

Divisions affected: *Grove & Wantage*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT**

**12 DECEMBER 2024**

### **GROVE: DENCHWORTH ROAD / THE MAPLES – PROPOSED TRAFFIC CALMING FEATURE**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a Raised Table traffic calming feature at the Denchworth Road/The Maples/Barley Way junction, in Grove as advertised.**

#### **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to construct a new Raised Table (including 2 metre ramps, with heights of 100mm & gradients of 1:16) traffic calming feature at the Denchworth Road/The Maples/Barley Way junction (extending into each by approx. 15 metres), as shown in **Annex 1**.

#### **Financial Implications**

2. Funding for consultation on the proposals (and implementation if approved) will be provided by the developer.

#### **Legal Implications**

3. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other related regulations.
4. The scheme has been promoted by Oxfordshire County Council as the Highway Authority under the Highways Act 1980.

*Comments checked by:*  
*Jennifer Crouch (Head of Law - Environmental)*  
[Jennifer.Crouch@oxfordshire.gov.uk](mailto:Jennifer.Crouch@oxfordshire.gov.uk)

## **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 improve safety for pedestrians by reducing the speed of motor vehicles in the vicinity of the new residential development.

## **Formal Consultation**

7. Formal consultation was carried out between 16 October and 15 November 2024. A notice was published in the Oxfordshire Herald Series newspaper, and an email was 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 Council, local District Cllr's, Grove Parish Council, and the local County Councillors representing the Grove & Wantage division.
8. Letters were also sent to approx. 30 properties in the immediate vicinity, and public notices were also placed on site adjacent to the proposals.
9. 33 responses were received during the course of the formal consultation, comprising of: 21 objections (64%), four partially supporting (12%), four in support (12%), and four not objecting, including TVP & Oxford Bus Company (12%).
10. The responses are shown at **Annex 2** and copies of the original responses are available for inspection by County Councillors.

## **Officer Response to Objections/Concerns**

11. Thames Valley Police and Oxford Bus Company have no objections to the implementation of the raised table.
12. Considerations to the junction layout would have been assessed during the planning approval and the current layout was deemed suitable for the traffic flows. Suggestions for works to be carried out elsewhere in the surrounding local area are not within the planning permission of this site.

