

Divisions affected: *Hendreds and Harwell*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT –
16 DECEMBER 2021**

**HARWELL – GROVE ROAD: PROPOSED TRAFFIC CALMING
BUILD OUTS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the flat top road humps at Grove Road Harwell at the following locations:
 - a) approximately 27 metres north west of its junction with Manor Green, to include an uncontrolled Pedestrian crossing point;
 - b) approximately 60 metres south east of its junction with The Croft.

Executive summary

2. This report presents responses received to a statutory consultation on the proposed provision of flat top road humps at Grove Road Harwell as shown at Annexes 1 and 2 to help achieve better compliance with the 20mph speed limit already in place.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will also fund construction 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 within the village and safe movement of traffic.

Consultation

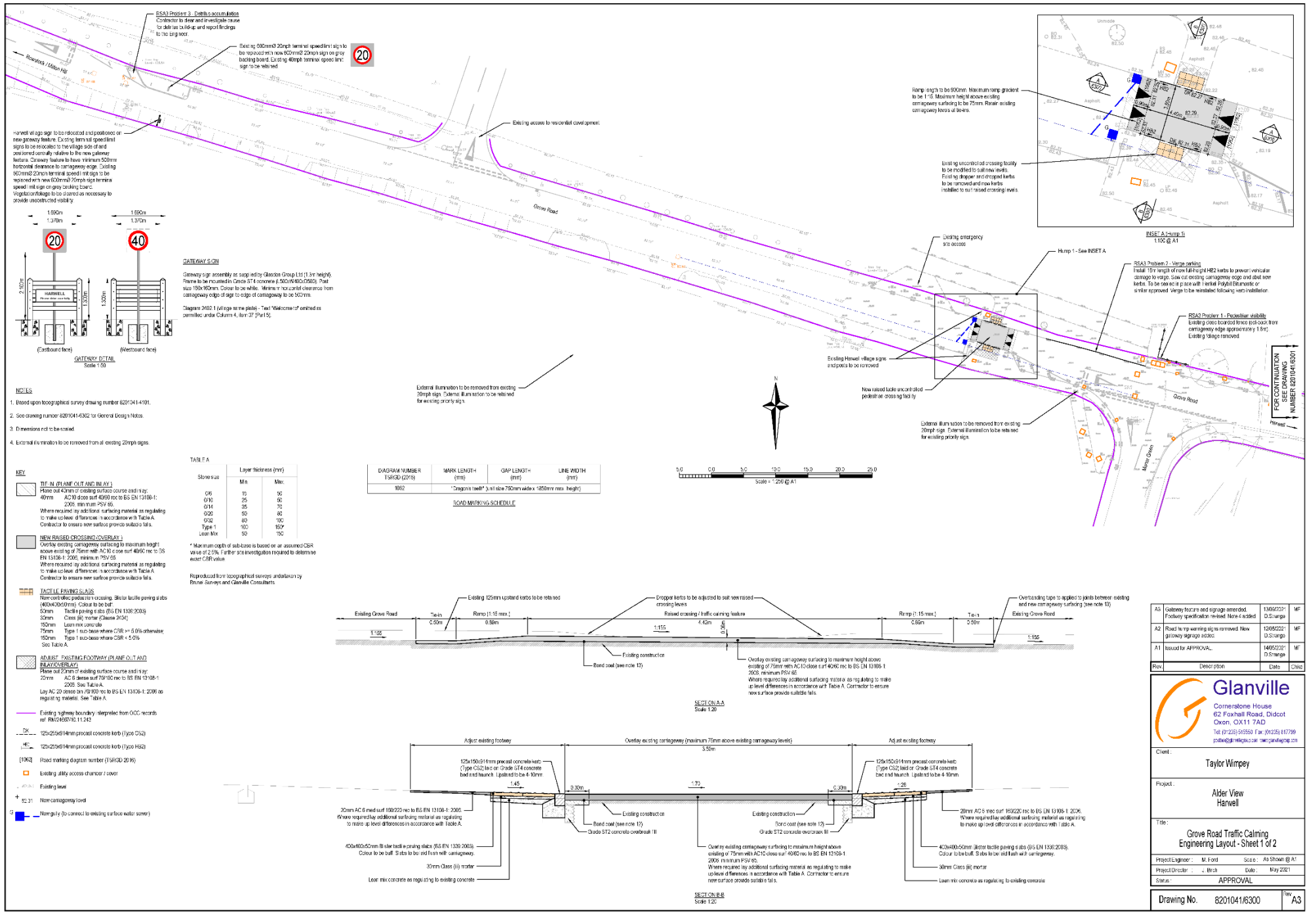
6. Formal consultation was carried out between 26 August and 17 September 2021. A notice was published in the Oxford Times newspaper and an email sent to statutory consultees including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, the Vale of the White Horse District Council, Harwell Parish Council, and local County Councillor. Letters were also sent directly to approximately 30 properties within the immediate vicinity and street notices placed on site.
7. Twenty-nine responses were received during the formal consultation. Four objections, seven expressions of concern, sixteen in support and two non-objections. The responses are shown at Annex 3 with copies of the original responses available for inspection by County Councillors.
8. Thames Valley Police and the Vale of White Horse District Council did not object.
9. Harwell Parish Council welcomed the proposed Grove Road improvements and asked that speed is monitored after installation and further work done if necessary.
10. Four objections were received from members of the public - two of them residents of Harwell. The grounds for objection included the lack of need for the proposed measures, concerns over the road surface and the narrow width of the road and that alternative measures – such as a vehicle activated sign - would be more appropriate on environmental grounds. Also noting concerns over noise and emissions as vehicles slow to pass over the proposed calming and then accelerate.
11. Noting the above, the concerns over the condition and width of the road are outside the scope of the scheme that has planning permission. Furthermore it is not possible to widen the road due to the available highway land without removing the footway all together. The speed humps will further reduce the speed of vehicles and thus make this road safer for pedestrians and control the speed of traffic throughout the entire day. A vehicle active sign would not provide the same level of speed reduction as physical traffic calming and this is the reason humps have been proposed. A noise survey on the proposals has taken place with no significant increase in noise anticipated.
12. A further six responses from members of the public cited concerns. These were, however, primarily focussed on the need for additional measures to reduce risks to road users including pedestrians and cyclists rather than objections to the proposals themselves. The focus of these concerns was the part of Grove road west of the current proposals.
13. Expressions of support were received from sixteen members of the public with the great majority of those confirmed as local residents.

