

Divisions affected: Grove and Wantage

CABINET MEMBER FOR ENVIRONMENT – 25 FEBRUARY 2021

GROVE– DENCHWORTH ROAD AND CANE LANE – PROPOSED 30MPH SPEED LIMIT AND PROHIBITION OF MOTOR VEHICLES

Report by Interim Corporate Director Communities

RECOMMENDATION

1. The Cabinet Member for Environment is **RECOMMENDED** to approve the 30mph speed limit and prohibition of motor vehicles at Denchworth Road and Cane Lane as advertised.

Executive summary

2. Proposals for introducing a 30mph speed limit on Denchworth Road and a prohibition of motor vehicles at Denchworth Road and Cane Lane on parts of the existing highway being superseded by a new road layout as part of an approved major residential development were first consulted on in 2017 and approved as part of a package of wider highway works at the Cabinet Member for Environment Delegated Decisions meetings on 23 November 2017 and 8 March 2018. Due to delays in the developers progressing the 30mph speed limit and new road layout beyond the two years from the start of the previous consultation, a further consultation on the traffic regulation orders giving effect to these specific provisions is statutorily required and the responses to the latter are presented in this report .
3. .

Financial Implications

4. Funding for the proposals has been provided by the developers of adjacent land.

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 facilitate the safe movement of traffic.

Consultation

CMDE10

7. Formal consultation was carried out between 7 January and 5 February 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Vale of White Horse District Council, Grove Parish Council and the local County Councillor. Public notices were placed on site and letters also sent directly to approximately 250 properties in the immediate vicinity.
8. Nine responses were received during the formal consultation as summarised in the tables below:

Road	Object	Support	Concerns	No objection / opinion	Total
30mph Speed Limit	1 (11%)	3 (33%)	-	5 (56%)	9
Prohibition of Vehicles	1 (11%)	2 (22%)	2 (22%)	4 (45%)	9

9. The individual responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.

Response to objections and other comments

Proposed 30mph speed limit

10. Thames Valley Police objected on the grounds that they did not consider the level of roadside development currently warranted a 30mph speed limit. Expressions of support were received from Grove Parish Council and two members of the public. The Vale of White Horse District Council and Oxford Bus Company did not object
11. While noting the objection from the police, the proposed 30mph limit is considered appropriate taking account of the function (including for recreation) and character of the adjacent land when the development has been completed and noting that the 30mph was used as the design speed in the course of the detailed design work undertaken for the new road layout. In view of the latter it is not considered that a higher limit would be safe.

Proposed prohibition of motor vehicles

12. Thames Valley Police, the Vale of White Horse District Council and Oxford Bus Company did not object. Grove Parish Council supported.
13. One objection to the proposed revised road layout was received from a member of the public on the grounds that it would result in additional disturbance from traffic to residents of properties adjacent to the north side of Cane Lane. While it is accepted that residential development in the area will lead to additional traffic, the impact on existing residents has been significantly mitigated by the wider package of traffic calming measures already

CMDE10

implemented and the proposed revised road alignment removes motor traffic on part of Cane Lane adjacent to existing homes.

14. Concerns on the new road layout including design and type of junctions being proposed on road safety and traffic capacity grounds were expressed by two residents. While noting these, the layout has been subject to detailed checks including a road safety audit and are considered appropriate and in accordance with standard highway design practice taking account anticipated traffic flows.
15. Grove Parish Council also requested a controlled pedestrian crossing near to the junction of the Denchworth Road and the new junction to access the sports pitches. A similar request was also received from a member of the public. While this will be raised with the developer, as the crossing has not previously been identified as part of the approved package of highway works, no funding is, however, currently available.