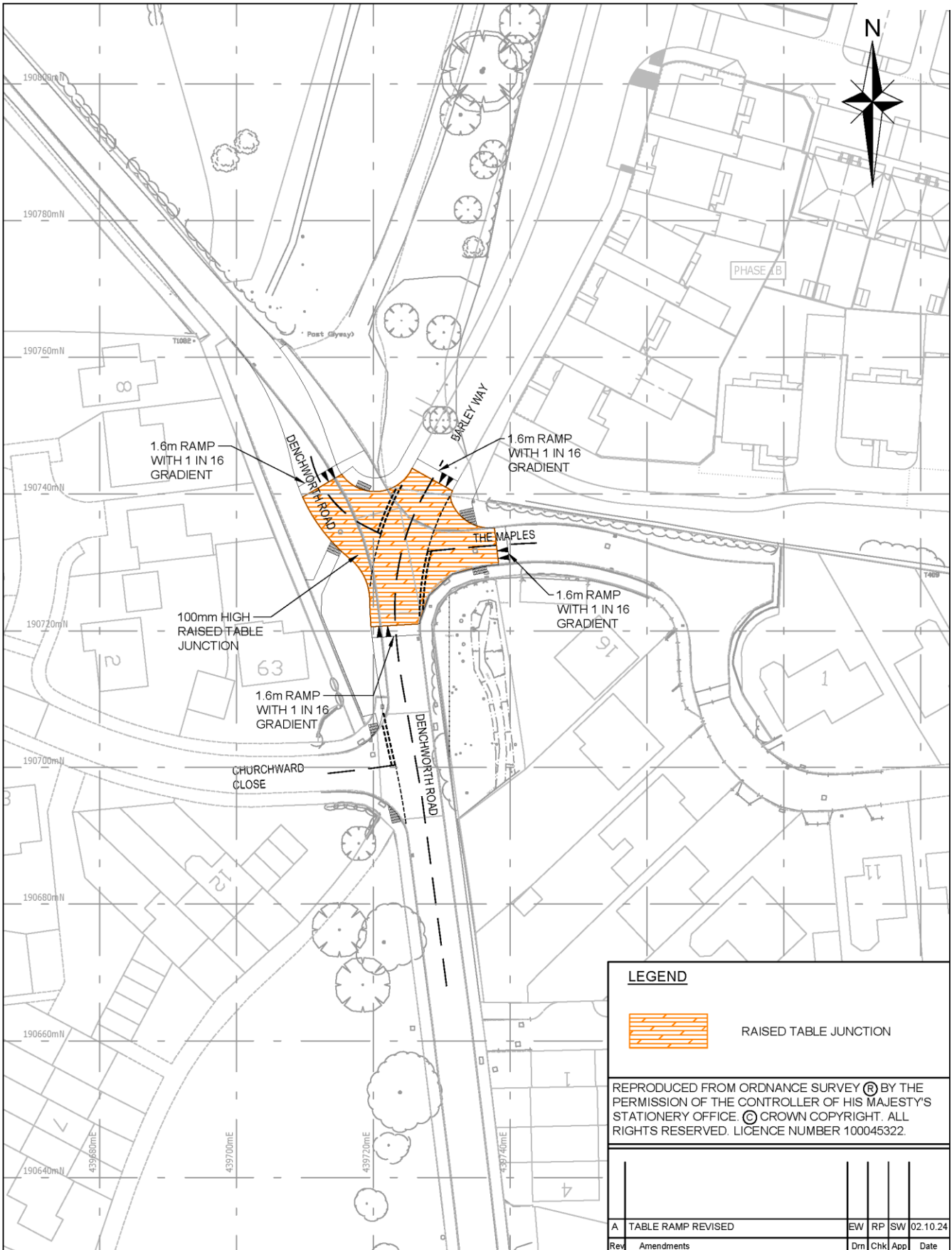
13. The raised table was included within the design during the technical approval process. A stage 2 Road Safety Audit was undertaken, and the Road Safety Auditor recommended a raised table to be introduced to slow speeds at the Denchworth Road junction, the Road Safety Auditors recommendations were supported by Oxfordshire County Council and if approved will be works will be implemented by the developer.
14. At all approaches to the junction the raised table spans the full width of the carriageway to ensure vehicles slow down sufficiently. The junction priority has been changed with the appropriate signage informing road users.
15. Currently the Grove Northern Link Road is partly under construction, and the implementation of it fully opening is not guaranteed for a number of years – as such the safe access & reduced speeds proposed through implementation of this scheme will help improve safety for the current residents in the area.

**Paul Fermer**  
**Director of Environment and Highways**

Annexes    Annex 1: Consultation plan  
Annex 2: Consultation responses

Contact Officers:                              Rosie Wood (Senior Engineer - Place Making)  
Ryan Moore (Lead TDM Engineer - Place Making)

**December 2024**



**LEGEND**

 RAISED TABLE JUNCTION

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Rev	Amendments	Drn	Chk	App	Date
A	TABLE RAMP REVISED	EW	RP	SW	02.10.24



**ODYSSEY**

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Job Title	MONKS FARM, GROVE	Scale	1:500@A3	Date	SEP 24	Designed	
Drawing Title	RAISED TABLE JUNCTION LAYOUT (TRO)	Drawn	EW	Checked	RP	Approved	SW
Client	DAVID WILSON HOMES SOUTHERN	Job No	21-104	Drawing No	21-104-414	Rev	A

