

Division(s): Grove & Wantage

CABINET MEMBER FOR ENVIRONMENT – 7 JUNE 2018

A417 READING ROAD (CRAB HILL) - PROPOSED SPEED LIMITS AND ONE-WAY RESTRICTION

Report by Director for Infrastructure Delivery

Introduction

1. This report presents objections and comments received to a statutory consultation to lower speeds limits on the A417 Reading Road between Wantage and Lockinge, and to also introduce a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn.

Background

2. The above proposals have been put forward as part of the major development at Crab Hill adjacent to the A417 Reading Road. A plan showing the various proposals are provided at Annex 1.

Consultation

3. Formal consultation on the proposal was carried out between 26 April and 25 May 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, the Vale of White Horse District Council, Wantage Town Council, Ardington Parish Council and local County Councillors.
4. Three responses were received during the course of the consultation. Two objections to the one-way restriction and one non-objection. These are summarised at Annex 2.
5. There were no objections to the proposed speed limits.
6. Thames Valley Police objected to the one-way restriction as they considered it highly likely to be ignored and might also cause unnecessary confusion to drivers travelling east wishing to enter the lay-by. They also felt it would place an unnecessary burden upon them in terms of any future enforcement requests.
7. A member of the public thought that it was unnecessary to introduce the one-way restriction, due to the speed limits being reduced and the presence of a roundabout nearby, which they felt also helped slow traffic.

Response to objections and concerns

8. The proposed one-way restriction has been put forward primarily to address road safety concerns as without such a restriction in place there is a risk of front to back shunts between vehicles turning left out of the new site onto A417 and eastbound vehicles queuing behind a vehicle waiting to enter the western access to the layby. Furthermore, at busy times, any vehicle attempting to turn right into the layby might cause queuing traffic backing up past the new junction causing operational impact on the junction.
9. There is also an on-carriageway bus stop between the proposed new junction and the layby. At less busy periods vehicles making a passing manoeuvre around the bus might not be aware of a vehicle waiting to right into the layby. Consequently, the passing vehicle might be 'isolated' in the overtake until the right turning vehicle completed its manoeuvre.
10. A full closure would be controversial as laybys are increasingly being reduced and thus reducing the opportunities for HGV driver rest stops. The scheme has already closed one layby west of Wantage.
11. With respect to the restriction potentially being ignored, whilst this could possibly occur given the current circumstance it should be noted that due to the size of this development, the amount of use of the new junction and the increased traffic in this area of the A417, this area will not feel remote. This will also be emphasised by the re-engineering of the road (including footways and narrowings) and the lower speed limits. When the scheme is built out, there will be a much more urban feel to this section of road. This should in turn have a 'self-enforcing' contribution to the operation of the restriction.

How the Project supports LTP4 Objectives

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

Financial and Staff Implications (including Revenue)

13. Funding for the proposal is being provided by the developers of adjacent land while the appraisal of the proposals and consultation has been undertaken by county officers as part of their normal duties.

RECOMMENDATION

14. **The Cabinet Member for the Environment is RECOMMENDED to approve the implementation of lower speed limits on the A417 Reading Road between Wantage and Lockinge and also introduction of a one-way restriction within the layby on the A417, located west of the junction with the West Lockinge Turn as advertised.**