JASON RUSSELL

Interim Corporate Director Communities

Annexes

Annex 1: Plan of proposed 30mph speed limit

Annex 2: Plan of proposed prohibition of motor vehicles

Annex 3: Consultation responses

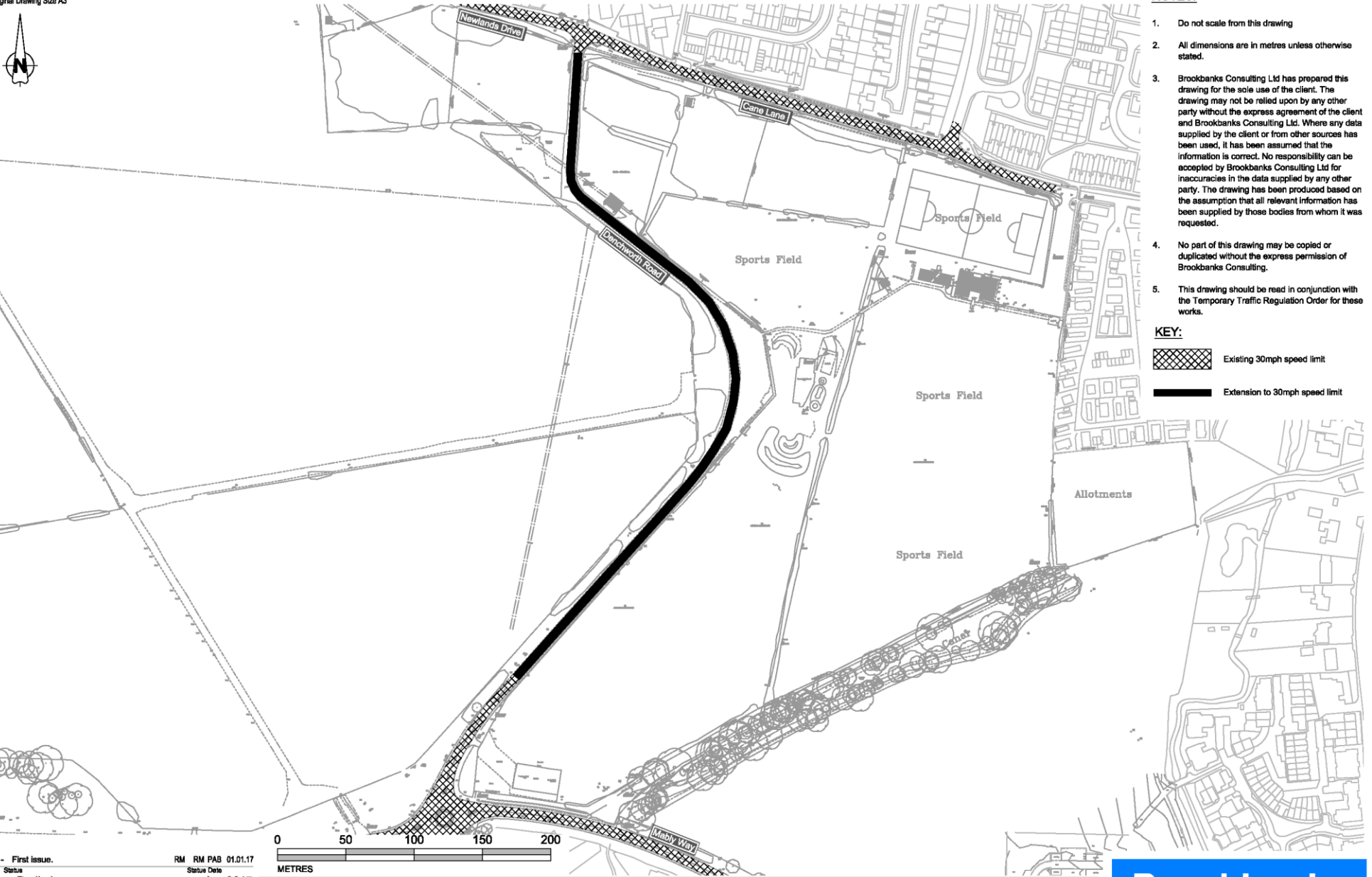
Contact Officers:

Hugh Potter 07766 998704

Ryan Moore 07557 082568

February 2021

Original Drawing Size A3

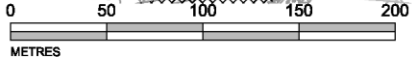


NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Temporary Traffic Regulation Order for these works.