Corporate Director, Environment and Place

Annexes Annex 1-2: Consultation Plans
 Annex 3: Consultation responses

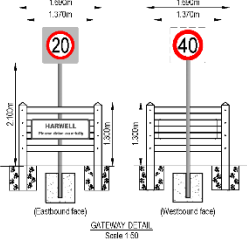
Contact Officers: Tim Shickle 07920 591545
 Ryan Moore 07557 082568

December 2021



RSAG Problem 3 - Debris accumulation
Contractor to clear and maintain route for debris on built-up and road footings to the end wall.

Harvest village signs to be relocated and positioned on new gateway feature. Existing farm all speed limit signs to be relocated to the village side of road positioned centrally relative to the new gateway feature. Gateway feature to have minimum 500mm horizontal clearance to carriageway edge. Existing 500mm x 200mm terminal speed limit signs to be replaced with new 600mm x 200mm sign terminals. All signs on grey backing. Local vegetation to be removed as necessary to provide unobstructed visibility.



GATEWAY SIGN
Gateway sign assembly as supplied by Glasdon Group Ltd (1.3m height). Panels to be mounted in Ceres ST4 concrete (S20, W80, D200). Panel size 150x100cm. Colour to be white. Minimum horizontal clearance from carriageway edge of sign to edge of carriageway to be 500mm.
Diagram 2402-1 (all signs on the panel) - Text 'Welcome' or combined as permitted under Column 4, Item 37 (P145).

