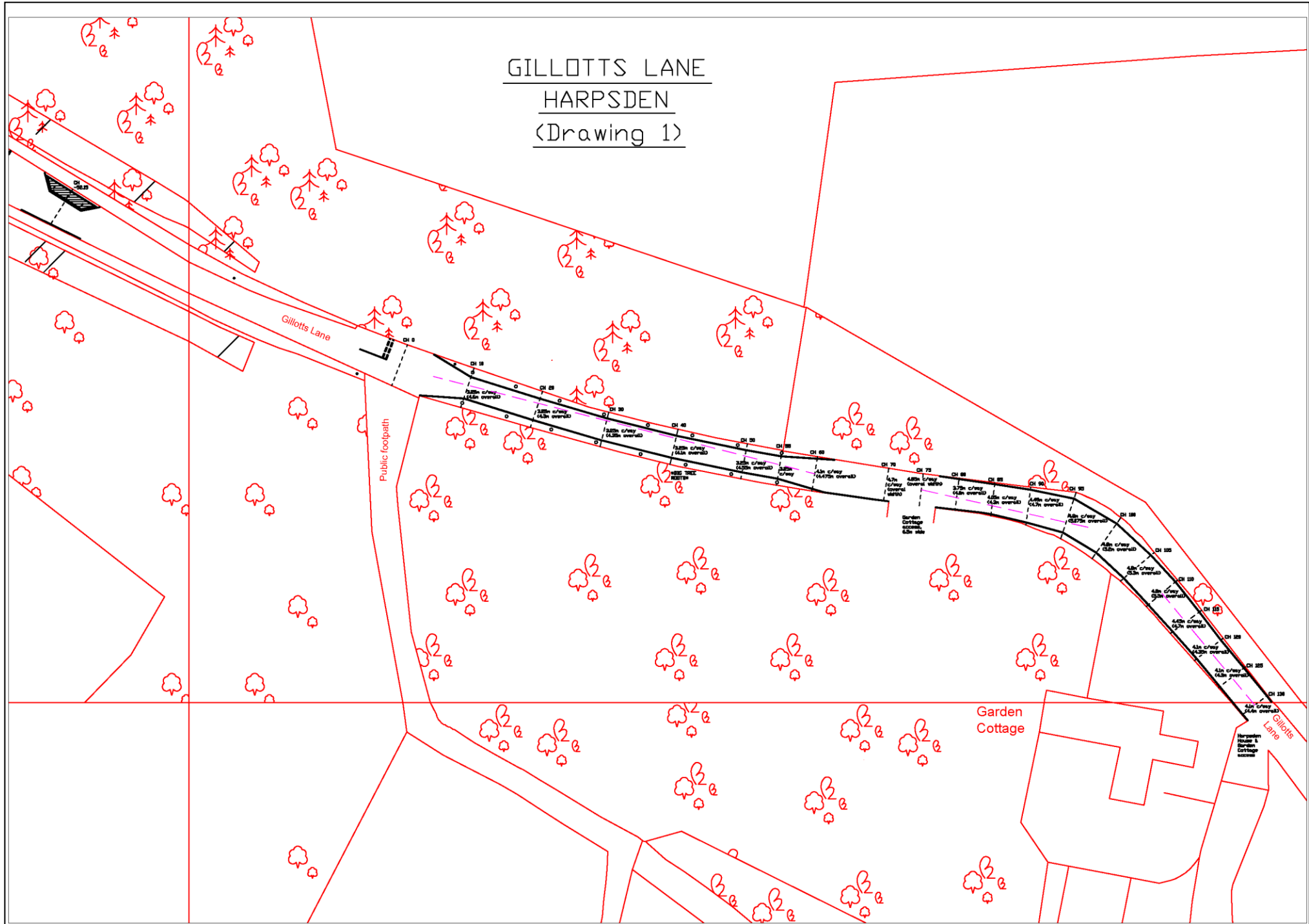
JASON RUSSELL  
Interim Director of Community Operations

Background papers:        Scheme Plans  
                                      Consultation responses

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                                      Lee Turner 07917 072678

