

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER
PROPOSED REVISED SPEED LIMITS AND TRAFFIC CALMING
MEASURES - GROVE ROAD AND ADJACENT ROADS , HARWELL

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation to introduce a new 40mph speed limit on Grove Road at Harwell between its junction with the A4130 and a new junction giving access to residential development on the north side of Grove Road; a new 20mph speed limit eastwards from the 40mph speed limit to meet the B4493 - with the 20mph speed limit also including the other residential roads to the west of the B4493 in the vicinity of the new development (replacing the current 30mph speed limit on these roads) and provide revised traffic calming measures on Grove Road in the vicinity of the new access.

Background

2. The above measures are proposed in conjunction with a major new residential development to the north of Grove Road at Harwell. Plans showing the proposals are shown at Annexes 1, 2, 3 and 4.

Consultation

3. Formal consultation on the proposal was carried out between 20 July and 18 August 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, Harwell Parish Council and the local County Councillor. Additionally letters were sent to approximately 20 properties in the immediate vicinity.
4. Seven responses were received. These are summarised at Annex 5. Copies of the full responses are available for inspection in the Members' Resource Centre.
5. Thames Valley Police objected to the proposed 40mph and 20mph speed limit on Grove Road, on the grounds that they considered that a standalone 20 limit might give unrealistic expectations to the vulnerable user that vehicles would be travelling at low speed. However, they did not object to the proposed 20mph speed limit on the other roads included in the proposal.

6. County Councillor Fox-Davies, the local member, and the Vale of the White Horse District Council expressed no objection. Didcot Town Council expressed support for the proposals.
7. Responses were received from three residents. Two supported all the proposals and one – while not expressing any objection – raised a concern that the 20mph speed limit on Grove Road would not on its own reduce speeds sufficiently to ensure the safety of pedestrians, particularly given the increase in traffic resulting from the development and requested provision of a road hump.

Review of responses

8. The response of the police is noted but it is considered that, taking account of the character of Grove Road, the proposed lower speed limits are consistent with the Department for Transport guidance on setting local speed limits. While it is agreed that additional traffic calming measures – such as the road hump suggested above – would further help reduce speeds, the proposals as advertised reflect the outcome of a detailed consideration of the traffic safety measures required to accommodate the development.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

