

**TRANSPORT IMPLEMENTATION COMMITTEE – 20 JULY 2006**  
**HENLEY INTEGRATED TRANSPORT STRATEGY – TOWN CENTRE SCHEME-  
TRAFFIC REGULATION ORDERS**

**Report by Head of Transport**

**Introduction**

1. Oxfordshire County Council, South Oxfordshire District Council and Henley Town Council have worked in partnership to develop an Integrated Transport Strategy for Henley-on-Thames
2. Three main Strategies were developed - Short to Medium Term, Longer Term and a Parking Strategy.
3. The Short to Medium Term Strategy covered the period 2005-2011 and contained a series of proposals to combat the existing traffic problem in the town centre. A major part of this Strategy was the promotion of a traffic management and environmental improvement scheme. A plan showing the location of the proposals is shown at Annex 1.
4. Consultation on this scheme was carried out in September last year and, having gained the support of Henley Town Council, Cabinet granted authority to proceed with the scheme on 20 December 2005.
5. Implementation of the traffic management proposals is being carried out in phases between February and September this year. In order to carry out the proposals new Traffic Regulation Orders are required to designate Duke Street as a one-way road and make changes to the existing parking and waiting restrictions.
6. A consultation process on the draft Traffic Regulation Orders was carried out in June. Objections have been received and this report details the proposed changes brought about by the Order, the objections received with officer comments and seeks a decision on how to proceed.

**Need for new Traffic Regulation Orders**

7. The principle of the traffic management proposals to the town centre is to regulate the volume of traffic passing through the town centre by creating traffic flow controlling points (or 'gateways') at the junctions on Henley Bridge and Reading Road/Station Road and making Duke Street one-way northbound.
8. With the implementation of the traffic management proposals there is scope to enhance the pedestrian environment on the Duke Street and Bell Street corridor by widening where possible the existing narrow footways to aid movement of pedestrians and in particular wheelchair users, people with mobility aids and those with pushchairs.
9. In making Duke Street one-way northbound a left turn ban is required at its junction with Hart Street. 'No Loading' and 'No Waiting at any time' restrictions are proposed to protect the route from stationary vehicles. Dedicated loading areas are provided to service shop frontages. A plan (drawing no TPI/CN235402/04) of the proposed Traffic Regulation Orders is available for viewing in the Members' Resource Centre and will be on display at the meeting.

10. In creating the 'Gateway' at the Reading Road/Station Road junction by conversion of the mini roundabout to a signal controlled junction, minor changes to the parking restrictions are required for the safe operation of the junction.

### **Consultation**

11. Formal consultation was carried out between 9 June and 30 June 2006 by public notice in the local press, on-street notices and letters to statutory consultees, interested groups and local residents. The letter to residents/proprietors was sent to properties in the vicinity of Duke Street and the Reading Road/Station Road junction (approximately 300 properties in total). Full details of the Traffic Regulation Orders, Statement of Reasons and Public Notice of the proposals were available to view at Henley Town Hall and at County Hall, Oxford for the duration of the consultation period.
12. A total of 10 responses have been received from Thames Valley Police, one bus service provider, 4 businesses in Duke Street, 1 Duke Street resident and 3 businesses or residents in adjacent roads.
13. A summary of their comments along with officer comment is set out at Annex 2. Copies of all correspondence are available in the Members' Resource Centre.

### **Officer Comment**

14. There have been no direct objections to the contents of the draft Order. Comments were mainly objecting to the location of the loading bays and the detrimental impact this would have on trade due to large vehicles obscuring the shop frontage with the added problem of pollution and noise.
15. A business at the southern end of the street was concerned about the problem of crossing the carriageway from the loading bay to the shop with large heavy items.
16. The restriction on the loading time to a maximum of one hour and the limited number of shop frontages to be serviced should offset the fear of continual use by large vehicles obscuring shop frontages.
17. The location of the loading bays has been determined by the need to accommodate turning movements of large vehicles at the junctions and to provide the width necessary for safe operation of the loading bay. One bay has been provided to serve each side of the road to provide loading facilities in the proximity of all frontages. With the flow of traffic being controlled on the route and Duke Street being one way this should generate sufficient gaps to allow safe crossing of the road.
18. There have been no significant issues raised to change the content of the Traffic Regulation Order and I would recommend its approval to support the safe operation of the traffic management proposals for the centre of Henley.