- NOTES**
- Based upon topographical survey drawing number 8201041-4101.
 - See drawing number 8201041-6302 for General Design Notes.
 - Dimensions not to be scaled.
 - External illumination to be removed from all existing 20mph signs.

- KEY**
- T/F N (PLUMF OUT AND LINE A.Y.)**
Plane out 40mm of existing surface course and lay:
40mm AC 1000mm surf 4000 to BS EN 13108-1:2005, minimum PSV 55.
Where required by additional surfacing material as required to make up level differences in accordance with Table A. Contractor to ensure new surface provides suitable falls.
 - NEW RAISED CROSSING OVERLAY**
Overlay existing carriageway surfacing to maximum height above existing of 75mm with AC10 close surf 4000 to BS EN 13108-1:2005, minimum PSV 55.
Where required by additional surfacing material as required to make up level differences in accordance with Table A. Contractor to ensure new surface provides suitable falls.
 - TACTILE PAVING SLABS**
Non-contrastive polystyrene casting. Bicolor tactile paving slabs 400x400x20mm. Colour to be buff.
50mm Tactile paving slabs (BS EN 13308:2003).
30mm Class III mortar (Classa 25/4).
150mm Lean mix concrete.
75mm Type 1 sub-base where CBR >= 5.0% otherwise 150mm Type 1 sub-base where CBR < 5.0%.
See Table A.
 - ADJUST EXISTING FOOTWAY (PLUMF OUT AND)**
 - RAISED OVERLAY**
Plane out 20mm of existing surface course and lay:
20mm AC 8 dense surf 7000 to BS EN 13108-1:2005. See Table A.
Lay AC 20 dense surf 1000 to BS EN 13108-1:2005 as required by materials. See Table A.
 - Existing highway boundary (derived from OGC records ref. RM/2465070.11.242)
 - 125x25x50mm precast concrete kerb (Type CS2)
 - 125x25x50mm precast concrete kerb (Type H62)
 - 1000 Road marking diagram number (15K30 20 W)
 - Existing ability access channel / cover
 - Existing level
 - + 92.21 Non-carriageway level
 - Non-rigidity (to connect to existing surface water sewer)

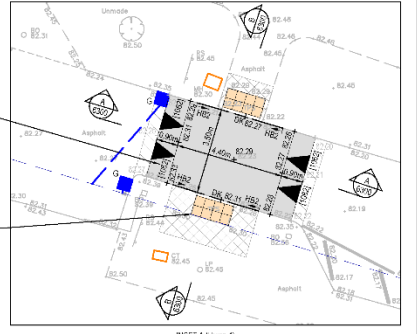
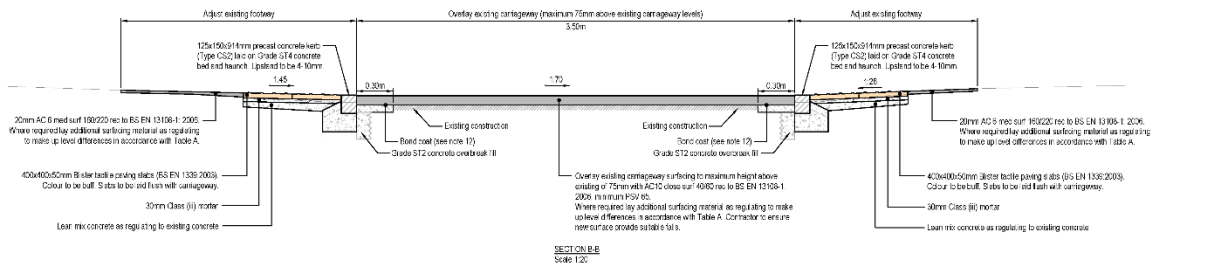
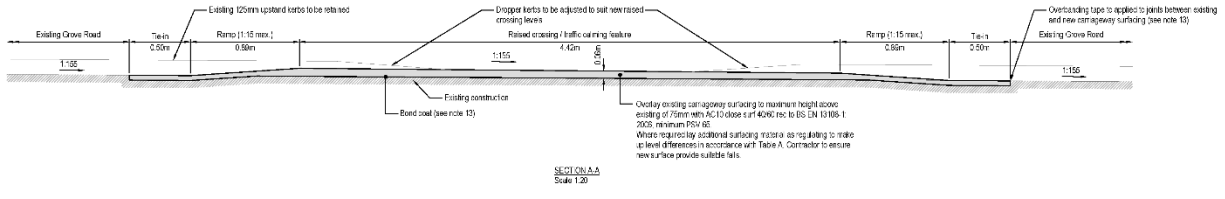
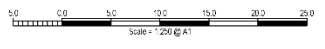
TABLE A