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> – reviewed this consultation material that relates to the reconfiguration of a recently built junction linking the Monks Farm development allocation to Grove. The consultation plan is helpful in understanding the approved intentions for this junction which at this time remains clearly incomplete. The junction and wider link have been considered significant as in the absence of the completion of the Grove Northern Link Road, this was the only feasible way by which bus services would have been able to serve the allocation. However, more recently, a submitted planning application indicates that the “Missing Link” in the GNLR is likely to be constructed in the foreseeable future. It is therefore much less likely that bus services will now need to use the Denchworth Road-Barley Way link, though it remains possible.</p> <p>The table specification falls within the parameters that we are content with, with transition gradients of 1:20 and a table length of all approaches at a minimum length of 15m – longer than a bus length, thus avoiding a “see-saw” pitching motion that in severe cases can cause risk of injury to standing passengers.</p> <p>Accordingly, I can confirm that Oxford Bus Group incorporating Thames Travel (Wallingford) Ltd. has no objection to the proposals.</p>
(3) Local resident, (Denchworth, Barn Close)	<p><b>Object</b> – I feel like many other places in Grove need traffic calming far more than this area. I live in Denchworth and drive this road every day, and never find this part particularly busy.</p> <p>Please spend the money repairing the road from here to Denchworth as it is currently dangerous with the number of potholes. This road will cause an accident before this junction does.</p>
(4) Local resident, (Grove, Churchward Close)	<p><b>Object</b> – A similar traffic calming method exists elsewhere in Grove and has proved completely ineffective. The only method that may succeed as a speed control measure is to install a mini roundabout at the junction of the three roads</p>

	(Barley Way, The Maples and Denchworth Road). This would also result in a safer solution for any vehicles exiting Churchward Close.
(5) Local resident, (Grove, Churchward Close)	<p><b>Object</b> – If this is the same feature as the ones on Newlands Dve, they have no effect at all. Almost all modern cars, including my own, are wide enough to not require even a slight reduction in speed.</p> <p>There are too many road exits at or near this junction to make a raised table useful. A roundabout would be preferable.</p> <p>There are large numbers of vulnerable road users around this junction, including pedestrians and dog walkers accessing Cow Lane, regular cyclists &amp; cycling clubs, and large numbers of learner drivers due to the large number of "family" homes in the vicinity.</p>
(6) Local resident, (Grove, Churchward Close)	<p><b>Object</b> – Ridiculous - people spend so much time complaining about the state of Denchworth road and the overgrown bushes and the council still does nothing.</p> <p>This raised table shall not work, they do not work on Newlands Drive as can be seen by the drivers doing in some cases well over 50MPH over them. This is a stupid scheme that will not be listened to by the council AGAIN and they will simply do what they want. It is a joke. I am happy to stand and make these comments at a public/open consultation. Sort out the state of the roads before wasting money on "traffic calming measures". Or are the potholes, some of which meet the "dangerous" criteria and require immediate attention on Grove Park Drive yet the council still hasn't even looked into it. Is that a traffic calming measure? This scheme is a clear waste of money. Maybe consider double yellow lining Newlands Drive/Denchworth Road where residents park consistently dangerously and against the highway code right across the T-junction and too close to the mini roundabout. It is dangerous and restricts larger vehicles turning. I have on many occasions been forced to hang out into the roundabout as I cannot drive forward due to dangerously parked cars whilst waiting to turn. If the area that is currently coned as "no parking" (26/10) was made permanent and enforced it would make the junction much safer for all involved. Maybe the addition of a pelican crossing from the green would be helpful also.</p> <p>Spend money wisely other than on this useless pointless and ineffective scheme</p>
(7) Local resident, (Grove, Churchward Close)	<p><b>Object</b> – This new road into development should become pedestrian or cycle only as per agreed plan. Therefore no need to spend money on traffic calming. Spend the money on building the bridge per the plan. Put gates on the new road until this is done to slow the development traffic. Much cheaper and more effective. Fed up with plans changing, just hurry up and put the correct infrastructure in.</p>