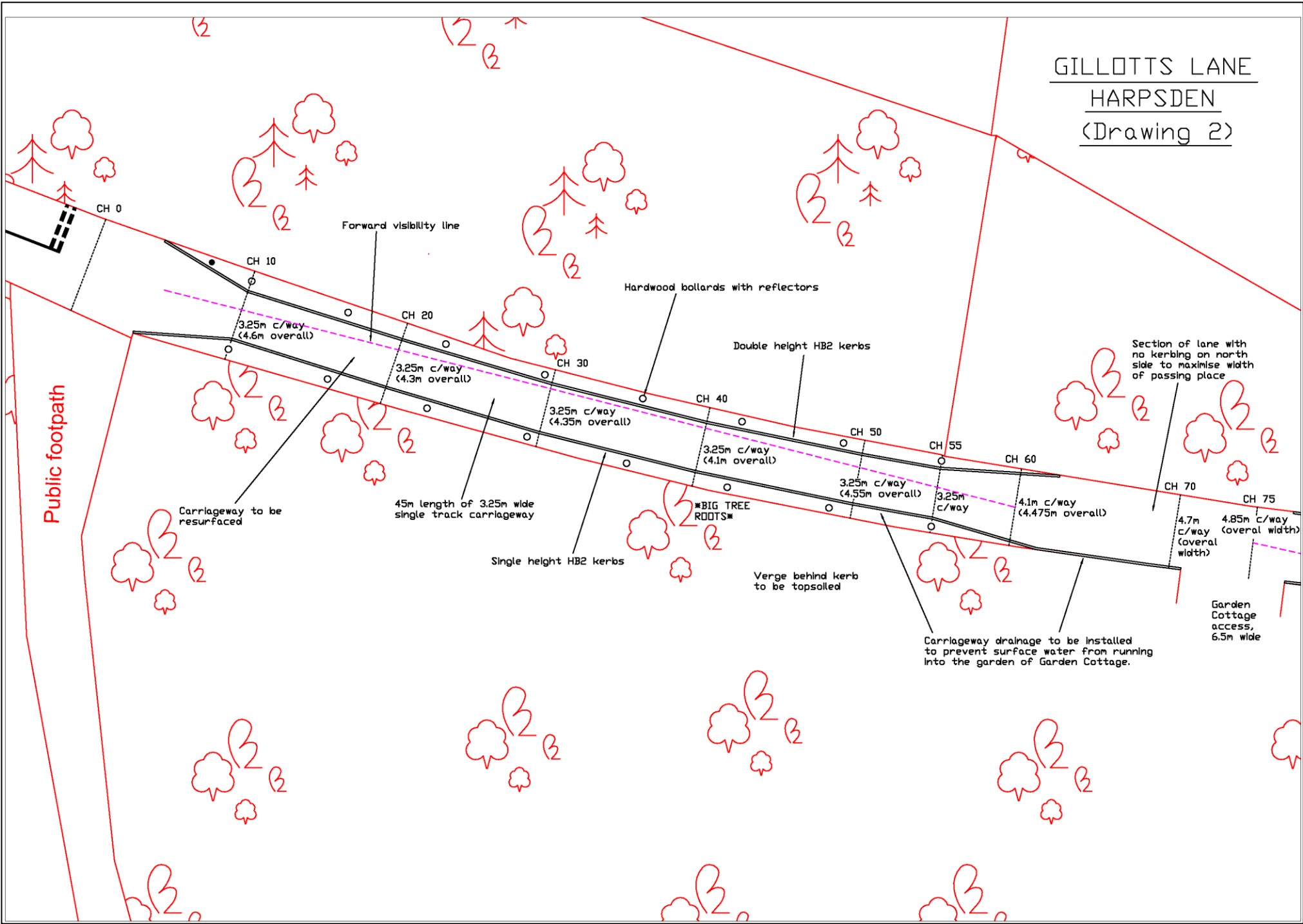
June 2020

GILLOTT'S LANE  
HARPSDEN  
<Drawing 1>



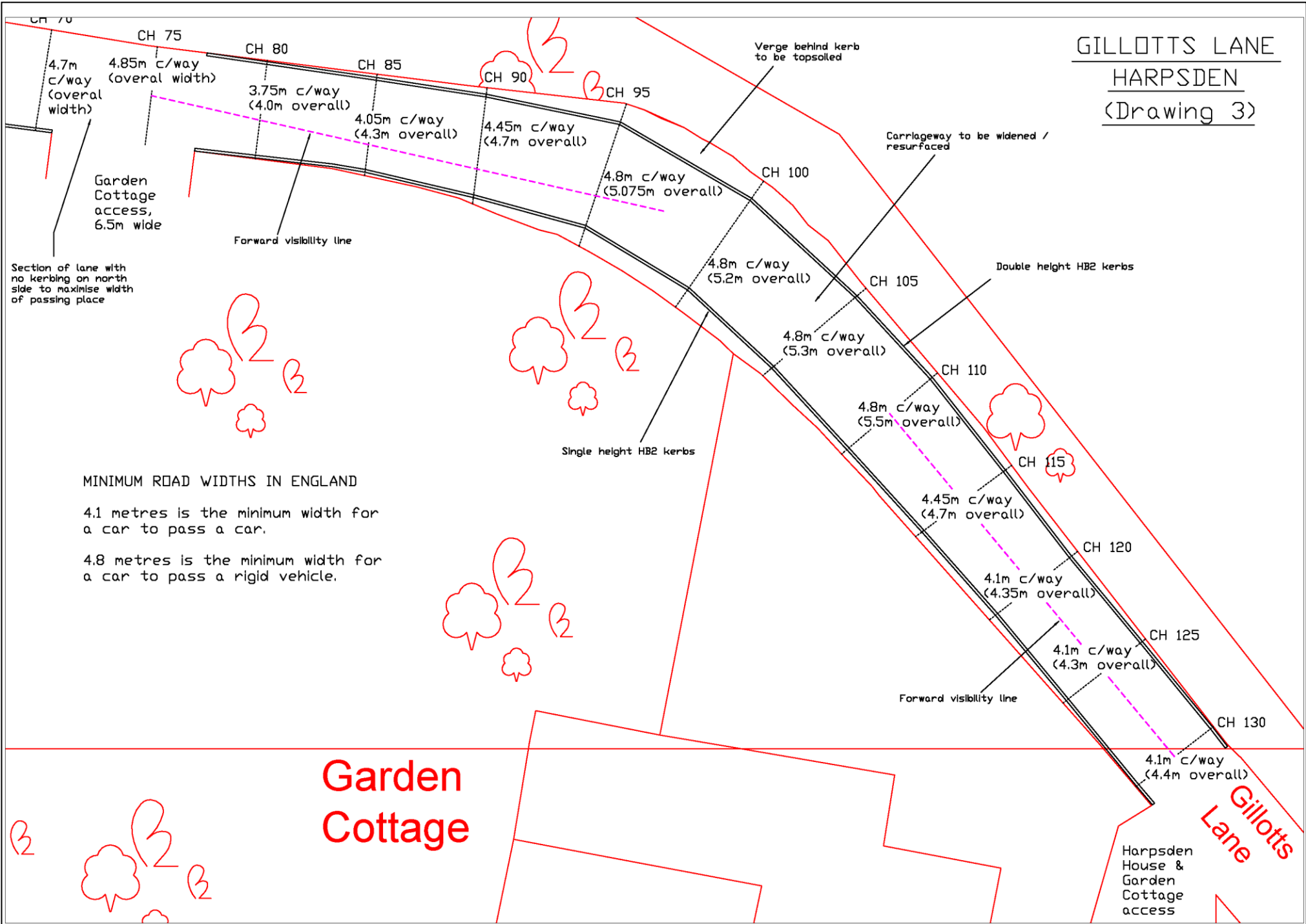
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GILLOTTS LANE  
 HARPSDEN  
 (Drawing 2)



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GILLOTTS LANE  
 HARPSDEN  
 (Drawing 3)



MINIMUM ROAD WIDTHS IN ENGLAND

4.1 metres is the minimum width for a car to pass a car.

4.8 metres is the minimum width for a car to pass a rigid vehicle.