Show as	Layer thickness (mm)	
	Min	Max
0/6	15	50
0/10	25	50
0/14	35	70
0/20	50	80
0/32	80	100
Type 1	100	150
Lean mix	50	150

* Maximum depth of sub-base to be based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value.

ROAD MARKING SCHEDULE

DIAGRAM NUMBER (15K30)	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
1002	200mm (white)	100mm (white)	100mm (white)



Hump signs to be 600mm. Maximum ramp gradient to be 1:15. Maximum height above existing carriageway surface to be 75mm. Road width over carriageway to be 4.0m.

Existing emergency site access to be modified to suit new levels. Existing drainage and dropped kerbs to be removed and new kerbs installed to suit raised crossing levels.

Existing emergency site access

Hump 1 - See INSET A

RSAG Problem 2 - Verge parking
Install 10m length of new 1.8m high HED kerbs to prevent vertical storage verge. Saw cut existing carriageway edge and abutment kerbs. To be seen in place with 1 vertical PostNet (B) message or similar approved. Verge to be reinstated following verification.

RSAG Problem 1 - Footpath stability
Existing cross kerb and kerb foot-cast from carriageway edge approximately 1.0m. Existing slope removed.

FOR CONTINUATION SEE DRAWING NUMBER CONTINUATION

Rev.	Description	Date	Checked
A5	Gateway features and signage amended. Footway specification revised. None added.	13/05/2021	MF
A2	Road marking signs to be removed. New gateway signage added.	12/05/2021	MF
A1	Issued for APPROVAL.	14/05/2021	MF