<p>(8) Local resident, (Grove, Collett Way)</p>	<p><b>Object</b> – this has got to be a joke right?????? you can find the money to install speed humps on a 30 road that in my experience everybody abides by the speed limit and rules of the road as you can't go stupid down there anyway as you are either just coming away from a junction or approaching one (whichever way you are travelling) but walk 100m down denchworth road and you'll see the absolute !state! the road is in. Fix the important things first. it's going to kill a motorcyclist or cyclist one day. I drive past this junction daily and it's not a particularly busy road or dangerous one. The 30 comes into effect well in time for any person coming out of the maples junction to react accordingly to any hazards.</p>
<p>(9) Rather not say, (Grove, Maples)</p>	<p><b>Object</b> – This is a huge waste of funding for something not needed. Issue lies with poor driving observation, not the speed or layout of the road. These monies should be better spent on repairing the failing roads.</p>
<p>(10) Local resident, (Grove, The Kestrels)</p>	<p><b>Object</b> – A roundabout was in the initial planning. Your new proposals will not calm traffic. It will just be another challenge the speeders will accept.</p>
<p>(11) Local resident, (Grove, The Maples)</p>	<p><b>Object</b> – I wish to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions.</p> <p>I am pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened. OCC Highways and Barratt/David Wilson Homes are proposing 'raised tables' as a solution. We have experience of 'raised tables' along Newlands Drive and can report back that they DO NOT slow any determined drivers or cyclists. When the speed indicators are placed on Newlands Drive, we regularly see traffic exceeding 30 mph. Some even reach 40mph and they take the 'tables' at a constant overspeed.</p> <p>The residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road.</p> <p>May we politely remind you that Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher &amp; Gleason (16/V0981/O).</p> <p>This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be</p>

	<p>acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'.</p> <p>Barley Way was OCC Highways substitute and in the planning documents I would draw your attention to the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017 which sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off.</p> <p>Should Barley Way remain fully open it will become an unintended short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook. You should also be aware that there are regular near miss incidents between road vehicles at the Barley Way, Denchworth Road, and The Maples junction.</p> <p>Therefore, on safety grounds, I do not accept that raised tables are a proper solution and request that you register my objection to the scheme.</p>
(12) Local resident, (Grove, The Maples)	<p><b>Object</b> – On safety grounds, I do not accept that raised tables are a proper solution and request that you register my objection to the scheme.</p> <p>It appears, finally, that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened. However, 'raised tables' are not a solution to slowing traffic (cf. Newlands Drive).</p> <p>Barley Way was OCC Highways substitute and in the planning documents, the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017, sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off.</p> <p>Should Barley Way remain fully open it will become a short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook.</p>
(13) Local resident, (Grove, The Maples)	<p><b>Object</b> – The raised tables do not work at slowing down the boy racers and they will continue to zoom over them at well over the speed limit. It's also very confusing about who has right of way for people going into The Maples vs</p>



	people coming out of Barley Way so the only real solution is a mini roundabout to make it very clear to all road users, and to force everyone to slow down.
(14) Local resident, (Grove, The Maples)	<p><b>Object</b> – I would like to raise two objections to the proposal for this Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions.</p> <p>Firstly, the Grove Northern Link Road (GNLR) (and bridge over Letcombe Brook) should have been constructed prior to any housing development, thus providing access to Brookside Meadows and also the main Grove Airfield development. This would have meant there was no reason for this junction at all. Thus the money saved could have been better spent on the GNLR.</p> <p>Secondly, if there has to be a junction here, then it's clear that the eventual route through from the A338 via Brookside Meadows will become a popular route in and out of Grove - if not the main route. This will make this a potentially very busy junction. If safety is a concern, then I object to it being a simple junction on a busy road with restricted/difficult view on exit from the Maples. A raised section will slow down considerate drivers, not those that habitually go fast. This will potentially make it a more dangerous junction for drivers (and pedestrians) coming from Denchworth, the Maples and Churchward close. A much better idea would be a raised roundabout, forcing all approaching the junction to slow in case they have to stop.</p>
(15) Local resident, (Grove, Woodhill Drive)	<b>Object</b> – It feels over engineered, a mini roundabout is surely more appropriate
(16) Local resident, (Grove, Churchward close)	<b>Object</b> – We need a raised roundabout to truly slow traffic and allow access from all incoming roads to be safe
(17) Local resident, (Grove, Collet way)	<b>Object</b> – Fucking ridiculous idea !!
(18) Local resident, (Grove, Wantage, The Maples)	<p><b>Object</b> – We want to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions.</p> <p>We are pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened.</p>