Garden Cottage

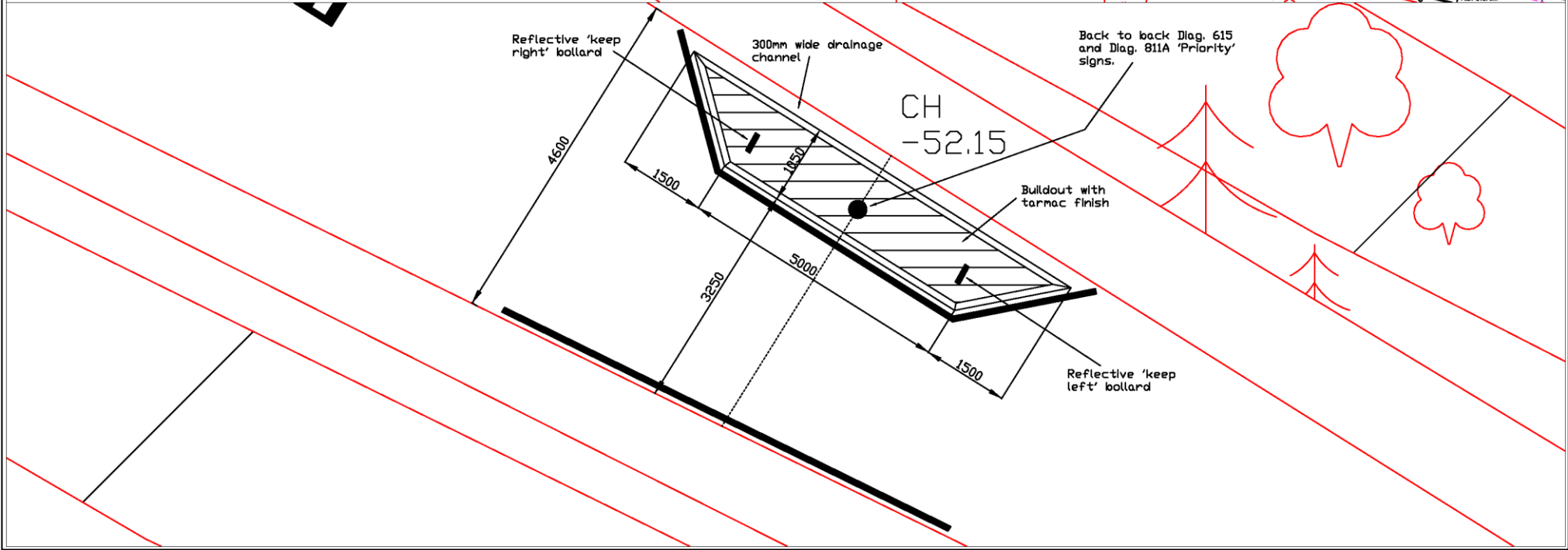
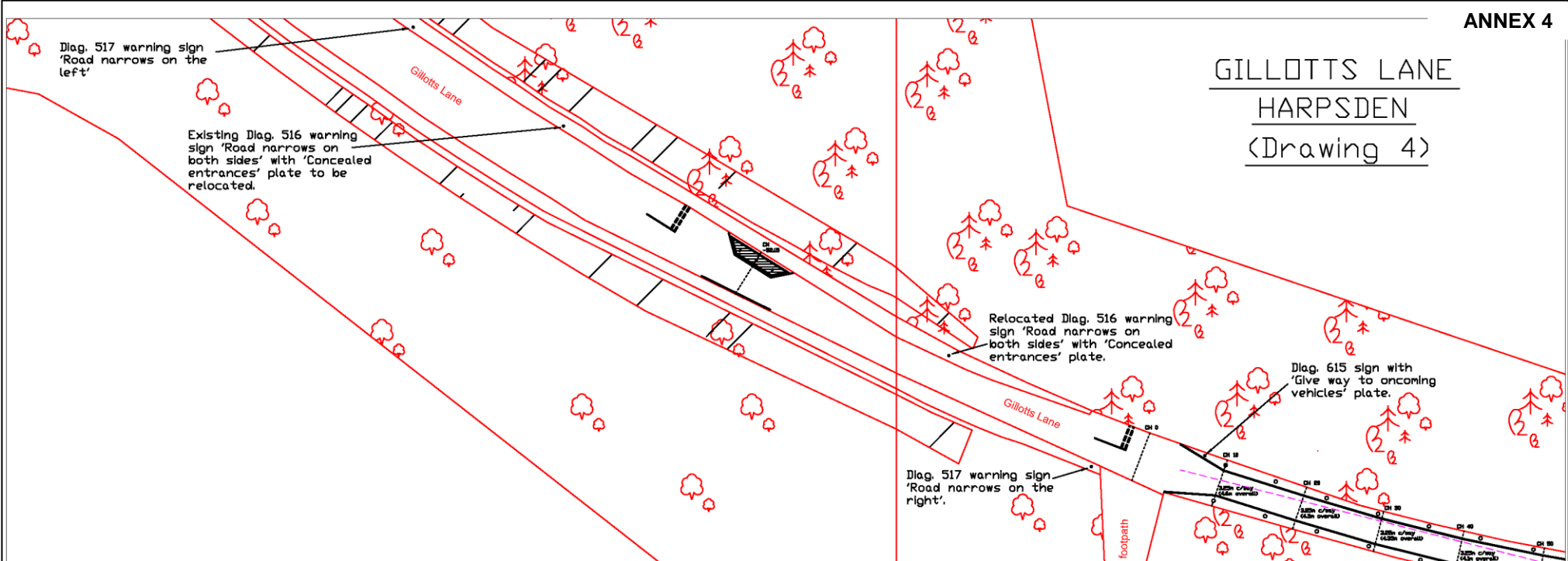
Harpsden House & Garden Cottage access