10. Funding for proposals has been provided by the developer of land adjacent to Grove Road.

RECOMMENDATION

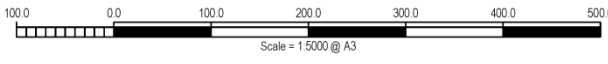
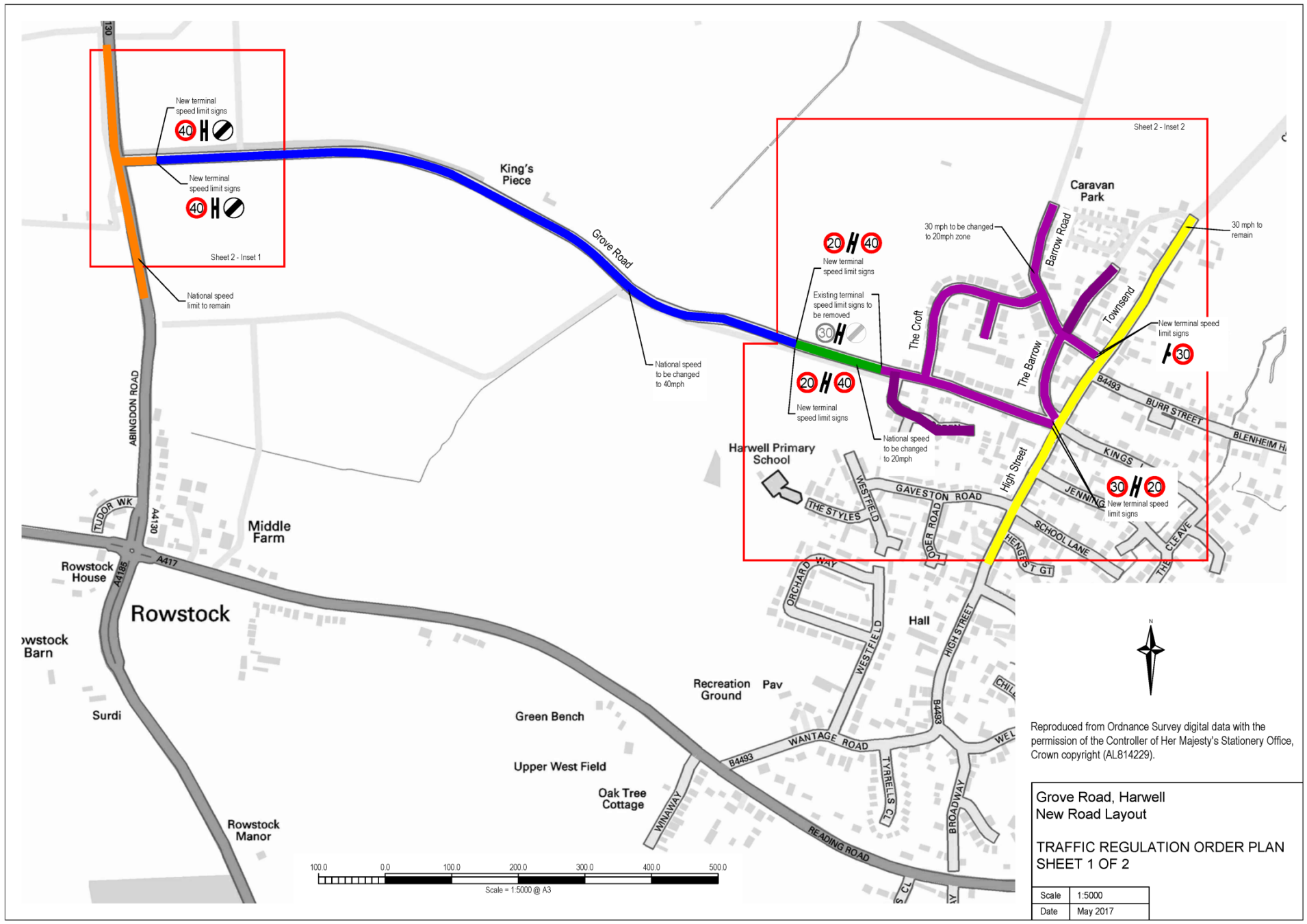
11. **The Cabinet Member for Environment is RECOMMENDED to approve the proposals as advertised.**

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

Contact Officers: Anthony Kirkwood 07392 318871

September 2017



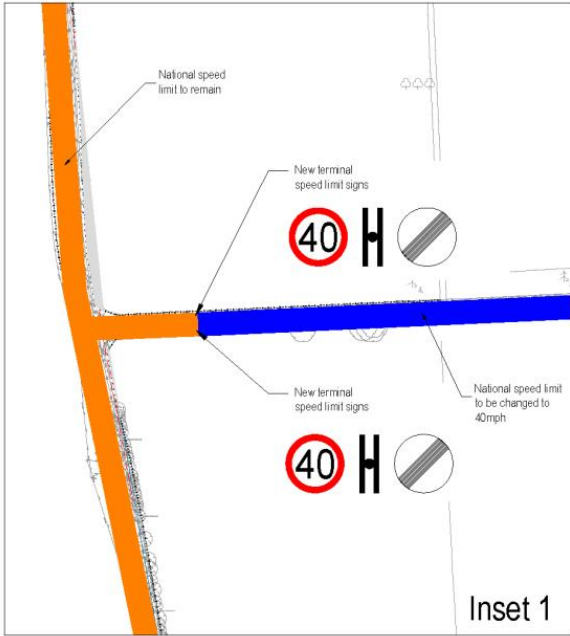
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Grove Road, Harwell
New Road Layout

