

Divisions affected: *Grove & Wantage*

CABINET MEMBER FOR HIGHWAY MANAGEMENT – 22 JUNE 2023

WANTAGE: A417 READING ROAD – PROPOSED 40MPH SPEED LIMIT

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is **RECOMMENDED** to approve the proposed introduction of the extended 40mph speed limit east of the new roundabout junction on the A417 Reading Road as advertised.

Executive summary

2. The report presents responses to a statutory consultation on a proposal to introduce a 40mph speed limit on the A417 as shown in **Annex 1**.

Financial Implications

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

Equality and Inclusion Implications

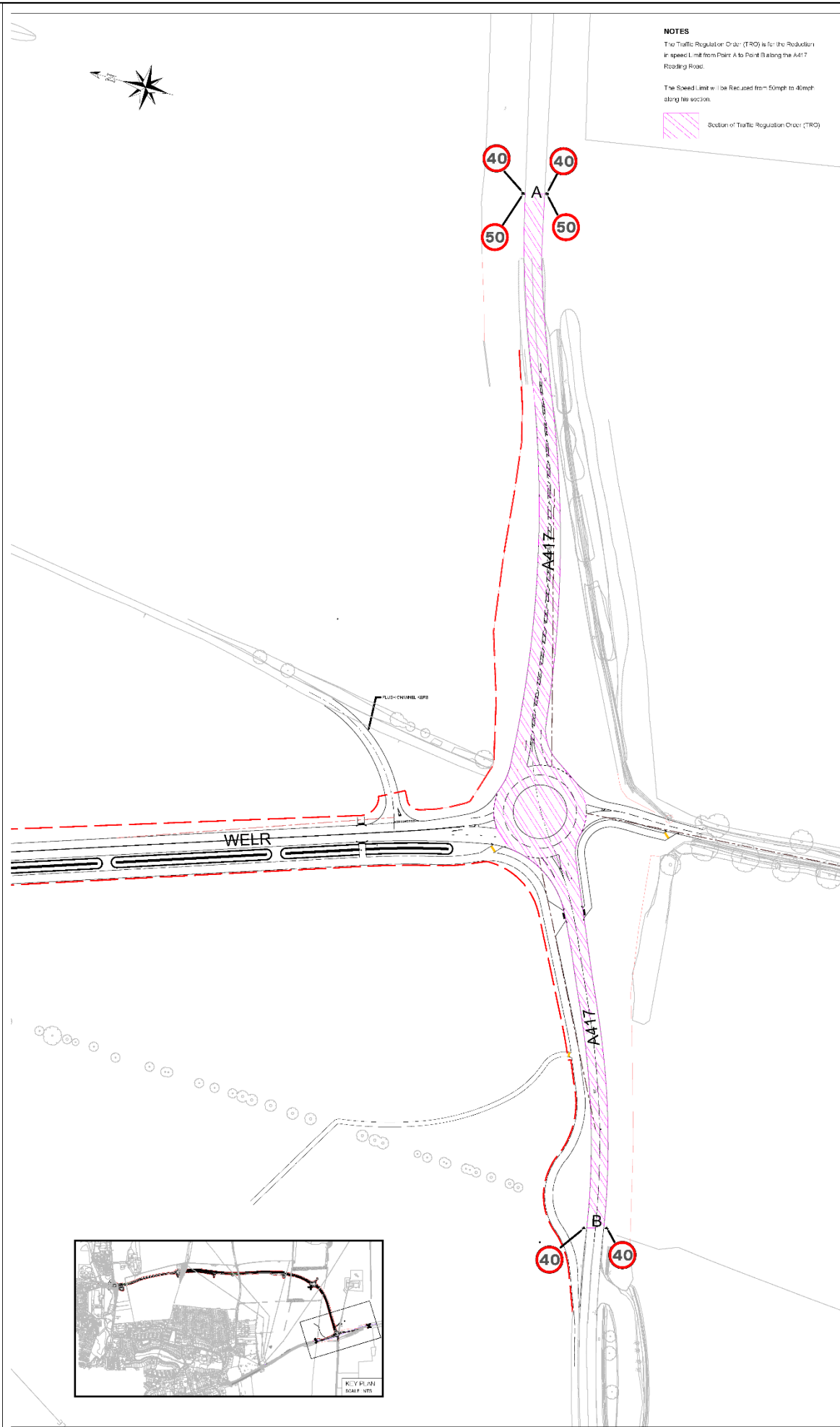
4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

