

Divisions affected: *Goring*

## **CABINET MEMBER FOR HIGHWAY MANAGEMENT – 26 MAY 2022**

### **WOODCOTE: READING ROAD – PROPOSED EXTENSION OF 30MPH SPEED LIMIT AND BUS STOP CLEARWAY**

Report by Corporate Director, Environment and Place

#### **RECOMMENDATION**

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve as advertised the proposed extension of the 30mph speed limit and bus stop clearways on Reading Road as advertised.

#### **Executive summary**

2. This report presents responses received to a statutory consultation on proposals to extend the 30mph speed limit on the Reading Road at Woodcote as shown in **Annex 1** as a result of adjacent development.

#### **Financial Implications**

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund the extension of the limit if approved.

#### **Equality and Inclusion Implications**

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

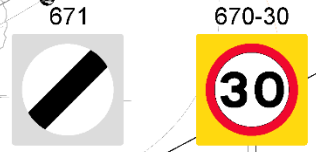
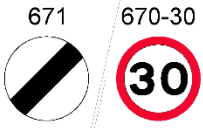
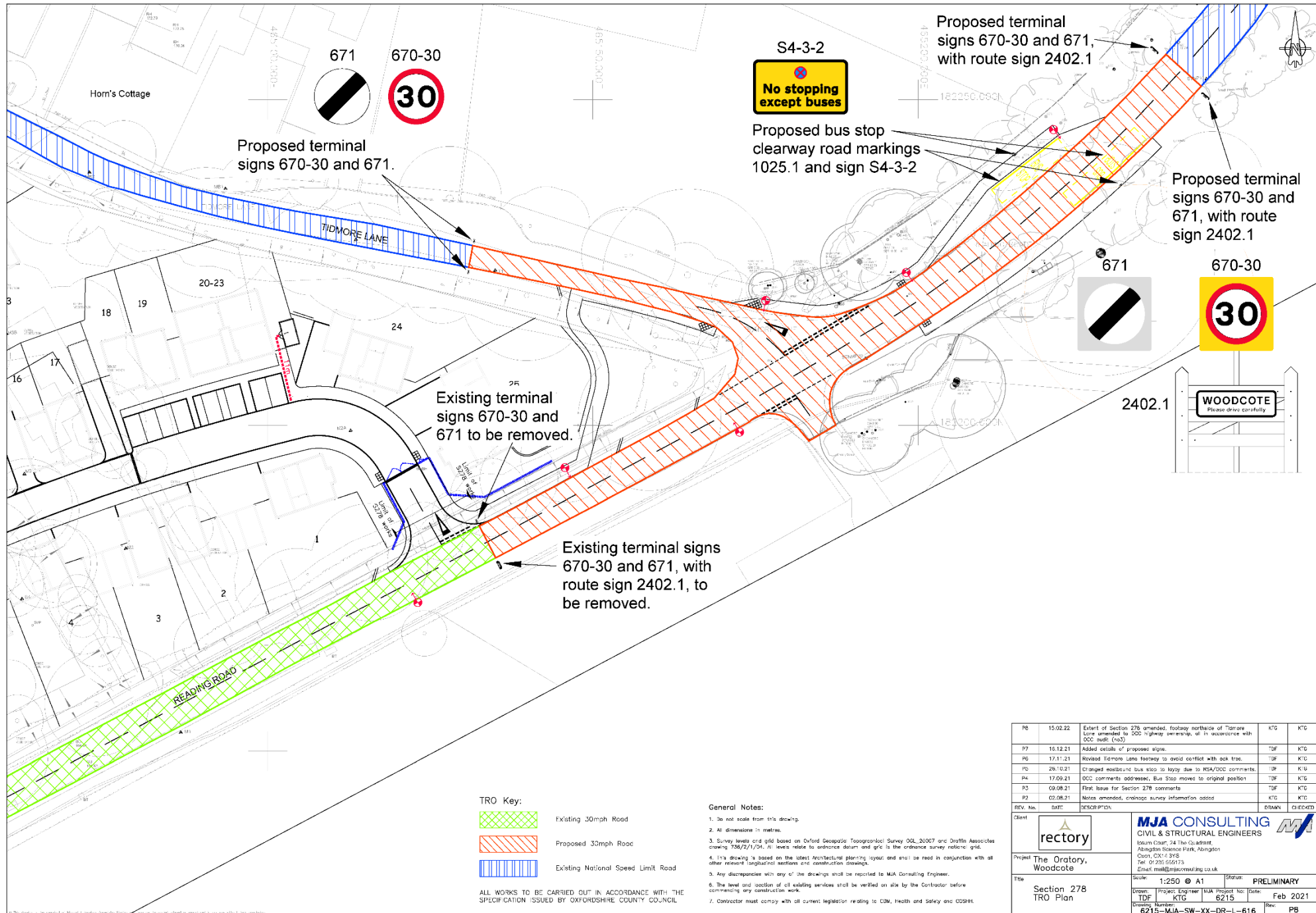
#### **Sustainability Implications**