### **How the project supports LTP2 objectives**

19. The second Local Transport Plan identified Henley-on-Thames as a location that suffers from congestion, air quality problems, and a poor street environment and has been included in the County Council's programme of works, as set out in the Oxfordshire Local Transport Plan 2006-2011.

### **Financial Implications (including Revenue)**

20. The cost estimate for the County Council's Traffic Management and Environmental Improvement scheme is £1598K based on a 'like for like' use of materials. It is programmed to be implemented over financial years 2005/06, 2006/07 and 2007/08 mainly funded through LTP funding. A Project Appraisal H180 was approved in December 2006 and costs associated with the Traffic Regulation Order have been included in this budget.

## **RECOMMENDATION**

21. **The Committee is RECOMMENDED to approve the making of the Henley Integrated Transport Strategy Town Centre SchemeTraffic Regulation Order as published and without amendment.**

STEVE HOWELL  
Head of Transport

Background papers: Consultation documentation

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July 2006

**NOTES:**

Subject to the exemptions in the New Roads and Street Work Act 1991 (SECTION 58) Notice of Substantial Road Works and regulations under it, no street works may be executed for a period of 12 months from completion of the works identified by the shaded area without the consent of the said Highway Authority, which shall not be unreasonable withheld.

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Rev	Description	By	Date	Ch'd	App'd

Purpose of issue

Rev

Date

App'd



**OXFORDSHIRE  
COUNTY COUNCIL**

**ENVIRONMENT & ECONOMY**

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Project

Resurfacing area of Duke  
Street improvement scheme

Title

**SECTION 58 NOTIFICATION**  
No street works for 12 months

Scale

N.T.S.

Drawn By

IOC

Checked By

MAB

Approved By

MAB

Date 04/05/06 Date 04/05/06

Date 04/05/06

Drawing Number

**TPI/CN2354302/05**

Rev



**ANNEX 2****Summary of comments received during Consultation**

Respondent	Support proposal	Comments	Officer Comments
Thames Valley Police	Yes	No objection to the proposals.	Noted
Arriva Bus Company	No	<p>Service 328 going to Newbury has to negotiate the gyrating system twice to serve Hart Street.</p> <p>Service 329 will need to negotiate the town centre twice after the scheme is implemented.</p> <p>This will increase pollution and journey times and not improve the perception of public transport in the area.</p>	Impact on journey times due to additional rerouting through the town may be offset by the reduced queuing within the town centre area by the linked traffic signal system.
Business Duke Street	No	<p>The loading provision is on the opposite side of the road to our property. We receive deliveries of large heavy items several times a day. Crossing the road will be extremely dangerous for delivery of these items.</p> <p>Our shop frontage is set back making the pedestrian area wider in front of our shop than the rest of the road. If the layby was on our side of the road it would allow more footway to be created opposite and allow safe loading to our business.</p> <p>The loading bays as proposed are servicing the wrong kind of shop.</p> <p>Businesses that require larger deliveries are on the opposite side of the road to the bays at both locations. The position of loading bays could be reversed this would be of benefit to all users.</p>	<p>The road will now be one way and significantly narrower. With the signals causing breaks in the traffic flow it should enable safe crossing of the road.</p> <p>The physical constraints due to vehicle turning movements at the junctions make it impractical to provide the loading bays on the other side of the road at both locations.</p> <p>The loading bays provide loading and unloading for all shops in Duke Street.</p> <p>The physical constraints due to vehicle turning movements at the junctions make it impractical to provide the loading bays on the other side of the road at both locations.</p>

