

Division(s): Didcot East and Hagbourne;
Hendreds and Harwell

CABINET MEMBER FOR ENVIRONMENT – 16 JANUARY 2020

DIDCOT – GREAT WESTERN PARK (SOUTHERN NEIGHBOURHOOD): PROPOSED 20MPH & 30MPH SPEED LIMITS

Report by Interim Director for Community Operations

Recommendation

1. The Cabinet Member for the Environment is RECOMMENDED to approve the 20mph speed limit on the residential road at Great Western Park (south), whilst those roads served by Larch Drive from its junction with Diamond Drive are proposed to be subject to a 30mph speed limit as advertised.

Executive summary

2. Speed limits are reviewed when there are changes to the road layout or usage as a result of development and when requested by the local member or local councils due to concerns over road safety.

Introduction

3. This report presents responses received to a statutory consultation to introduce a 20mph speed limit on the residential road at Great Western Park (south) whilst those roads served by Larch Drive from its junction with Diamond Drive are proposed to be subject to a 30mph speed limit.

Background

4. The above proposals as shown at Annex 1 have been put forward because and as part of the approved residential development at Great Western Park and, if approved, funded by it.

Consultation

5. Formal consultation on the proposal was carried out between 20 November and 20 December 2019. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, Harwell Parish Council the Vale of the White Horse District Council, South Oxfordshire District Council and local County Councillors.

6. Three responses were received. One objection & two in support. All comments are recorded at Annex 2 with copies of the full responses available for inspection by County Councillors.

Response to objections and other comments

7. Thames Valley Police objected on the grounds that they do not consider that the zone as proposed will be self-enforcing in accordance with Department for Transport advice on 20mph speed limits and zones, taking account also the lack of speed surveys to inform their comments on this proposal.
8. Noting the police response, the layout of the roads within the development are considered suitable for a 20mph zone taking account of their alignment which includes traffic calming features and, on the spine road, the use of 20mph roundels marked on the carriageway.
9. Harwell Parish Council support the proposal.
10. The Oxford Bus Company on behalf of Thames Travel also support the proposal on the grounds of safety including for their passengers walking to and from bus stops. Their response did, however, raise a query on why Larch Drive (and the roads accessed off Larch Drive) were not included in the proposed 20mph zone.
11. The response of Oxford Bus Company is noted and in respect of the query regarding Larch Drive, this was constructed by a different developer and so would require further funding to progress.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

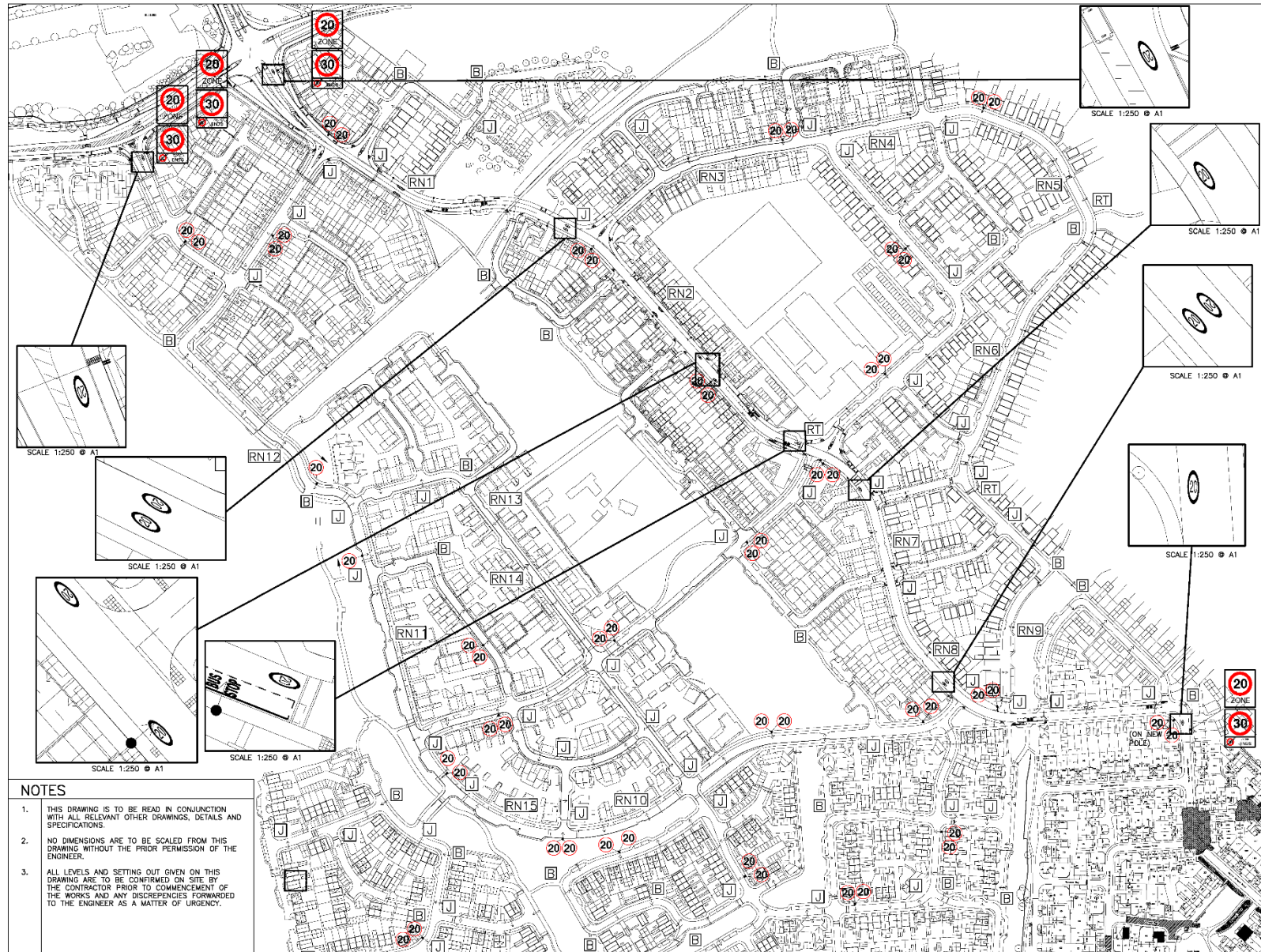
13. Funding for the proposed speed limit has been provided by the developers of Great Western Park (south)