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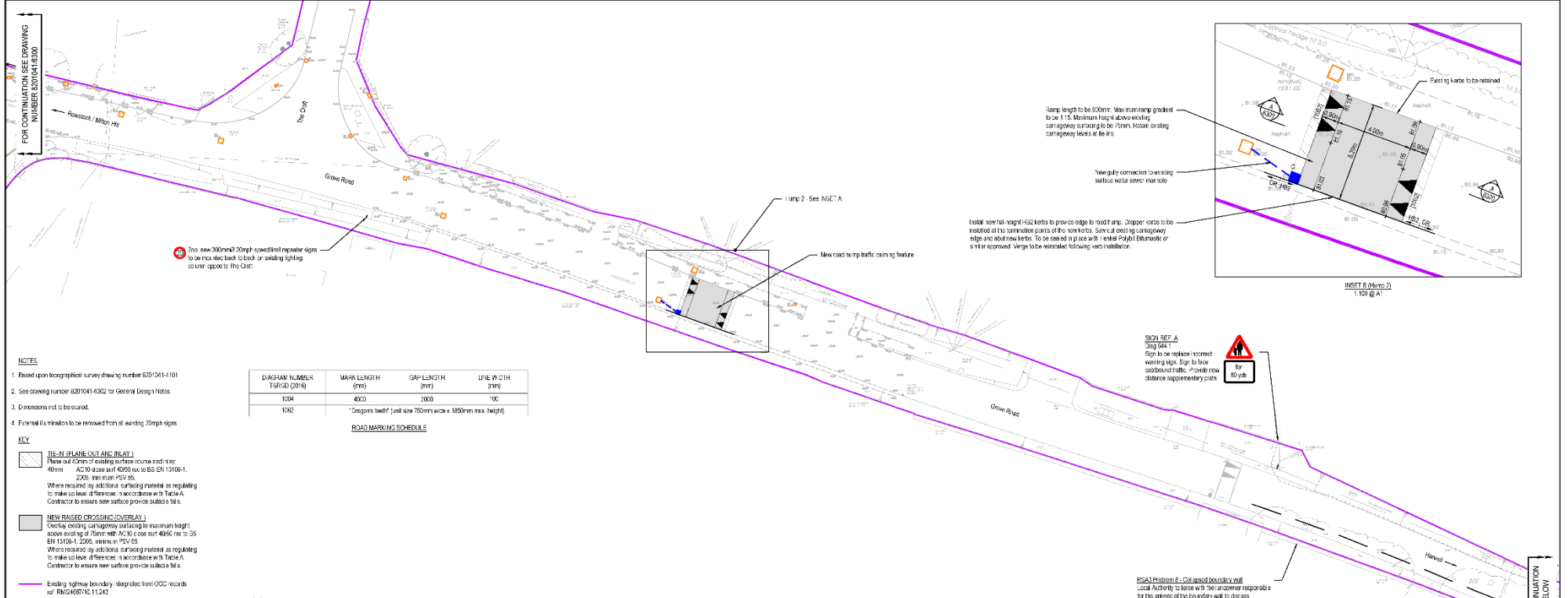
Project: Alder View Harwell

Title: Grove Road Traffic Calming Engineering Layout - Sheet 1 of 2

Project Engineer: M. Ford Scale: As Shown @ A1
Project Director: J. Birch Date: May 2021

Status: APPROVAL

Drawing No. 8201041/6300 Rev A3



- NOTES**
1. Read upon topographical survey drawing number 8201041-101
 2. See drawing number 8201041-6302 for General Design Notes
 3. Dimensions not to be scaled.
 4. External illuminators to be removed from all existing 20mph signs

DIAGRAM NUMBER (TSRD) (2018)	MARK LENGTH (mm)	GAP LENGTH (mm)	LINE WIDTH (mm)
10A	400	2000	100
10B	Dragon's Teeth (unit size 750mm wide x 1800mm max height)		