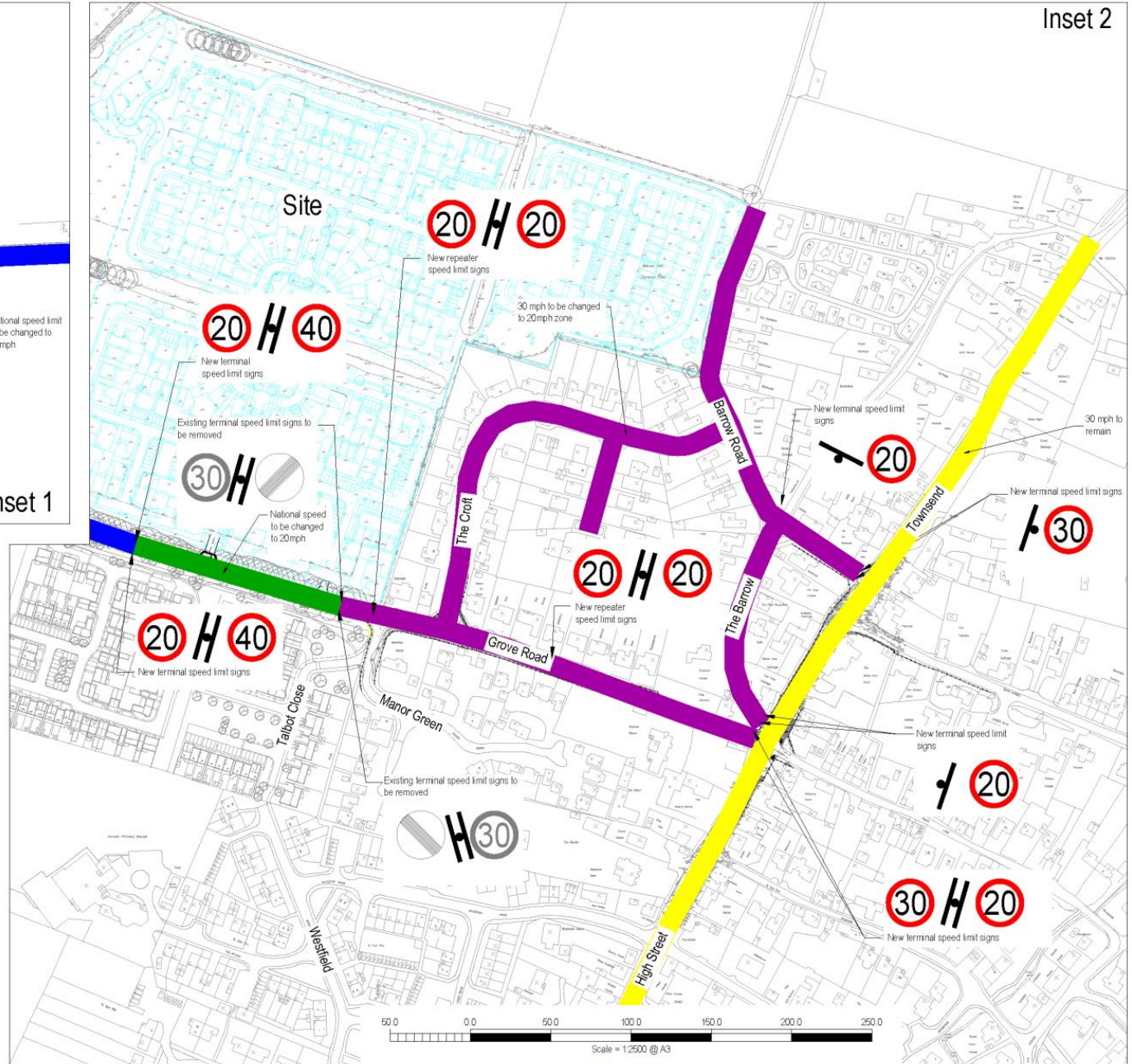
TRAFFIC REGULATION ORDER PLAN
SHEET 1 OF 2

Scale	1:5000
Date	May 2017

Inset 2



Inset 1