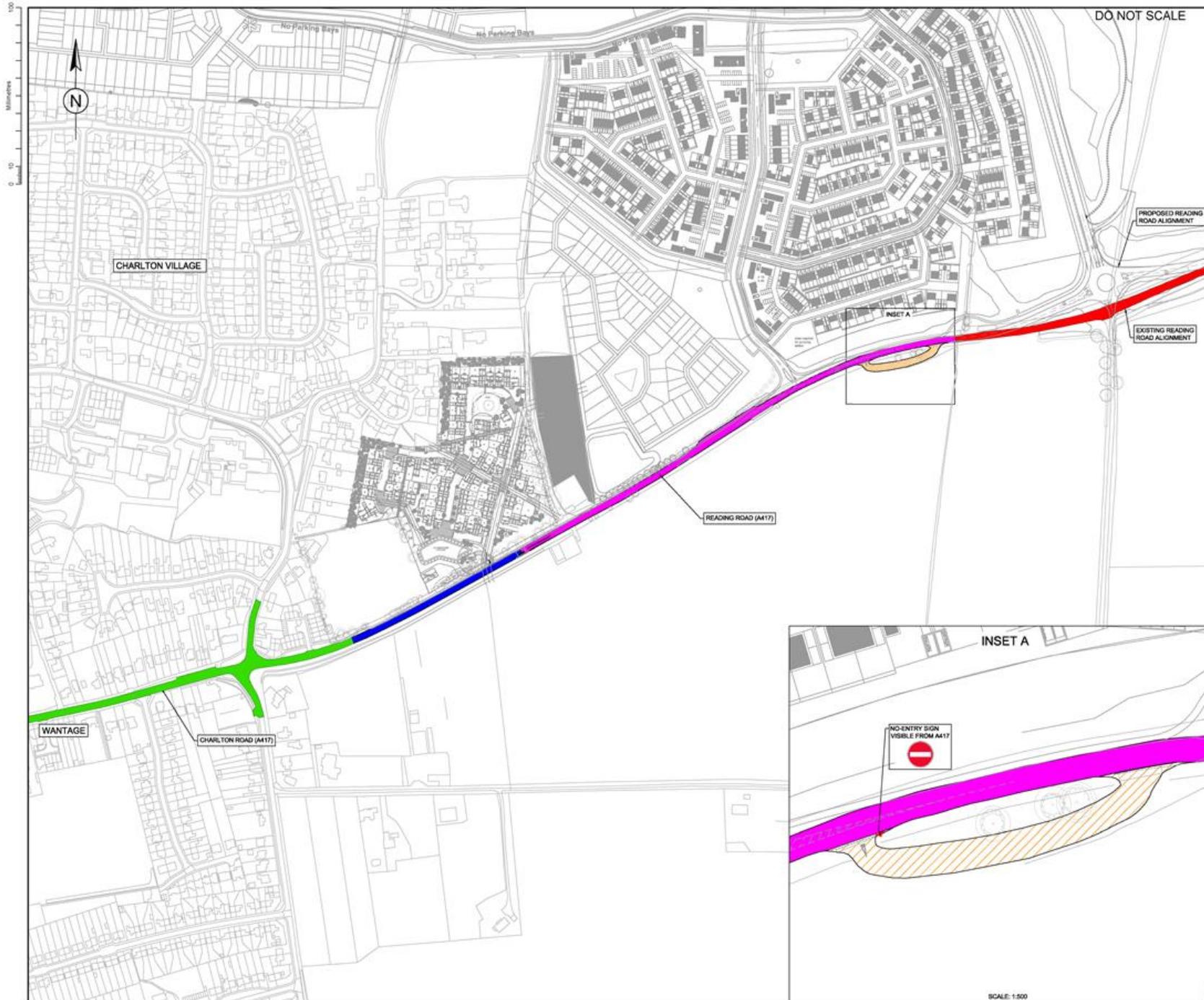
OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed speed limits
 Consultation responses

Contact Officer(s): Hugh Potter 07766 998704

May 2018

ANNEX 1



DO NOT SCALE

- KEY:**
- █ EXISTING 30mph (NO CHANGE)
 - █ EXISTING 50mph (SUBJECT TO FUTURE TRO)
 - █ EXISTING 50mph, PROPOSED 30mph
 - █ EXISTING 50mph, PROPOSED 40mph
 - EXISTING LAYOUT PROPOSED TO BE ONE-WAY

- NOTES:**
1. PHASE 1A LAYOUT HAS BEEN TAKEN FROM R254/SK260, DATED JAN 17 BY ST.MODWEN HOMES.
 2. MASTERPLAN PROVIDED BY OPEL: 170905-CrabHill-AW-DETAL-working
 3. OS BASE MAPPING HAS BEEN TAKEN FROM LANDS IMPROVEMENT DRAWING REFERENCE 'SITE PLAN' REV 02.

REV	006/18	HATCHING REMOVED & ROAD OUTLINES ADDED	MR	JJ	
REV	18/1/17	MASTERPLAN & JUNCTIONS ADDED	MR	JJ	
REV	08/1/17	FIRST ISSUE	WD	JJ	
Rev.	Date	Description	By	Drawn	App'd

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ST.MODWEN

Project Title
CRAB HILL, WANTAGE

Drawing Title
**READING ROAD (A417)
TRAFFIC REGULATION ORDER
LOCATION PLAN**

Scale	1:2000	Designed	HSMB	Drawn	HSMB	Checked	JJ	Authorised	JJ
Original Size	A1	Date	07/11/17	Date	07/11/17	Date	08/11/17	Date	08/11/17

Drawing Number: **5145720-ATK-TRO-CH-DR-C-0100** Revision: **P03**

SCALE: 1:500

RESPONDENT	SUMMARISED COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p><u>Speed Limits</u> – No objection</p> <p><u>One Way Restriction</u> – Objection - It has not be explained in any detail the rationale for this restriction. Placing such a restriction in such a remote location is highly likely to be ignored and may also cause unnecessary confusion to drivers travelling east wishing to enter the lay-by. Such restriction may also place unnecessary burden upon the police in terms of any enforcement request.</p> <p>Therefore, unless the restriction is engineered in order to become self-enforcing I object to this part of the wider proposals.</p>
(2) Vale of White Horse District Council	<p>No objection - the LPA do not have any comments to make at this stage.</p>
(3) Local Resident, (Truelocks Way, Wantage)	<p><u>Speed Limits</u> – No objection</p> <p><u>One Way Restriction</u> – Objection - Making the layby one way is a complete and total waste of money and effort. I cannot see the logic in it. The speed limit is being reduced, there is a roundabout to slow traffic, so why is this required?</p> <p>Please spend the money on fixing potholes instead of implementing unnecessary restrictions.</p>