

Divisions affected: *Sonning Common*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

23 MAY 2024

SHIPLAKE: A4155 READING ROAD – PROPOSED 30MPH SPEED LIMIT EXTENSION

Report by Corporate Director for Environment and Place

RECOMMENDATION

The Cabinet Member for Transport Management is **RECOMMENDED** to:

- a) **Approve the extension to the existing 30mph speed limit on the A4155 Reading Road at Shiplake, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to extend the existing 30mph speed limit on the A4155 Reading Road at Shiplake, northwards by an additional 44 metres, as shown in **Annex 1**.
2. The proposals have been put forward as a result of the development of land at the former Wyevale Garden Centre for residential purposes, and the associated construction of a new access junction, with the likely increase in traffic in the area.

Financial Implications

3. Funding for consultation on the proposals (and implementation if approved) has been provided by the developers.

Legal Implications

4. The scheme has been developed as a result of discussions held involving the planning process, and in accordance with the relevant S106 agreement.

Equality and Inclusion Implications

5. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

6. The proposals would help improve road safety in the area, specifically for traffic exiting & entering the new development.

Formal Consultation

7. Formal consultation was carried out between 05 April and 03 May 2024. A notice was published in the Henley Standard newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, South Oxfordshire District Council, local District Cllr's, Shiplake, and Harpsden Parish Councils, and the local County Councillor representing the Sonning Common division.
8. 37 responses were received during the course of the formal consultation, comprising of 24 objections (65%), 11 in support (30%), and two non-objections.
9. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

Officer response to objections/concerns

10. Thames Valley Police expressed no objections to the proposals as advertised.
11. The development has 40 dwellings which markedly projects a significant traffic turning into the development: residents and delivery or service vehicles. The expected frequency and volume of traffic turning from a road with a short distance to a junction from a 50mph speed limit increases risk and severity of accidents.
12. Visibility splay considered in the assessment is at 30mph and that has significant impact of saving the trees. Maintaining the 50mph speed limit would affect vegetation along the same stretch for 160m to provide adequate visibility splay (i.e. extends beyond the proposed extension of the 30mph)
13. The 44m extension of the 30mph speed limit is to provide a safer approach to the junction as lower speed has low stopping distance in protection of cars turning right into the development.






Location of proposed gateways and 30/50mph speed signs.

Location of existing 30/50mph speed signs.

NOTES

- 1. This drawing to be read in conjunction with all relevant documents and specifications.
- 2. Dimensions are scalable for Planning purposes only.

KEY

-  Proposed extents of 30mph zone
-  Existing extents of 30mph zone
-  Existing extents of 50mph zone

DRAWING NO.: 8210674-6421
TRAFFIC REGULATION ORDER
EXTENSION OF 30MPH SPEED LIMIT
SCALE: 1:1,000 @ A3
REVISION: A1
DATE: 30/01/2024

ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) County Cllr, (Sonning Common division)	Object - This change has long been fought by the local community. Full details about objections are contained in planning application P22/S4613/MPO when a change was sought to the planning requirements. Both Shiplake and Harpsden PCs oppose the gateway feature and speed limit change, and I am in full agreement with them. The gateway feature is totally unnecessary and inappropriate given that the proposed location is outside the village. Moving the 30mph speed limit further north would erode the distinctiveness of the 50mph section of the road that importantly separates Henley from Shiplake.
(3) County Cllr, (Henley division)	Object – There is countryside between Henley and Shiplake which warrants the 50 limit and there is no reason to change.
(4) Shiplake Parish Council	Object - This change has long been fought by the local community. Full details about objections are contained in planning application P22/S4613/MPO when a change was sought to the planning requirements. Both Shiplake and Harpsden PCs oppose the gateway feature and speed limit change, and so does our County Councillor . The gateway feature is totally unnecessary and inappropriate given that the proposed location is outside the village. Moving the 30mph speed limit further north would erode the distinctiveness of the 50mph section of the road that importantly separates Henley from Shiplake.
(5) Harpsden Parish Council	Object - Harpsden parish Council see no need for this proposed extension of the 30 mph limit on the A4155 main road between Henley and Reading and object to it because it would impinge on the separation between Henley and both Harpsden and Shiplake in direct conflict with a primary objective of the Henley Harpsden Neighbourhood Plan