5. The proposals would help facilitate walking and cycling and the safe movement of traffic.

#### **Consultation**

6. Formal consultation was carried out between 14 March 2022 and 01 April 2022. A notice was published in the Henley Standard newspaper and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Woodcote Parish Council, South Oxfordshire District Council, and the local County Councillor representing the Goring division.





- TRO Key:**
- Existing 30mph Road
  - Proposed 30mph Road
  - Existing National Speed Limit Road

- General Notes:**
1. Do not scale from this drawing.
  2. All dimensions in metres.
  3. Survey levels and grid based on Oxford Geospatial Topographical Survey OGL 20067 and Drafts Associates drawing 055/2/1/24. All levels relate to ordnance datum and grid is the ordnance survey reference grid.
  4. This drawing is based on the latest Architectural planning layout and shall be read in conjunction with all other relevant longitudinal sections and construction drawings.
  5. Any discrepancies with any of the drawings shall be reported to MJA Consulting Engineer.
  6. The level and location of all existing services shall be verified on site by the Contractor before commencing any construction work.
  7. Contractor must comply with all current legislation relating to CDM, Health and Safety and COSHH.

ALL WORKS TO BE CARRIED OUT IN ACCORDANCE WITH THE SPECIFICATION ISSUED BY OXFORDSHIRE COUNTY COUNCIL

PR	15.02.22	Extent of Section 278 amended, footway northside of Tidmore Lane amended to 300 highway overhang, all in accordance with OCC audit (no.3).	KTC	KTC
PR	16.12.21	Added details of proposed signs.	TDF	KTC
PR	17.11.21	Revised Tidmore Lane footway to avoid conflict with oak tree.	TDF	KTC
PC	26.10.21	Changed eastbound bus stop to layby due to HSA/OCC comments.	TDF	KTC
PC	17.09.21	OCC comments addressed, Bus Stop moved to original position.	TDF	KTC
PR	03.08.21	Final issue for Section 278 comments.	TDF	KTC
PR	02.08.21	Notes amended, overnight survey information added.	KTC	KTC
REV. No.	DATE	DESCRIPTION	DESIGNED	CHECKED

 Client: The Oratory, Woodcote	 MJA CONSULTING CIVIL & STRUCTURAL ENGINEERS 100m Court, 24 The Quadrant, Abingdon Business Park, Abingdon Oxon, OX14 3YS Tel: 01235 659173 Email: mja@mjaconsulting.co.uk	
	Title: Section 278 TRO Plan	Scale: 1:250 @ A1
Drawn: TDF Project Engineer: KTC Drawing Number: 6215-MJA-SW-XX-DR-L-616	Project No: 6215 Date: Feb 2021	Rev: PB

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Individual, (Oxford, Rymers Lane)	<p>30mph speed limits - <b>Object</b>            Bus-stop clearways - <b>No opinion</b></p> <p>Statement of reasons doesn't provide any explanation of why the introduction of a new junction here requires a 50% cut in speed limit.</p>
(3) Individual, (Essex)	<p>30mph speed limits - <b>Concerns</b>            Bus-stop clearways - <b>Concerns</b></p> <p>Is this another attack on drivers? or an attempt to make roads safer? who knows anymore.</p>
(4) Local Resident, (Woodcote, Reading Road)	<p>30mph speed limits - <b>Concerns</b>            Bus-stop clearways - <b>Concerns</b></p> <p>The speed limit on Reading Road around the schools, library, community centre and village should be 20mph. The traffic is very heavy and vehicles approaching Reading Road from the A 4074 enter at speeds far in excess of 30mph. It is dangerous</p>
(5) Local Resident, (Woodcote, Bensgrove Close)	<p>30mph speed limits - <b>Concerns</b>            Bus-stop clearways - <b>Support</b></p> <p>Why just part of Tidmore lane? This is a narrow quiet road much used by walkers without any footpaths either side. To have a 60-mile limit to any part of the lane is highly dangerous.</p>