Business Duke Street	No	<p>We do not have deliveries by lorry and do not require a loading bay outside.</p> <p>The shop has a small frontage and will be hidden by delivery vehicles.</p> <p>The noise and pollution directly outside our shop will deter customers and impact on trade.</p>	<p>Other businesses in Duke Street need regular deliveries.</p> <p>The bay is only available for loading and unloading. The frequency of vehicles using the bay is dependent on demand from the premises in Duke Street.</p> <p>The introduction of the town centre measures should reduce the traffic flow in Duke Street resulting in an improved environment in Duke Street.</p>
Business Duke Street	No	<p>With only 2 loading bays they will be continually occupied and block visibility of the adjacent shops.</p> <p>Ratepayer's money could be better spent.</p> <p>The scheme could be reduced to one way signing only creating limited disruption during the work.</p> <p>The widening of the pavement is unnecessary. Why not try an experimental one way system before making physical changes.</p>	<p>The bay is only available for loading and unloading. The frequency of vehicles using the bay is dependent on demand from the premises in Duke Street.</p> <p>Noted</p> <p>In order to implement the traffic signals some construction work is required. This is being kept to the absolute minimum.</p> <p>An interim scheme is being constructed to represent the final design as realistically as possible.</p>
Business Duke Street	No	<p>Would like confirmation that a loading bay is not outside the shop. Vehicles will block visibility of shop and the advertising value of the shops position.</p> <p>This will have a detrimental affect on trade and require a rate rebate to compensate.</p> <p>As the footway will not be widened at this stage. The temporary road marking arrangement will be abused (as is currently the case).</p>	<p>The loading bay ends adjacent to the end of the adjoining property.</p> <p>We are not aware of any compensation process for this type of highway work.</p> <p>All parking controls are subject to adequate enforcement. Currently Thames Valley Police enforce in Henley and they have no objections to these proposals.</p>

		<p>Why has the time limit been set at one – hour? This will encourage use by shoppers etc to park for one hour blocking the bays for deliveries.</p> <p>You proposed to reduce the approach to the signals at Hart Street to one lane. Did you monitor the effect of road works which reduced Hart Street to one lane? It was taking over 45 minutes to get down Remenham Hill.</p> <p>Sending Reading bound traffic along Thames Side will not assist the above situation.</p> <p>Turning left by the Angel Pub has already resulted in at least one person being crushed to death by an articulated lorry. Now there are more lorries going this way what safety measures will be in place there? Can a juggernaut actually make this turn?</p>	<p>The bays allow sufficient time to load and unload. Only vehicles carrying out this activity are eligible to be in the bays.</p> <p>The introduction of the town centre measures should manage the traffic through the town reducing congestion at the town centre junctions.</p> <p>Sending southbound traffic along Thames Side will reduce the volume of traffic in Hart Street.</p> <p>Articulated lorries already turn left into Thames Side. The operation of the signals will allow large vehicles to encroach on the opposite side of the road to make the turn. Road markings have been introduced to aid drivers to make the turn.</p>
Resident, Duke Street	No	<p>The 'one hour' limit on the loading bays will cause problems for removal vehicles when moving house.</p> <p>Is there special provision to enable people to move in and out of houses in the town centre?</p>	<p>Provision is made in the order to allow suspension of use of a loading bay for the convenience of occupiers of premises adjacent for the removal of furniture or household effects.</p>
Business, Friday Street	No	<p>Making Duke Street one way will increase the traffic through the area south of Duke Street.</p> <p>Can additional notices be placed on the Thames Side/Friday Street junction to deter large vehicles from using Friday Street and Queen Street.</p>	<p>Traffic is routed along Thames Side and Station Road as part of the Strategy.</p> <p>Measures at the junction of Thameside/Friday Street are being progressed to sign through traffic along Station Road and deter use of Queen Street</p>

Resident, Queen Street	No	<p>Previous consultation on the Town Centre measures was not adequate.</p> <p>Physical measures in Station Road have already been implemented. Therefore the consultation is a done deal.</p> <p>Making Duke Street one way will increase traffic on River Terrace.</p> <p>Queen Street is already used as a rat run especially by large vehicles. This proposal will make things worse.</p>	<p>The most recent consultation included a public exhibition within the town that was advertised all over Henley.</p> <p>The Station Road signals can work independently of the proposed measures from Duke Street.</p> <p>The impact of the scheme has been reported previously. The redistribution of traffic is aimed at making environmental improvement to the town centre.</p> <p>Measures at the junction of Thameside/Friday Street are being progressed to sign through traffic along Station Road and deter use of Queen Street.</p>
Resident, Station Road	No	<p>The change to the parking layout could have extended the parking bay not replaced like with like.</p> <p>I would caution against pedestrians crossing on demand as the effect on traffic movements would be catastrophic.</p>	<p>Relocation of the bay away from the junction is for safety reasons.</p> <p>A demand for the pedestrian phase at the signals is activated by the push button. The signals will operate in a set sequence before allowing pedestrians to cross. This allows the flow of traffic to be maintained without major reduction in overall capacity.</p>