KEY:

- Existing 30mph speed limit
- Extension to 30mph speed limit



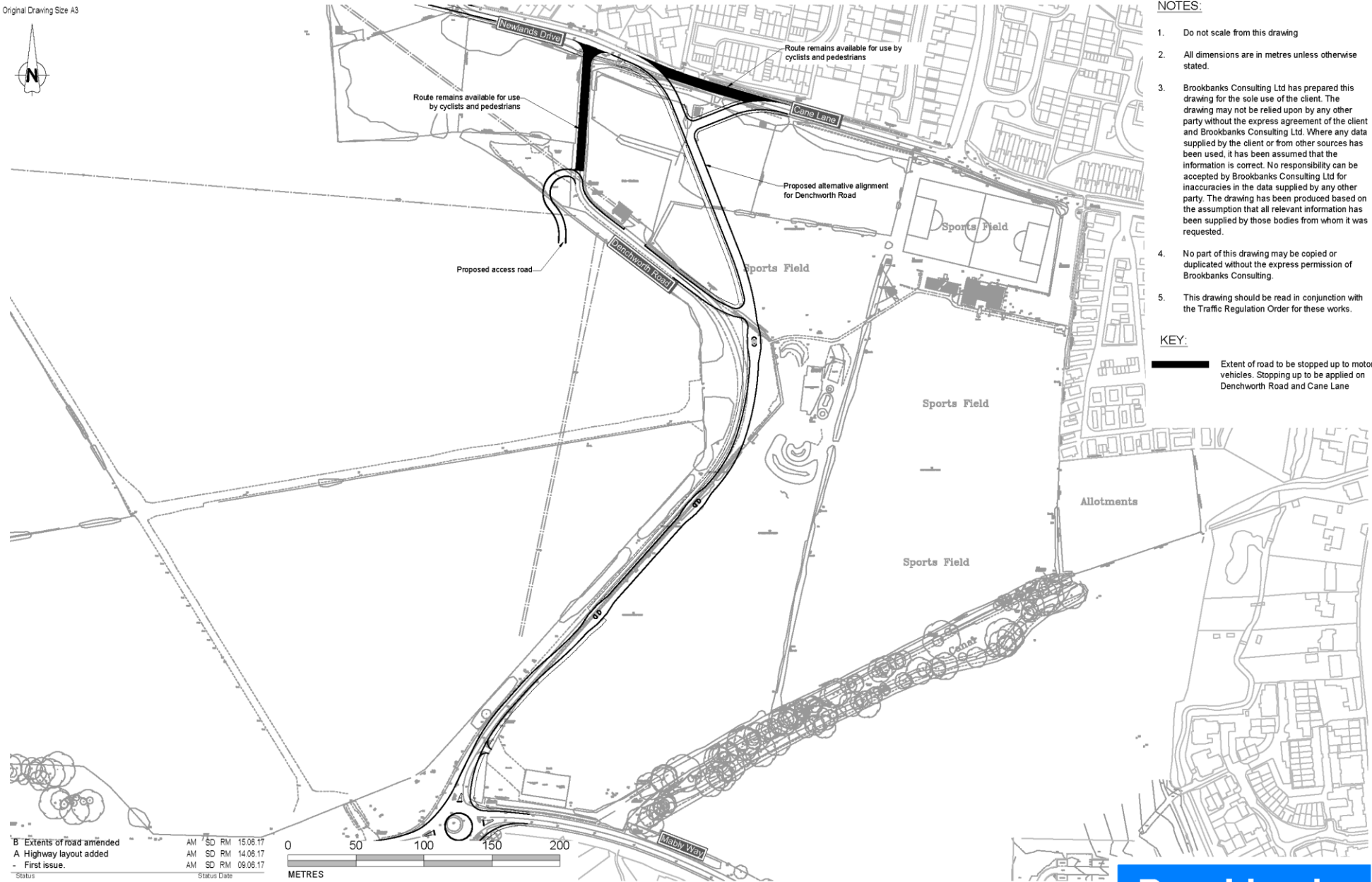
- First Issue.		RM	RM PAB	01.01.17
Status		Status Date		
Preliminary		Jan 2017		
Drawn	Checked	Date		
RM	RM	01/02/17		
Scale	Number	Rev		
1:2500	10383-050-001	-		