ROAD MARKING SCHEDULE

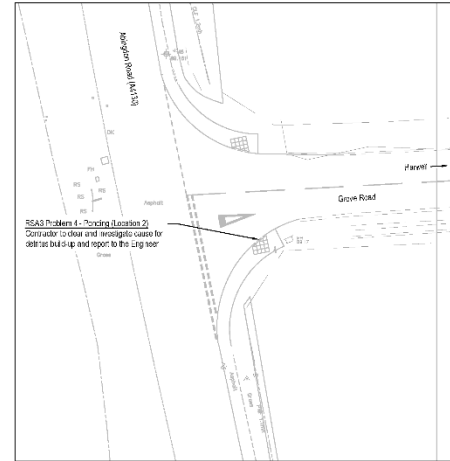
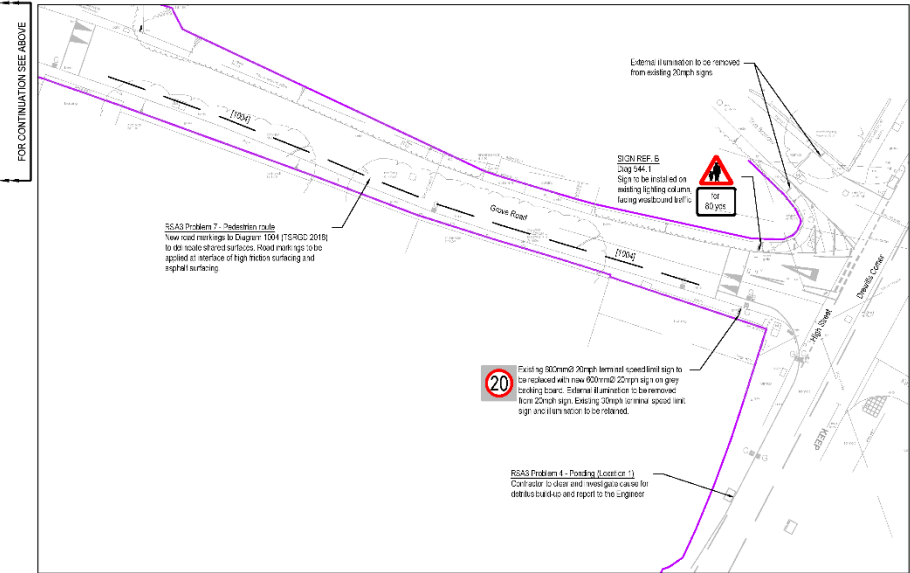
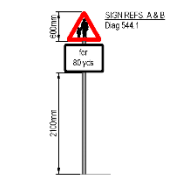
- KEY**
- 11E-N PLATE-CURB AND INLAY:
 - Plate out 40mm of existing surface course and inlay 40mm AC to depth and 4050 rec to BS EN 13106-1, Z205, 10mm min PS1/55.
 - Where required by additional surfacing material as regulating to make correct difference in accordance with Table A. Contractor to ensure new surface profile surface is flat.
 - NEW BASED CROSSING (OVERLAY):
 - Overlay existing carriageway surfacing to maximum height above existing of 70mm with AC to a top surf 40/60 rec to BS EN 13106-1, Z205, 10mm min PS1/55.
 - Where required by additional surfacing material as regulating to make correct difference in accordance with Table A. Contractor to ensure new surface profile surface is flat.
 - Existing highway boundary (stop line from OCC records ref: RM2450762.Y1242)
 - DK: 125x25x50 14mm precast concrete kerb (Type C32)
 - H: 125x25x50 14mm precast concrete kerb (Type H32)
 - (10'3): Road marking diagram number (TSRD 2018)
 - Existing utility access chamber / cover
 - Traffic sign (non-illuminated)
 - Existing level
 - + 82.31: New carriageway level
 - Nonrigid (to connect to existing surface water sewer)

TABLE A

Slope ratio	Layer thickness (mm)	
	Min	Max
0/6	15	50
0/12	25	50
0/14	35	60
0/22	50	80
0/32	80	100
Type 1	100	150
Lean Mix	50	75

* Maximum depth of sub base is based on an assumed CBR value of 2.5%. Further site investigation required to determine exact CBR value.

Reproduced from topographical surveys undertaken by Brian Searcy and Glanville Corbett Ltd.



Rev.	Description	Date	Checked
A4	20mph speed limit repeater signs added opposite The Croft	05/10/2021	MF
A5	Supplementary plates amended in the way of the road speed limit signs at junction. Note 4 added.	13/09/2021	MF
A2	Road to ramp warning signs removed. New pedestrian warning signs and supplementary plates added.	12/09/2021	MF
A1	Issued for APPROVAL.	14/05/2021	MF

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Client: **Taylor Wimpey**

Project: **Alder View Harwell**

Title: **Grove Road Traffic Calming Engineering Layout - Sheet 2 of 2**

Project Engineer: M. Ford Scale: A5 Shown @ A1
 Project Director: J. Birch Date: May 2021
 Status: **APPROVAL**