Gillotts Lane



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GILLOTT'S LANE  
HARPSDEN  
(Drawing 4)



RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Harpsden Parish Council	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>The Parish Council welcomes the proposed scheme with its kerbed build-out and road narrowing <u>if</u> there are two passing places and that these are clearly marked.</p> <p>Restoring the narrow width of the road should certainly help to slow traffic down but is bound to make passing harder. Since we cannot make the Lane one way, we clearly need to make special provision for vehicles that need to pass each other and to do so without negating the point of the narrowing: but to achieve its purpose special provision needs to be seen to be special. Passing places wide enough for the average motorist and marked with undeniable clarity therefore seem to us to be essential to avoid unnecessary arguments</p>
(3) Henley Town Council	<b>Support</b> – Henley Town Council wish to support the proposed Traffic Calming on Gillotts Lane.
(4) Local County Cllr, (Sonning Common Division)	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>I have been closely involved with this scheme, so am naturally fully supportive.</p> <p>My one query is that I understood we had agreed that the passing space should be clearly signed, and this doesn't appear to show on the plans.</p>

(5) Resident, (Oxford)	<p>Build Out - <b>Object</b> Road Narrowing - <b>Support</b></p> <p>Gillotts Lane should be made one way east of Gillotts School. It is too narrow to be a 2-way road.</p>
(6) Local Resident, (Harpden)	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>As per previous comments, I think there should be a build-out just south of Gillotts School bus bay with priority going up. At this point we could ensure that large vehicles get the message that the lane is single track where they have an opportunity to turn around as well as slowing traffic.</p> <p>Regarding the build-out on drawing 1, comments were made after the trial and communicated to the Parish Council that cars coming uphill found themselves confronted by a vehicle coming down on the wrong side of the road, therefore the build-out should move up the hill by a car's length or so to give vehicles a bit more distance to safely move back in while coming down.</p> <p>As agreed with the Parish Council, this is seen as a first phase with CIL funds being retained/reserved for other traffic calming measures in Gillotts Lane, to be developed once this work is agreed. This was an unequivocal agreement made by Kester George of the Harpsden Parish Council.</p> <p>The plan does not include all those items on a previous plan whereby road-markings were used to calm traffic further down the road. Some focus, therefore, needs to be given to the lower part of Gillotts Lane in the next phase.</p>
(7) Local Resident, (Henley-on-Thames)	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>It is just a pity that the works do not extend the full length of the road as there other areas of 'danger', particularly the area by the farm where I have witnessed several incidents of 'road rage' caused by one or other driver not giving way. Surely with the money from the Highlands Farm housing there is enough to do the job properly, after all this is a lane, laid on an old track with no proper base to it.</p> <p>I have already communicated my thoughts to local Councillors and the road repair department of the Oxfordshire</p>