Grove Airfield
Denchworth Road
TTRO Plan

Brookbanks

6150 Knights Court, Solihull Parkway, Birmingham B37 7WY
Tel: (0121) 329 4330 Fax: (0121) 329 4331
www.brookbanks.com



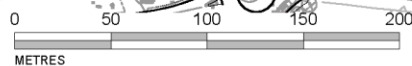
NOTES:

1. Do not scale from this drawing
2. All dimensions are in metres unless otherwise stated.
3. Brookbanks Consulting Ltd has prepared this drawing for the sole use of the client. The drawing may not be relied upon by any other party without the express agreement of the client and Brookbanks Consulting Ltd. Where any data supplied by the client or from other sources has been used, it has been assumed that the information is correct. No responsibility can be accepted by Brookbanks Consulting Ltd for inaccuracies in the data supplied by any other party. The drawing has been produced based on the assumption that all relevant information has been supplied by those bodies from whom it was requested.
4. No part of this drawing may be copied or duplicated without the express permission of Brookbanks Consulting.
5. This drawing should be read in conjunction with the Traffic Regulation Order for these works.

KEY:

Extent of road to be stopped up to motor vehicles. Stopping up to be applied on Denchworth Road and Cane Lane

B Extents of road amended	AM	SD	RM	15.06.17
A Highway layout added	AM	SD	RM	14.06.17
- First issue.	AM	SD	RM	09.06.17
Status	Preliminary			
Status Date	June 2017			
Drawn	Checked	Date		
SD	RM	09.06.17		
Scale	Number	Rev		
1:2500	10383-050-003	B		



Grove Airfield

Road Stopping Up
TRO Plan



0150 Knights Court, Solihull Parkway, Birmingham B37 7WY
Tel: (0121) 329 4330 Fax: (0121) 329 4331
www.brookbanks.com

RESPONDENT	COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Speed Limit – Object Prohibition of Vehicles – No objection</p> <p>Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc.</p> <p>No speed data has been received.</p> <p>The current speed of traffic is a reliable indicator of how acceptable a new speed limit would be. The recognized way of ascertaining this level of self-compliance is the 85th percentile speed. If the 85th percentile speed is 7mph or more over the proposed limit it is unlikely to be effective without other measures such as engineering or continual enforcement.</p> <p>There is a proven link between road environment/character and driver speed. Drivers’ must respect the need for a speed limit. If it is not accepted as realistic it will quickly be abused and be a source of constant demands for police action.</p> <p>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. The advice shown in Circular Roads 1/2013 states Speed Limit should not be used to attempt to solve the problem of isolated hazards, for example a single junction or reduced forward visibility.</p> <p>Experience shows that changing to a lower speed limit on its own will not necessarily be successful in reducing the speed of traffic by very much if the prevailing mean speeds are much higher than the proposed lower speed limit. If a speed limit is set too low and ignored then this could result in the majority of drivers criminalising themselves and could bring the system of speed limits into disrepute. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand</p>

CMDE10

	<p>on police resources. It is also important to set reasonable speed limits to ensure consistency across the country.</p> <p>Therefore, speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>It is unclear from the consultation documents the level of development/frontage that will appear along this section of road and timescales for that.</p> <p>Until that urbanisation is clear I would suggest consideration is given to a slightly higher speed limit than the one subject of these proposals.</p>
(2) Grove Parish Council	<p>Speed Limit – Support Prohibition of Vehicles – Support</p> <p>Grove Parish Council support a 30mph speed restriction in order to help prevent accidents on this very busy carriageway. Grove Parish Council would also like to see a controlled pedestrian crossing near to the junction of the Denchworth Road and the new junction to access the sports pitches.</p>
(3) Vale of White Horse District Council	<p>Speed Limit – No objection Prohibition of Vehicles – No objection</p> <p>Having reviewed the details of the scheme the Vale of White Horse District Council raises no objection.</p>
(4) Oxford Bus Company	<p>Speed Limit – No objection Prohibition of Vehicles – No objection</p>