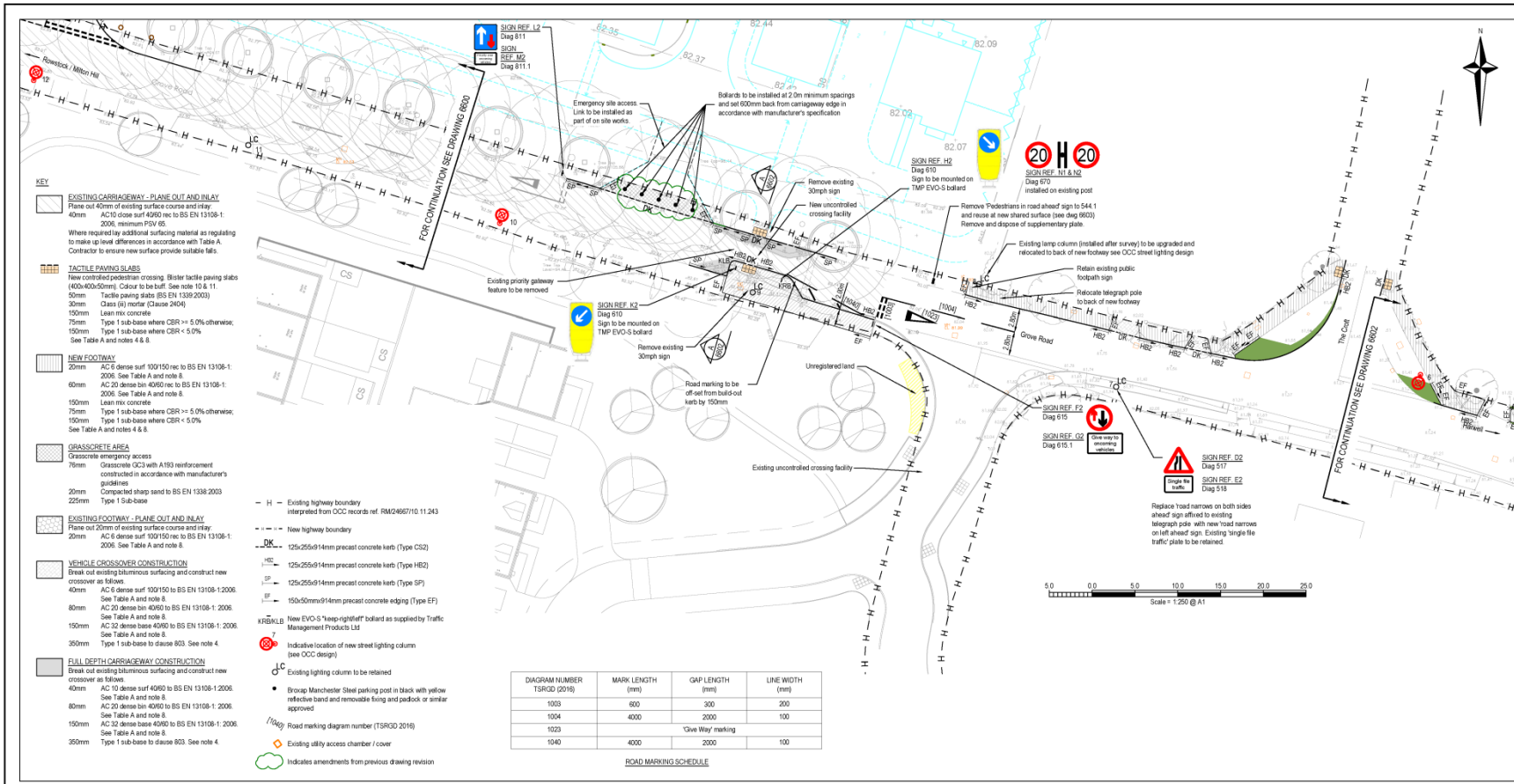
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Grove Road, Harwell
New Road Layout