	<p>In my opinion the lane should be a 30 or ideally 20 mile per hour limit it's entire length.</p>
<p>(6) Local Resident, (Woodcote, Wittenham Close)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>Tidmore Lane is a single-track road and as such I believe that the entire of it should be made into a 30mph limit, not just the proposed section. It is completely unsuitable for travelling at above 30mph due to the risk of a head-on collision with other vehicles. Also the road is already used by numerous cyclists and pedestrians already, who are also at risk from vehicles travelling at excessive speed; pedestrian and cyclist use of this road could potentially increase with the completion of the Rectory Homes/Chiltern Rise development.</p> <p>I also support the proposal for the additional 30mph stretch on Reading Road as this will make it safer for pedestrians and cyclists who currently use the road; the stretch of it that is currently 60mph encourages vehicles to speed when entering the village as it is such a short stretch.</p> <p>The layby's for the buses are also a good idea to improve traffic flow for the area.</p> <p>Perhaps you (if responsible for footpath installation?) might also consider installing a footpath from the Tidmore Lane entrance to the top of Greenmore to allow pedestrians to safely walk into the village from the Rectory Homes/Chiltern Rise Housing Development site? At the moment pedestrians would have to walk in the road or along the verge, which is not always possible or practical (e.g. for wheelchairs, pushchairs, those with limited or impaired balance or accompanied by young children), and can hardly be considered safe, so these people may end up driving into the village instead of walking; a footpath here would encourage people to walk into the village because they would have a safe footpath to use and therefore reduce the number of cars travelling into the village needlessly.</p>
<p>(7) Local Resident, (Woodcote, Reading Road)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>Support reduction of speed limit on these roads. In fact, the WHOLE of Tidmore Lane should be reduced to 30mph. A national speed limit for a single width byway, with no pavement or lighting is an accident waiting to happen.</p>

<p>(8) Local Resident, (Woodcote, West Chiltern)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>The current speed limit of 60mph on Tidmore Lane is nonsensical given it's a single-track lane. Indeed, the whole length of it should be 30mph not just the proposed section leading to Reading Road. Also extending the 30mph limit on Reading Road makes perfect sense given the new housing development and its proximity to Langtree and the Oratory schools.</p>
<p>(9) Local group/organisation, (Woodcote, Reading Road)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>The road is too busy. It has two schools where footfall is high at the start and end of the school day. It is the main route through to the village when you turn off the A4074 from the Reading direction. A garden centre, village hall and shop all add parked cars to the traffic troubles. A slower speed limit all the way down this road would be very sensible anyway, regardless of the new housing! However, with new housing now bordering the end of the lane beyond Tidmore Lane, definitely this will save accidents.</p>
<p>(10) Local Resident, (Woodcote, Greenmore Road)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>I think it is a good idea to impose a speed limit, particularly in regard to the new housing development on Reading Road.</p>
<p>(11) Local Resident, (Woodcote, Oakdene)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>If the whole section is 30mph drivers are less likely to continue to drive at such high speed passed the new development. At the moment people can arrive at the 30mph section at 60mph and then. It slows significantly.</p>

<p>(12) Local Resident, (Woodcote, Behoes Lane)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>New housing in this area means there will be more traffic generally and more cars trying to access these roads to and from the new houses. Also, children may be walking to and from the new houses up to the schools, library or playground.</p>
<p>(13) Local Resident, (Woodcote, Croft Way)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>We regularly walk/run on the section of road you are talking about and are concerned for our safety on these sections of road when doing so.</p>
<p>(14) Local Resident, (Woodcote, Goring Road)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>I support all traffic calming measures in Woodcote but see them as pointless unless there is some enforcement of speed limits. I live on Goring Road which is 30mph but regularly see cars driving at 50mph. I would prefer to see measures that actually slow cars down rather than speed limits that will not be adhered to.</p>
<p>(15) Local Resident, (Woodcote, Goring Road)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>The whole of Tidmore lane should be 30mph. I'd support a reduced limit round bus-stops, but how are the limits to be enforced?</p>
<p>(16) Local Resident, (Woodcote, Red Lane)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>The speed through the village needs to be controlled.</p>

<p>(17) Local Resident, (Woodcote, Croft Way)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>Increased road safety for the people of Woodcote</p>
<p>(18) Local Resident, (Woodcote, Croft Way)</p>	<p>30mph speed limits - <b>Support</b> Bus-stop clearways - <b>Support</b></p> <p>As a regular walker, I am very concerned about the speed of traffic in this part of the village. Increases in housing and the inevitable increase in the number of cars and car journeys, require more traffic 'calming'/controlling measures before someone is seriously hurt (or worse)!</p>