	<p>OCC Highways and Barratt/David Wilson Homes are proposing 'raised tables' as a solution. We have experience of 'raised tables' along Newlands Drive and can report back that they do not slow any determined drivers or cyclists. When the speed indicators are placed on Newlands Drive, we regularly see traffic exceeding 30 mph, with some even reaching 40mph and taking the 'tables' at a constant overspeed.</p> <p>Residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road.</p> <p>Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher &amp; Gleason (16/V0981/O).</p> <p>This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'.</p> <p>Barley Way was OCC Highways substitute and in the planning documents I would draw your attention to the letter from land agents Savill's (reference PP-04873001) dated 29 November 2017 which sought to persuade Mr Stuart Walker and the Planning Department of the need for this new route. On page 2, Savill's clearly state that the Barley Way, 'access could be temporary, and converted to a pedestrian/cycle link only, once the link to the Airfield has been constructed'. This clearly indicates that the applicant's agent recognised from the start that Barley Way is unimportant to the Monk's Farm development once the GNLR is constructed and could be closed off.</p> <p>If Barley Way is kept fully open it will become an unintended short cut from near the Williams roundabout on the A338 to Mably Way and Wantage once it is connected through Kingside and across Letcombe Brook. You should also be aware that there are regular near miss incidents between road vehicles at the Barley Way, Denchworth Road, and The Maples junction.</p> <p>Therefore, on safety grounds, we do not accept that raised tables are a proper solution and request that you register my objection to the scheme.</p>
(19) Local resident, (Wantage/ Grove, Fawley close)	<p><b>Object</b> – Just sticking to the speed limit should be enough.</p>
(20) Local resident, (unknown)	<p><b>Object</b> – We sit here in absolute shock at what imbeciles this country employs. The pothole and flood problems in the area and you idiots want to calm traffic on a brand new estate where there is, well, no bloody traffic.</p>

(21) Local resident,  
(Grove, The Maples)

**Object** – I wish to object to the proposal to install a Raised Table Traffic Calming feature at the Denchworth Road, Barley Way, The Maples and Churchward Close junctions.

I am pleased that OCC Highways and Barratt/David Wilson Homes recognise the need to slow traffic at this junction which is regularly a place where vehicles speed and has proven to be dangerous to all users since it was opened.

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The residents have argued from the beginning that the only viable solution is a raised roundabout at the junction which will force all traffic to slow and give way to other road users from the right. The slowing effect of a raised roundabout will also assist pedestrians crossing the road.

May we politely remind you that Barley Way was never the intended access onto Monks Farm when the development was first approved in 2016 for the applicant Gallagher & Gleason (16/V0981/O).

This road was added due to OCC Highways being under the false impression that a small strip of land north of Grove cemetery, which was required for the Grove Northern Link Road (GNLR), was a ransom strip and 'might never be acquired'. This land has now been acquired by Persimmon Homes and an application made for the missing link. This proves our long-standing contention that the missing strip was never a 'ransom strip'.