(6) Local Cllr ((Emmer Green, Phillimore Road)	<p>Object - The 30mph limit through Shiplake (rural location) is already 2.5km long . . . further extension would lead to frustrated drivers taking unnecessary risks in overtaking manoeuvres. Furthermore, the extended 30mph limit would increase the urbanisation boundaries of this rural location and, with SODC's record on housing numbers, probably lead to further housing development along this stretch of road.</p>
(7) Local resident, (Harpsden, Upper Bolney Road)	<p>Object - ng the sign further north, extends what may increasingly be considered to be an urban area and encroaches further on the rural countryside separa ng Shiplake from Henley. It may therefore result in promo ng further extensions of development towards Henley. So we would poten ally get both the fast moving traffic and even more development? Everyone overtakes me on the 30mph causing more danger and keep traffic moving</p>
(8) Local resident, (Lower Shiplake, Badgers Walk)	<p>Object - There really is no point in moving the 30mph speed limit sign. If it extends the Rural road as residential road it could well open up further development along the A4155. Shiplake is already over subscribed with all the new developments. Traffic in the mornings has become impossible and takes 20-30 minutes to go the 1.3 miles into Henley.</p>
(9) Local resident, (Lower Shiplake, Bolney Road)	<p>Object - The report already suggests there will be no difference to accident statistics. The location of the proposed gates implies an expanding Lower Shiplake. It is a separate group of villages from Henley on Thames and I object to any implied expansion into Henley.</p>
(10) Local resident, (Lower Shiplake, Bolney Road)	<p>Object - There is no need for a 30MPH speed limit extension. Where it currently lies is more than adequate. More of n issue is it the 30mph limit being adhered to.</p>

<p>(11) Local resident, (Lower Shiplake, Lowes Close)</p>	<p>Object - I am perplexed as to the point of this consultation as SODC have already rejected the developers request not to implement these changes. I object to the proposals to move the speed limit</p> <p>#the report from OCC's own traffic expert states that the splays for the new development are well sufficient without the need to move the speed limit</p> <p>#moving the speed limit puts more land within the restricted urban zone inviting further ribbon development along the road northwards towards Henley. This is against the development approaches agreed in the local neighborhood plan</p> <p>#the installation of the gates on either side of the road will require further vegetation/ tree loss on the west side of the road further urbanising the rural setting</p> <p>#given the speed of traffic on this road which is well in excess of 30mph despite the 30 mph speed limit, what difference is moving the speed limit 40 metres actually going to make. Since the roadway was improved by Taylor Wimpey as part of its Thames Farm development speed have probably increased. Monies for moving the speed limit could be better spent</p>
<p>(12) Local resident, (Lower Shiplake, Mill Lane)</p>	<p>Object - There are no safety reasons in the report and the WHO statistics are irrelevant generalisations. This will simply encourage additional urbanisation of Shiplake - enough is enough.</p>
<p>(13) Local resident, (Lower Shiplake, Reading Road)</p>	<p>Object - The change to the speed limit being moved further North will have no effect on Highway speeds. Indeed the case officers report says this already. Thus moving the speed limit is not only a waste of time, but it also carries with it additional perhaps unforeseen consequences. These are that by reducing the speed limit towards Henley even further north will bring about further residential and other development proposals in the green gap between Henley and Lower Shiplake.</p> <p>I would however be happy top see a 'Gateway' feature in the location where there is an existing sign marked 'Lower Shiplake' or perhaps a few metres further North of it ie perhaps 5 metres, to allow better visibility of the feature.</p>
<p>(14) Local resident, (Lower Shiplake, Baskerville Lane)</p>	

	<p>Object - The end of the existing 30mph limit is already to the north side of the entrance to the new development. This means that the entrance is protected by the existing speed limit. The road is straight at this point, so sight lines in both directions are acceptable.</p> <p>Moving the 30 mph limit is causing further creeping of urbanisation towards Henley on Thames and is unnecessary. This is also an unnecessary expense.</p>
(15) Local resident, (Shiplake, Bolney Road)	<p>Object - the current 30 mph already covers the appropriate area and any extension towards Henley is unnecessary as the road there is open countryside prior to the Tesco roundabout</p>
(16) Local resident, (Shiplake, Brocks Wat)	<p>Object - The 30mph limit starts just after the site as it goes into Shiplake. To extend it further towards Henley is unnecessary as visibility to and from the site is good and it will only increase the potential for urban sprawl towards Henley ruining the village of Shiplake's identity.</p>
(17) Local resident, (Shiplake, Crowsley)	<p>Object - Reduces the separation of Shiplake and Henley.</p>
(18) Local resident, (Shiplake, Crowsley Road)	<p>Object - The current line of 30mph to 50mph is in keeping with the rural road limit and any movement to merge Shiplake towards Henley would be detrimental to the village</p>
(19) Local resident, (Shiplake, Crowsley Road)	<p>Object - There are no road dangers to be resolved.</p> <p>The separation of Henley and Shiplake is important to Shiplake residents and making the 30 mile limit closers together impairs the separation.</p>
(20) Local resident, (Shiplake, New Road)	