TRAFFIC REGULATION ORDER PLAN
SHEET 2 OF 2

Scale	1:2500
Date	May 2017

CMDE15



- NOTES**
- This drawing to be read in conjunction with all relevant documents and specifications.
 - Dimensions not to be scaled.
 - All works shall be in accordance with Volume 1 of the "Manual of Contract Documents for Highway Works" - Specification for Highway Works" and Oxfordshire County Council's specific requirements.
 - Road construction and depth of foundation is based on a Design CBR of 2.5% (see Figure 3.2 - IAN 7305 Rev 1 (2009)). During the construction phase the in-situ CBR must be checked against the Design CBR using the Dynamic Cone Penetrometer (DCP) method. Para 6.13, IAN 7305. Results to be reported to the Engineer prior to construction to confirm the in-situ CBR. CBR tests are to be carried out following proof rolling of the subgrade.
 - For details on the location of existing services refer to the utility company record drawings. All existing services shall be marked out on the ground prior to any construction commencing.
 - Cover levels to be adjusted to suit new carriageway/footway levels.
 - All new kerbing to be precast concrete in accordance with BS EN 1340:2003 unless indicated otherwise. Upstand to be 125mm unless noted otherwise. Dropped kerbing shall be laid with an upstand of 4-10mm.
 - The maximum and minimum depth for each layer of surfacing is summarised in Table A. Where depth of surface layer varies and is less than minimum depth permissible additional surfacing material from following layer shall be used.
 - All areas of binder course exposed by planing shall be inspected by Oxfordshire County Council's Highway Inspector. All damaged areas of binder course shall be repaired by the Contractor.
 - Falls across tactile paving shall not exceed 12 in any direction with a desirable maximum of 1.20.
 - All slabs should be laid so that the bitlines are aligned in the direction of travel to the opposite crossing point.
 - Trees and vegetation to be cut back around new street light columns as necessary, subject to arborist assessment if deemed necessary, to ensure required illumination levels are provided.
 - Bond coats shall be applied between all pavement layers regardless of how long the preceding layer has been laid or whether it has been trafficked. Bond coat shall be Polybond 50/ Colbond 50 to Clause 5.5 of BS5948:2015. Spread rate shall be 0.30m to 0.60m for newly laid asphalt substrate and 0.20m to 0.50m on planed and existing asphalt substrates.
 - Joints between new and old tarms to be sealed with H&P&S approved Instabond Eco Anti-skid Overlaid System.
 - Removable bollard padlock keys need to be provided to the local fire stations, OCC Area Office Ron Groves House Kidlington and Vale of the White Horse District Council.

TABLE A

Stone size	Layer thickness (mm)	
	Min	Max
0/6	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/32	80	100
Type 1	100	150*
Lean Mix	50	150

*Maximum depth of sub-base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value.

Reproduced from topographical survey undertaken by Brunel Surveys drawing number 12738-200-001.

Rev	Description	Date	Child
A4	Updated in accordance with Technical Audit comments 17/05/2017.	01/09/17	MF
A3	Updated in accordance with Technical Audit comments 10/03/2017.	28/03/17	MF
A2	Signage added. Street lighting added.	01/11/16	MF
A1	Issued for APPROVAL.	27/09/16	MF

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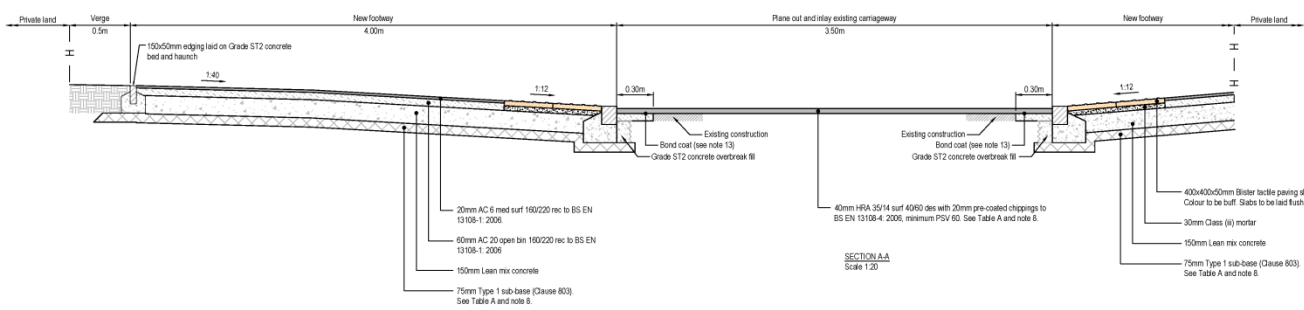
Client: **Taylor Wimpey**