CMDE10

<p>(5) Local Resident, (Grove)</p>	<p>Speed Limit – No opinion Prohibition of Vehicles – Object</p> <p>As a resident of Princess Gardens with my small 1 bedroom flat backing on to Newlands Drive it's relatively quiet, which obviously in turn improves my mental health. The closure of part of Cane Lane would cause a bottleneck with a larger amount of traffic including late night/early morning bus routes going past at all hours causing much distress. I beg you to reconsider.</p>
<p>(6) Local Resident, (Grove)</p>	<p>Speed Limit – No opinion Prohibition of Vehicles – Concerns</p> <p>I have a concern with the plans for the new junction with the realigned Denchworth Road as that is shown as a 'T' junction. I believe that this would be better as a small roundabout to assist with traffic flow, especially for those coming from Brereton Drive and wishing to go to Newlands Drive or Liberator Lane.</p> <p>I also believe that there should be a zebra (or similar) crossing at the south side of the new 'T' junction to assist with pedestrians crossing the Denchworth road as it is busy now and will only get busier in the future due with all the new housing.</p>
<p>(7) Local Resident, (Grove)</p>	<p>Speed Limit – No opinion Prohibition of Vehicles – Concerns</p> <p>On the original survey I completed some time ago I don't recall any mention of closing part of Denchworth road to motor traffic as part of clause 3 so at the time I agreed to that clause.</p> <p>However, I can see from the new documentation that part of the road will become a cycle path. Closing the road will add to internal congestion within the eastern part of Grove and in my opinion is a bad move. Access to Breton Drive will tend be from the northern end.</p> <p>The rather strange proposed dog leg arrangement of Denchworth road will add to traffic congestion. I'm assuming the move is a safety issue for children to get to the proposed secondary school. Can I suggest a formal cycle path running parallel to Denchworth road with traffic lights as required for cyclists would</p>

CMDE10

	<p>be a better option. No need for the complicated T junction.</p>
<p>(8) Local Resident, (Wantage)</p>	<p>Speed Limit – Support Prohibition of Vehicles – Support</p> <p>Denchworth Road and Newlands Drive is an important link for cycling between Wantage and Grove. Additionally, the route allows an alternative to the A338 for cyclists travelling north to villages like Denchworth, East and West Hanney and Charney Bassett. There is further potential for cyclists to continue to Buckland, Southmoor and beyond. During the first 2020 lockdown I noticed a boom in recreational cycling using the routes I have described. Clearly the worst part of the route is Denchworth Road. Additionally, a safer, quieter link between Grove and Wantage will encourage increased cycle use for active travel between the two communities.</p>
<p>(9) Local Resident, (Wantage)</p>	<p>Speed Limit – Support Prohibition of Vehicles – No opinion</p> <p>It seems that many drivers are unaware or forget that Newlands Drive is in a 30mph zone. Maybe in the past we've regarded it as a virtual by-pass to the built-up area to the south and east. So I support traffic calming there - or a speed camera! And I suggest that a few 30mph signs attached to lamp posts would be helpful and inexpensive.</p> <p>Suggestions:</p> <ol style="list-style-type: none"> 1. Savile Way shops: There is nothing at all to indicate the existence of the Savile Way shops to passing motorists or tradespeople, or to new residents of there are many. Especially now that the community news is suspended because of the pandemic, would it not be possible to put up a sign pointing to the shopping centre? Local shops need all the support they can get. 2. Bus stops: Now that the bus comes along Newlands Drive and there are two stops, should the stopping places not be clearly marked, with crosshatching or double yellow lines to stop them being used for parking cars?