Drawing No. **8201041/6301** Rev. **A4**

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Harwell Parish Council	Support – The council welcomes the proposed Grove Road improvements and would ask that speed is monitored after installation and further work done if necessary.
(3) Vale of White Horse District Council (Planning)	No objection
(4) Local Resident, (Harwell, Grove Road)	Object - The road needs to be made more suitable for all users. It needs to be widened for cars and resurfaced. Then it can be considered for pedestrians, a walk or cycle lane should be created. Adding two speed bumps is a waste of funds. It will just add to the existing poor road surface.
(5) Local Resident, (Harwell, White Hart Way)	Object - There are already 2 traffic calming structures in place
(6) Resident, (Didcot, Maple Road)	Object - There are enough obstacles already on this road to require further traffic calming measures
(7) Resident, (Oxford, Rymers Lane)	Object - A raised 'traffic calming' measure is not necessary here - instead a speed activated warning sign should be deployed. This is greener, more environmentally sound (due to the increased pollution from a car braking and accelerating unnecessarily) and less obstructive to the flow of traffic.

<p>(8) Local Resident, (Harwell, Hill Mead)</p>	<p>Concerns - Traffic doesn't seem to adjust speed before reaching existing traffic calming measures on Grove Rd heading towards village. Would it not be sensible to place speed hump at the 40-20 transition point? Too many cars approach the narrow at 40 and can't see oncoming vehicles due to brow.</p>
<p>(9) Local Resident, (Harwell, White Hart Way)</p>	<p>Concerns - I support traffic calming measures on all sections of grove road including this section. I however have concerns that traffic speeds from hump 1 Westbound to RSA Problem 3 (the island heading towards Rowstock/Milton Hill) will continue to far exceed 20mph. Although only a 100m distance past the Fidlers Orchard junction, I would encourage the reviewer to consider a further speed deterrent, such as another speed hump, closer towards the Fidlers Orchard Junction.</p> <p>Furthermore, when travelling eastbound from Milton Hill towards Harwell, on Grove road, the current 'island' located near the Fidlers orchard junction has no priority for cyclists. Meaning a cyclist has to give way/interrupt their journey to oncoming road traffic, then recommence uphill, around the island. With no education in road traffic, I ask why does this island/lump of tarmac need to protrude continually from the left hand embankment to the centre of the road, could it not leave a say 1m gap for cyclists to squeeze through - filtered permeability?</p> <p>I suspect this may be the incorrect forum to raise more pressing concerns about the other 1,200m of uncontrolled road from the Fidlers orchard junction to the A4130 (Abingdon Road).. unsuitable road surface, no pedestrian access, dangerous, dark, horses travelling, buses crashing. Where do I begin?</p>
<p>(10) Local Resident, (Harwell, Fidler's Orchard)</p>	<p>Concerns - Concerns that there is no traffic calming beyond Alder View (heading towards Rowstock) where the traffic is very fast and the road narrow</p>
<p>(11) Local Resident, (Harwell, Crown fields)</p>	<p>Concerns - Too many cars speeding - rat run</p>
<p>(12) Local Resident, (Harwell, Ham Corner)</p>	<p>Concerns - I think it's definitely a good idea to put traffic calming measures in place as cars do drive too fast down Grove Road.</p> <p>I also think it's really important that there's more signage/road paint on the shared section of road near the High Street - it feels dangerous walking on the footpath part at the moment because it's not clear to drivers.</p> <p>I also think there needs to be a footpath built all the way along the Grove Road from Alder View to the Old Farm Shop</p>