Project: **Alder View Harwell**

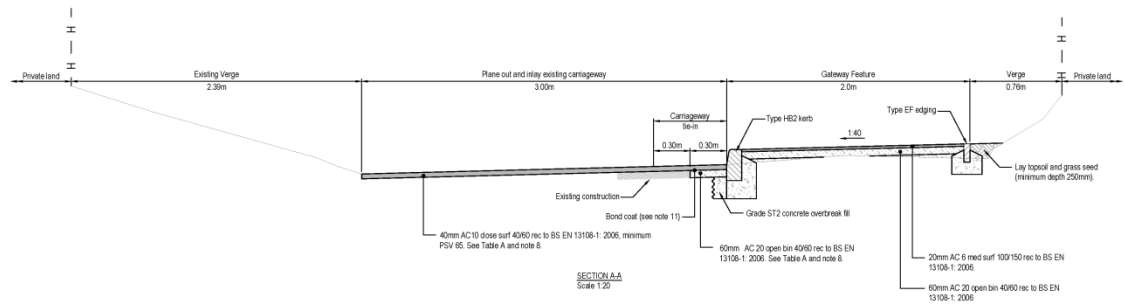
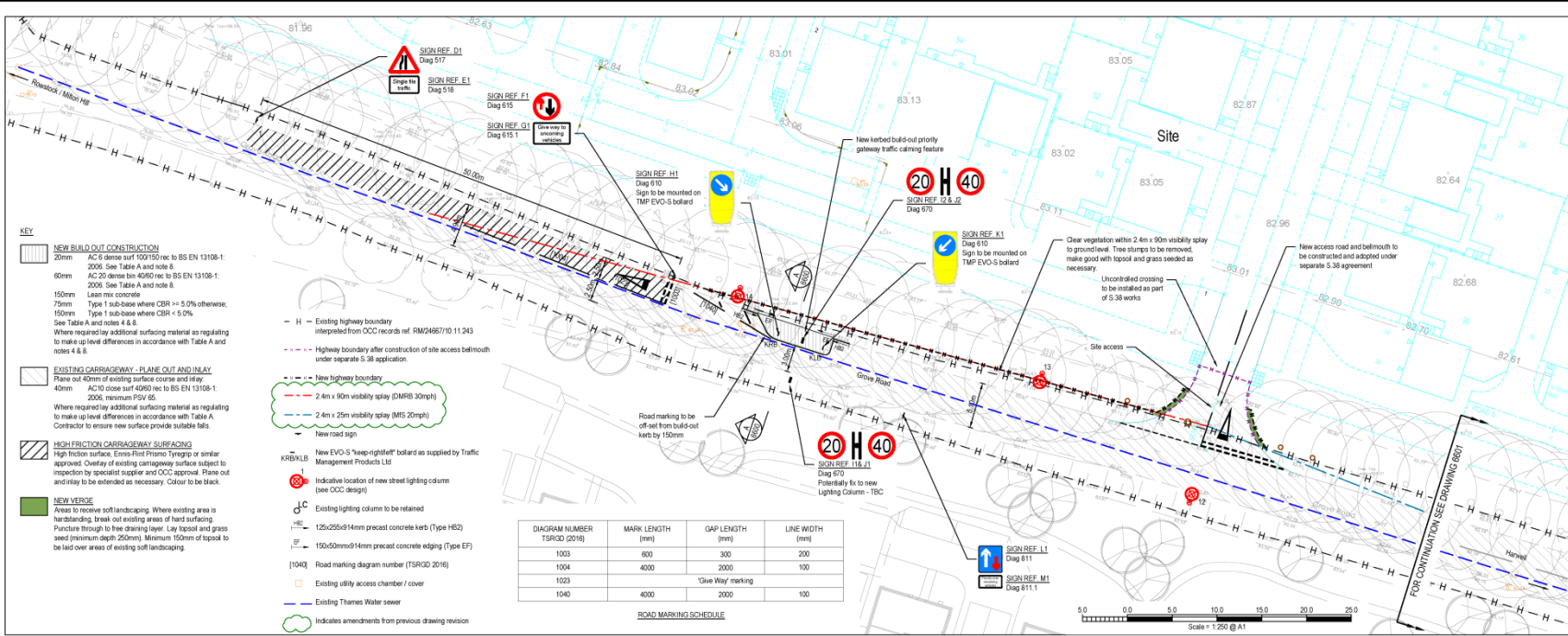
Title: **S.278 Highway Works New Emergency Access & Pedestrian Improvements Engineering Layout**