5. The proposals would help facilitate the safe movement of traffic within the vicinity of the new junction.

Formal Consultation


6. Formal consultation was carried out between 10 May and 2 June 2023. A notice was published in the Oxfordshire Herald Series newspaper, and an email 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, Vale of White Horse District



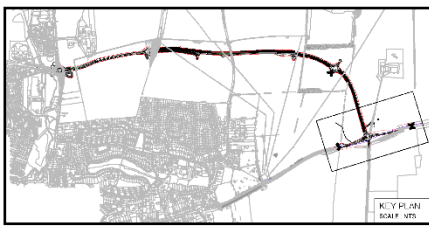
NOTES

The Traffic Regulation Order (TRO) is for the Reduction in speed Limit from Point A to Point B along the A417 Road/Road.

The Speed Limit will be Reduced from 50mph to 40mph along this section.

 Section of Traffic Regulation Order (TRO)

- GENERAL NOTES**
1. DO NOT SCALE.
 2. This drawing is to be read in conjunction with all other relevant drawings and details.
 3. Should there be an conflict between the details indicated on this drawing and those on other drawings the Engineer should be referred to the construction details.
 4. All dimensions are in metres unless otherwise stated.



Rev	Date	Amendments	By	CHK
001	11/04/20		SD	MLB

RLRE

Client: **acs** **ST. MODWEN**

Project: **Crab Hill, Wantage**

Drawn: 79

**Traffic Regulation Order Plan
A417 Speed Limit Reduction**

Status:

Info	Drawn	Checked	Date
A1@750	NR	SD	11.04.20

Drawing No: 21170-RL-ZZ-WELR-DR-C-0750

Rev: P01

Scale: 1:750

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Business Development & Partnership Manager, (Oxford Bus Company)	<p>No objection – This section of road is served up to every 30 minutes by Thames Travel service X32 and also by peak time only Oxford Bus Company service 34. The road is additionally served on school days only by the Thames Travel BB4 service.</p> <p>We believe that the new roundabout will mean that speeds along the section of road where it is proposed to introduce a new lower speed limit will be reduced anyway. We therefore do not object to the introduction of the 40-mph speed limit on Reading Road as proposed.</p>
(3) Local County Cllr, (Grove & Wantage division)	Support – I support the proposal. Reducing speed in this area will help to eliminate speeding along this very busy road.
(4) Local group/organisation, (Unlimited Oxfordshire)	Support – This proposed extension of the existing 40mph speed limit is very sensible. It will reduce the risk of drivers braking too late as they approach the new roundabout. Therefore Unlimited Oxfordshire supports it.
(5) Local group/organisation, (Wantage & Grove Active Travel Group, and Harwell Campus Bicycle Users Group)	<p>Support – Vulnerable non-motorised road-users (cyclists, pedestrians, mobility) need to cross A417 Reading Road to access minor road towards Lockinge and to Icknield Greenway (NCN 544). The Icknield Greenway is a strategic active travel route, forming 'Route 1' of the County Council's SVATN Active Travel Network. And housing growth at Kingsgrove will substantially increase demand to cross A417 here.</p> <p>The current road crossing just west of roundabout is hazardous. It is uncontrolled, and has no central refuge. Therefore we strongly support the speed limit reduction from 50mph to 40mph. But it's not enough - particularly for mobility. The crossing itself also needs improvement, something which should have been clearly foreseen from the outset of the Kingsgrove and WELR planning process.</p>

<p>(6) Local resident, (Didcot, Buckingham Close)</p>	<p>Object – Slower than makes sense will just make people speed around it</p>
<p>(7) Local resident, (Wantage, Palmers)</p>	<p>Support – The draft order 2023 document 30mph speed limit; does not show Charlton Village Road or any mention of it in any of the documents apart from point g).</p> <p>There is concern of the speed of traffic along Charlton Village Road. Heavy lorries are thundering along this road and many cars exceed the speed limit. The small roundabout by the Lord Nelson Pub has had many near misses. There will be an accident.</p> <p>I am of the view the speed to be 20mph along Charlton Village Road and 30mph as you go past the Lord Nelson roundabout out of Wantage until you go past the Crab Hill roundabout. There are pavements along this section with pedestrians, which include children.</p>
<p>(8) Member of public, (Didcot, Beddington Avenue)</p>	<p>Support – Happy for speed limit to be limited.</p>