	Council, Henley Town Council and Harpsden Parish Council.
(8) Local Resident, (Harpsden)	Build Out - <b>Support</b> Road Narrowing - <b>Support</b>  <i>No comments</i>
(9) Local Resident, (Harpsden)	Build Out - <b>Support</b> Road Narrowing - <b>Support</b>  I am fully supportive of the proposed traffic calming measures. As a resident of Gillotts Lane (Hillside) my house gates have been damaged several times and the road verge is being steadily eroded.
(10) Local Resident, (Binfield Heath)	Build Out - <b>Neither/Concerns</b> Road Narrowing - <b>Neither/Concerns</b>  This lane is my daily route from Binfield Heath into Henley. I have used this lane for 40 years, including the period when my children attended Gillotts School and I was a Governor there. I have looked at the proposed plan which is basically making Gillotts Lane single lane. I am not convinced that the lane has widened - certainly cars are far bigger now and driven more aggressively. The main issue is the presence of huge lorries that increasingly use the lane to deliver supplies to the many house development/projects both in the area and in the lane as well as seeing it as a means of avoiding the tailback of traffic into Henley. (I had to reverse yesterday because a huge soil delivery lorry bore down on me which took up the entire width of the lane. Earlier in the day I had to reverse to accommodate a bin lorry. Not long ago all traffic was held up in both directions while a load of paving slabs were delivered and unloaded.) How will the narrowing of the lane work in providing access for essential lorries, particularly for the bin collection? The lane winds so it seldom offers unobstructed forward vision. It is not clear how vehicles will pass each other either side of the proposed build-out, particularly a) because they won't be able to see the approaching vehicle b) there will be vehicles behind them preventing them from reversing. With the level of aggression now displayed by drivers, I fully anticipate several confrontations resulting from this crazy notion that narrowing Gillotts Lane will improve the current situation. Traffic calming measures (sleeping policemen) and pinch points would be far more logical and effective.

<p>(11) Local Resident, (Harpsden)</p>	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>Please proceed as soon as possible.</p>
<p>(12) Local Resident, (Harpsden)</p>	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>Overall, I strongly support the measures you propose, and am glad that at last something will be done. Just a couple of small points I'd like to raise:</p> <ol style="list-style-type: none"> <li>1. Would it be possible to have markings or texture on the road surface to indicate the upcoming build-out/narrowing, as well as the signs on the verge? I find when I drive, I pay more attention to those, especially as roadside signs often get overgrown.</li> <li>2. I'm wondering why you aren't continuing the kerbing further down the hill? I know it's not possible around Sequoia &amp; Incline Cottage, but the section between Harpsden House and Harpsden Close also suffers from undercut banks that could do with restoring. (Maybe that is the next project, not this time!)</li> </ol>
<p>(13) Local Resident, (Harpsden)</p>	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>We are supportive of the proposals and are grateful that the feedback we provided via the parish council has been incorporated.</p>
<p>(14) Local Resident, (Harpsden)</p>	<p>Build Out - <b>Support</b> Road Narrowing - <b>Support</b></p> <p>I accept the proposals and I am grateful that some action has been taken as this saga has been continuing for many years and the road has become dangerous with increased traffic avoiding jams in Henley and the erosion of people's property.</p>

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	<p>I have one suggestion for you to consider at the last meeting I attended at Harpsden Parish council to once again discuss the road the residents who attended wanted a 20 m p h limit I agree with this point for the following reasons. At the present time cars and cyclists who have negotiated the unsighted corners of the lane rush with speed down the most inhabited part of the lane that is narrow and straight the cyclists have some difficulty in stopping at Lucy's corner and fall off there if there are oncoming cars who are also excited to meet the straight sighted part of the road. So, speed occurs in both directions in this area past hidden driveways.</p> <p>There several children in homes in this area some trying to walk to Gillotts school.</p> <p>There are arguments against this people argue it cannot be policed no one will adhere to the limit but it works in many villages around us for example Shiplake with much wider roads than Gillotts Lane. If implemented it would be the Law and in the case of an accident it is now possible for police to ascertain speed limits of those involved.</p>
(15) Resident, (Oxford)	<p>Build Out - <b>Support</b>            Road Narrowing - <b>No opinion</b></p> <p><i>No comments</i></p>