	<p>Object - The proposal to introduce a speed limit along this stretch of rural road is unnecessary. I frequently use this road and am not aware of vehicles speeding There are no houses along this stretch of road and to urbanise what is basically a country road is illogical. Furthermore I am mindful that if it goes ahead it will just encourage further residential development leading effectively to Shiplake and Henley merging into one. I have never seen an accident along this stretch of road.</p>
<p>(21) Local resident, (Shiplake, Quarry Lane)</p>	<p>Object - Changing the limit from 50mph to 30mph previously turned a 'rural road' into a 'residential street' and has encouraged a huge amount of development (the Neighbourhood plan has consistently been ignored). Extending further would promote more development towards Henley and our Neighbourhood plan was unanimous in the desire to prevent Lower Shiplake village creeping towards either Henley or Shiplake Cross. Additionally, the 30mph is completely ignored by traffic and most stay at the 50mph limit anyway. I walked along the pavement on the A4155 just before the Memorial last week and it was terrifying. Traffic calming measure are what we need not signage shifted!</p>
<p>(22) Local resident, (Shiplake, Quarry Lane)</p>	<p>Object - Moving the sign further north, extends what may increasingly be considered to be an urban area and encroaches further on the rural countryside separating Shiplake from Henley. It may therefore result in further extensions of development towards Henley. This would potentially increase the fast moving traffic that ignores the speed limit anyway</p>
<p>(23) Local resident, (Shiplake , Brocks Way)</p>	<p>Object - The expansion of the 30mph further expands the perceived village boundary and fuels ribbon development of housing between Shiplake and Henley.</p> <p>The visibility on this section of road is excellent and can support the current 50mph speed limit and there is no justification to lower to 30mph other than to encourage the ongoing creep of urbanisation in this rural area.</p>
<p>(24) Local resident, (Shiplake, Crowsley Road)</p>	<p>Object - The proposed extension has no justification (the Highways Officer has noted that there are ample visibility splays) and will lead to the creeping urbanisation and blur the distinction between the rural village of Shiplake and the town of Henley-on-Thames</p>

(25) Local resident, (Shiplake, Bolney Road)	Object - I believe this is undesirable because the 50mph limit clearly designates a rural road separating Shiplake from Henley. A 30mph limit is indicative of a residential road and could encourage development of this stretch and a merging of the village with Henley.
(26) Local resident, (Lower Shiplake, The Beeches)	Support - The volume of traffic and the excessive speed of the majority of traffic makes this road very unsafe to cross. Many cars come out of the 50mph zone into the 30mph zone and fail to sufficiently slow before the residential areas... Extending the 30mph distance will hopefully encourage drivers to slow and thus making it a safer road to cross. I would support the entirety of this stretch of road being made a 30mph. I would also support speed enforcement signs and cameras.
(27) Local resident, (Lower Shiplake, The Beeches)	Support - As a residence of The Beeches it is particularly dangerous when crossing the road due to the speed of the vehicles.
(28) Local resident, (Shiplake, Reading Road)	Support - Coaches buses have good vehicles driving to 40 mph , even more , too dangerous and frightening.
(29) Local resident, (Shiplake, The Beaches)	Support - Observation of the A4155 near to the junction Station and Wyevale construction particularly at peak times and without the day will show pedestrians in grave danger of crossing the A4155. I suggest the council give this junction urgent attention to save lives.
(30) Local resident, (Shiplake, The Beeches)	Support - The reading road between near Bolney Lane and woodlands road is extremely dangerous. People walking dogs and mothers with children on bikes take their lives in their hands crossing this road. Not even the buses comply with 30mph speed limit. It is good to extend the speed limit of 30mph and increase the visibility of the speed limit.

	<p>However ensuring compliance is a major concern. Furthermore, crossing over reading road to get to station road is almost impossible to see oncoming traffic. This whole section of road requires reviewing.</p>
<p>(31) Local resident, (Shiplake, The Beeches. Shiplake)</p>	<p>Support - Cars, lorry's and especially busses travel at excess speeds. To pull out is dangerous and I live further down. Therefore for new houses is required for safety The prior 30 mph signs was hidden before by trees.</p> <p>However this stretch of road needs more calming measures than 30 mph signs. Needs road marked and electronic speed sign.</p>
<p>(32) Local resident, (Shiplake, Baskerville Lane)</p>	<p>Support - The A4155 is a race track at the best of times and feels dangerous to try to cross it as the cars speed so much.</p>
<p>(33) Local resident, (Shiplake, The Beeches)</p>	<p>Support - The traffic speeds through this part of the road. Traffic mostly going well over 50mph. All traffic calming provisions are towards Reading. The A 4155 by Bolney lane is appalling and needs attention fast! It is only a matter of time before there is a pedestrian knocked over</p>
<p>(34) Local resident, (Shiplake, The Beeches)</p>	<p>Support - I live on the A4155 and cars drive very fast on this road. Anything that helps slow them down would be good. I'm not sure if this extension will help that much.</p>
<p>(35) Local resident, (Shiplake, The Beeches)</p>	<p>Support - The road is a death waiting to happen</p>
<p>(36) Local resident, (Shiplake, The Beeches)</p>	<p>Support - Traffic much too fast. Speed limit not observed, even by public transport. Makes crossing of the road extremely dangerous and the kids feel unsafe walking along the path to the bus stop to school with big heavy vehicles flying past at speed.</p>

(37) Local resident, (Lower Shiplake, The Crescent)	No objection