Project Engineer: M. Ford Scale: 1:250 @ A1
Project Director: J. Birch Date: March 2016
Status: **APPROVAL**

Drawing No. TR8150734/6601 Rev **A4**



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Reproduced from topographical survey undertaken by Oxone Surveys drawing number 12738-200-001

Rev	Description	Date	Chkd
A4	Updated in accordance with Technical Audit comments 17/05/2017	01/06/17	MF
A3	Updated in accordance with Technical Audit comments 10/03/2017	28/04/17	MF
A2	Note added: Street lighting added	01/11/16	MF
A1	Issued for APPROVAL	27/06/16	MF

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Client: Taylor Wimpey

Project: Alder View Hanwell

Title: S 278 Highway Works
Grove Road Gateway and Site Access
Engineering Layout

Project Engineer: M. Ford Scale: As shown @ A1
Project Director: J. Birch Date: March 2016

Status: APPROVAL

Drawing No. TR8150734/6600 Rev: A4

RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p>Object - to the current speed limit proposals for Grove road both 40 and 20. Imposing a standalone 20 limit might give unrealistic expectations to the vulnerable user that the road is more safe when it is not due to poor compliance of the lower limit.</p> <p>In principle I do not object to the lowering of the speed limit on the urban roads leading from Grove road .</p>
(2) Cllr Fox-Davies, (Hendreds & Harwell Division)	<p>No objection - I would like to make one addition/change to the recommendations that you sent out for the Grove Road and surrounding streets.</p> <p>Knowing the road well, I would much rather see the 20 mph limit carried further down towards the A4130, certainly down and back up the dip travelling away from the village. If that is unrealistic, then 30 MPH instead of 40 MPH to replace the national speed limit.</p> <p>Could I also add the ongoing need for a footpath from either Talbot Close, or Alder View through the fields, alongside Grove Road to A4130.</p>
(3) Didcot Town Council	<p>Support - The (Planning) Committee supports the traffic calming measures proposed on Grove Road and the roads coming off it. However, it is surprised that The Styles, Westfield, and Gaveston Road are not included as they constitute the route to Harwell Primary School.</p>
(4) Vale of White Horse District Council	<p>No objection - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.</p>
(5) Local Resident, (Barrow Lane, Harwell)	<p><u>20mph speed limit</u> – Support – Townsend should have been included in this 20mph zone. It's narrow and cars often park on the pavement forcing people to walk in the road.</p>

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	<p><u>40mph speed limit</u> – Support – <i>No comment.</i></p> <p><u>Traffic calming</u> – Support – <i>No comment.</i></p>
<p>(6) Local Resident, (Church Lane, Harwell)</p>	<p><u>20mph speed limit</u> – Support – I wish to add for consideration the implementation of 20mph speed limit for the High Street Harwell.</p> <p>Exiting the Lanes to the East of the High, whether as a driver, cyclist or pedestrian, is always dangerous due to the illegal but unenforced parking on the High right up to the junctions with the various Lanes. In the case of Church Lane, a residents' action group had a site meeting with your Highways Technician on 17 March 2014 at which he declared that no structural changes could be made to the junction as the pavement to the North was private property. Instead we should call 101 to get parked cars moved on and hope there would not be a fatality because of the speed of cars along the High into which one has to emerge. While there is no realistic expectation that a 20mph limit on the High would be enforced, the occasional miscreant would be apprehended and this, together with 20mph signage would at least serve to warn or remind drivers of the obscured junctions.</p> <p><u>40mph speed limit</u> – Support – <i>As above.</i></p> <p><u>Traffic calming</u> – Support – <i>As above.</i></p>
<p>(7) Local Resident, (Grove Road, Harwell)</p>	<p><u>20mph speed limit; 40mph speed limit; Traffic calming</u> Neither - We witness traffic speeds passing us at over 40 mph.in both directions. Concerned that even with a 20mph limit, this behaviour will not change without calming measures and that the danger to pedestrians will increase as the traffic volumes inevitably rise.. Requests the provision of a road hump / road humps to help achieve compliance with the proposed 20mph limit.</p>