CMDHM14

	as the road is very narrow/windy and people walk along it all the time which is really dangerous without a path.
(13) Online response, (unknown)	Concerns – How is this going to protect people turning out of Alder View? They come from the 40mph zone and barely slow down. We pull out to enter the 40 zone and they are already on the wrong side of the road speeding. It needs a speed bump as you enter the 20 zone.
(14) Online response, (unknown)	Concerns – Is it proposed that works to alleviate frequent flooding on Grove Road will also be dealt with at the same time as these works?
(15) Local Resident, (Harwell, Reading Road)	Support - Am in favour of measures to reduce traffic speeds in and around the village
(16) Local Resident, (Harwell, Hill Mead)	Support - More signs and markings, measures to slow traffic.
(17) Local Resident, (Harwell, Hill Mead)	Support - Very pleased with the proposals to make Grove road safer, slow down the cars and update the signage. Clearer delineation of the shared surfaces nearer the village end of the road will definitely make it feel safer to walk along the road on that section
(18) Local Resident, (Harwell, Boot Lane)	Support - I support the proposals as long as the speed humps are not nasty speed bumps that wrecks people's cars. The signpost coming into Harwell needs to be clear like proposed but not obstructing the view for drivers to see if incoming traffic is coming.
(19) Local Resident, (Harwell, Hoopswell)	Support - Grove Road can be quite dangerous anyway but speeding drivers add to the problem so traffic calming measures makes sense

(20) Local Resident, (Harwell, Queen Gardens)	Support - Supporting due to the dangerous speeds people are travelling down Grove Road into Harwell. Accident waiting to happen!
(21) Local Resident, (Harwell, Hill Mead)	Support - Cars drive much too fast down Grove Rd. we need to slow the traffic down
(22) Local Resident, (Harwell, White Hart Way)	Support - Cars generally travel along this stretch of road too quickly, making it unsafe to walk or cycle along it. I support traffic calming to reduce traffic speeds.
(23) Local Resident, (Harwell, White Hart Way)	Support - I live in Alder View and see that traffic FAR exceeds the 20mph speed limit! If anything, I'd be happy with taller and more frequent speed bumps as some of the other villages around Oxfordshire (e.g. Steventon)
(24) Local Resident, (Harwell, Manor Green)	Support - I frequently run, walk or cycle, and occasionally drive, along the proposed stretch of Grove Road. Motorists often ignore the existing 20 mph speed limit. Adding the humps and other improvements should reduce vehicle speeds and improve safety, particularly on the riskiest easternmost section where there is no pavement.
(25) Local Resident, (Harwell, Reading Road)	Support - A very high proportion of vehicles using the roads around the village is travelling at excessive speed - well beyond the speed limits. This is particularly so through the village's 20 (Grove Road) and 30 limits (most of village centre and, in particular, the 30mph section of the Reading Road). This small attempt to control speed is most welcome - if only it were extended to all 20 and 30 areas, including, please, the Reading Road, where it is dangerous to exit and enter our driveways or cross the road in view of sustained and habitual speeding.
(26) Local Resident, (Harwell, Manor Green)	Support - It's meant to be 20 and very few drive at 20 down there, in fact often more like 40. I think it's used as a short-cut and some even do laps on motorbikes or in cars around the new "by-pass" and back round Grove Road, you can hear their engines doing the route. Many children cross here for school and visiting friends; there are a lot of houses in this part of the village now, it would be so much safer if it was more geared towards pedestrians and cyclists. It would discourage the use of it as a "nip-through". The fumes from the volume of traffic coming down it are also becoming significant too.

CMDHM14

<p>(27) Local Resident, (Harwell, Grove Road)</p>	<p>Support - Being a resident in Grove Road, I can confirm that most drivers speed in excess of 20 mph. Indeed a number of motorcyclists exceed the speed limit to a vast extent e.g. over 50 mph. I would support having the speed humps across the whole of the carriageway. If that is not possible that I would support offsetting the humps. Ideally a speed camera is required.</p>
<p>(28) Local Resident, (Harwell, Manor Green)</p>	<p>Support - Traffic generally do not respect 20 mph requirements of this section. Please be careful where you place new 20mph signs so not to further obstruct the view to the right when leaving Manor Green/Alder View as there is blind spot here where it is possible to not see a car approaching until it is almost at the junction</p>
<p>(29) Local Resident, (Harwell, Fidlers Orchard)</p>	<p>Support - Far too many people speed along Grove Road and drive carelessly. We need these measures to slow traffic and make it safer for the community.</p>