JASON RUSSELL
Interim Director of Community Operations

Background papers: Plan of proposed waiting restrictions
 Consultation responses

Contact Officers: Hugh Potter 07766 998704
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January 2020



TRAFFIC CALMING FEATURES KEY

B	DENOTES BEND.
RT	DENOTES RAISED TABLES.
RN	DENOTES ROAD NARROWING.
J	DENOTES JUNCTION.

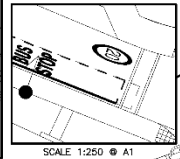
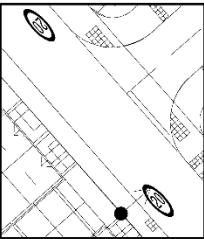
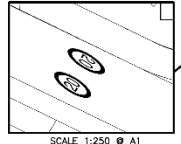
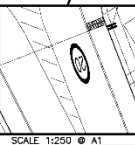
SIGNAGE KEY

ALL SIGNS TO BE TRAFFIC SIGN DIAGRAMS OF THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2016.

ALL SIGNS TO HAVE VERTICAL HEIGHT CLEARANCE OF 2.4m.

ALL SIGNS TO BE CLASS 1 REFLECTIVE.

	No 670 OF TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS. (6004) (REPEATER SIGNS 300mm INSIDE ZONES)
	No 674, ENTERING A 20MPH SPEED LIMIT ZONE
	No 675, END OF A 20MPH SPEED LIMIT ZONE
	No 1085 MAXIMUM SPEED LIMIT



- NOTES**
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P2	28.08.19	20 REPEATER SIGN ADD AT RN11/RN12	AM	TB
P1	08.05.19	INITIAL ISSUE	AM	TB
Revision	Date	Description	Signed	Checked

PRELIMINARY ISSUE

Client
TAYLOR WIMPEY

Job
GWP
DIDCOT

Title
20 MPH ZONE GA SOUTHERN
SIGNAGE AND TRAFFIC CALMING

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RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Object – The police stance still reflects that 20 mph limits and zones should still be self-enforcing. The policy of Thames Valley Police is to use sound practical and realistic criteria (Circular Roads 1/2013) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement.</p> <p>No speed data has been seen to support this speed limit proposals. One of the underlying principles of any new speed limit should be existing traffic speeds.</p> <p>I am aware this development already has some traffic calming measures, however during my site visit these appear to have little effect in terms of speed reduction with some features showing evidence of collision damage already. The 20 zone sign at the entrance also damaged. What will be consistent is the high level of abuse/compliant these proposals is likely to bring similar to the Northern site. Painting roundels on the road surface and a collection of upright repeater signs will not be a sufficient measure to achieve good compliance.</p> <p>As the key points in setting speed limits has been ignored, I object to the proposal relating to 20 mph pending further evidence that speeds are already compliant and that significant other engineering measures are included.</p>
(2) Harwell Parish Council	<p>Support – Harwell Parish Council supports the proposals outlined in the consultation.</p>
(3) Oxford Bus Company	<p>Support – On behalf of Thames Travel I am sure that our passengers will find the 20mph speed limit safer and more pleasant for crossing and walking along to join our services.</p> <p>On behalf of Thames Travel for the avoidance of doubt I would point out that as there is no difference in the type of development there is no logic to having the speed limit change at this point. The speed limit on Larch Drive and the estate roads to which it is linked would logically also be 20. I trust that there is a technical reason why the limit is set at 30 here.</p>

CMDE7

	<p>Further point - on behalf of Thames Travel we would like to have a bus stop at the Hadden Grove houses on Hadden Hill. While you are updating the TRO, it seems like an opportunity to move the 30mph gateway. The TRO says "all roads in Didcot", but the 30 gateway with signs and roundels is not currently at the Didcot boundary - the "Welcome to Didcot" sign is at the boundary as per the OS map, but the 30 gateway is the other side of Hadden Grove. I think this just requires moving the gateway, because the TRO already specifies all roads in Didcot.</p>
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