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<p>(24) Local resident, (Grove, Churchward Close)</p>	<p><b>Partially support</b> – I support the introduction of traffic calming, and I would propose the speed limits are also considered.</p> <p>20mph is plenty for Denchworth up to the Barley road junctions some reinforcement should be considered.</p> <p>At present without the completion of this works, this section is extremely dangerous. I have witnessed 3 accidents, and several near misses. The speed from both directions of Denchworth road is crazy and line of sight is extremely restricted. When is this revised junction and calming scheduled for? If it's too far in the future something temporary needs to be considered.</p>
<p>(25) Local resident, (Grove, Oak Crescent)</p>	<p><b>Partially support</b> – I agree traffic calming needs to be implemented in this location, however I believe a round-a-bout would be safer.</p> <p>Allowing residents, me being one of them, to freely drive out of the development and hope those travelling down Denchworth road into Grove would slow down when they see me just drive out into the road is not something I am comfortable with.</p> <p>My step daughter isn't the best of drivers and I would worry she would pull out of that road &amp; a speedy car will slam into the side of her tiny car.</p> <p>A round-a-bout would be safer.</p>
<p>(26) As part of a group/organisation, (Wantage, Mill Street)</p>	<p><b>Partially support</b> – I am the Chair of the leading local leisure cycling club, Cycling UK Wantage. The road from this corner of Grove out to Denchworth is the single most important leisure cycling route out to the beautiful countryside of the Vale of White Horse from the whole of the Wantage &amp; Grove conurbation. We are therefore very anxious that it is kept safe and as protected as possible from busy motorised traffic. It makes sense to change the priorities so that</p>

	<p>Barley Way is the main route. This may have the welcome effect of de-emphasising the road to Denchworth as a rat run. We are glad to see this proposal, but we are not sure it is sufficient. In particular, when cycling from Denchworth into Grove, there will now be a dangerous right turn across potentially busy traffic. Perhaps a small roundabout might be better?</p>
<p>(27) As part of a group/organisation, (Wantage &amp; Grove, Mill Street)</p>	<p><b>Partially support</b> – I am responding on behalf of the Wantage and Grove Active Travel (WAGAT) group. We support measures to improve road safety for all and welcome the recognition that the current arrangement needs improvement.</p> <p>We note the documentation only mentions making it safer for pedestrians. Safety for cyclists as well as those in wheelchairs and mobility scooters should also be kept in mind.</p> <p>We note that with the ongoing housing developments this will become a junction within an urban area, and is expected to become yet busier. Furthermore Denchworth Road leading towards Denchworth village is popular with cyclists as one of the overall safer cycle routes out of Wantage &amp; Grove.</p> <p>We are aware that the original plans state that Barley Way would only be a short road providing access to a limited number of houses. However, we also understand that as a temporary arrangement it will provide a through route to the A338 and northwards. We support Barley Way returning to its original function as a quieter road that can still provide through access for active travel. On this:</p> <ul style="list-style-type: none"> <li>o In either case Barley Way will provide an important route for pedestrians/wheelers/cyclists to travel between the Monks Farm development and facilities in Grove and Wantage further south.</li> <li>o Should Barley Way remain open for through traffic it is likely to become very busy. However, the cycle lane along Barley Way ends just north of this junction and we would then like to see other improvements to the provision for active travel.</li> </ul> <p>It is not clear to us whether a raised table will significantly reduce traffic speeds. There is currently a 30mph limit across this junction. We would like this reduced to 20mph.</p> <p>Despite specifically mentioning the concern about pedestrian safety there are no refuges provided for pedestrians to cross the roads. Indeed there is a path shown across the western arm of the junction to provide access towards the Cow Lane path - but even this has no safe refuge for crossing the road.</p> <p>We are aware of a response from those living very close to the junction who propose a roundabout at this point. This seems to us to be a viable improvement. (E.g. a compact roundabout as in LTN 1/20 Section 10.).</p>

	The exit from The Maples is on the inside of curve of the Barley Way - Denchworth Road part of the junction. It is not clear from the plan whether the sight lines for vehicles and cycles exiting The Maples are adequate.
(28) Local resident, (Denchworth, Hyde road)	<b>Support</b> – Traffic needs to be quieter and slower for everyone “s well being. Drivers will get used to taking more time and residents will be safer and the area quieter.
(29) Local resident, (Grove, A338)	<b>Support</b> – Grove has a problem with cars speeding. Motorcycles are a big concern. Bereton Drive, Newlands drive Denchworth Road. But worst of all the A338 from the traffic lights to Williams is a race track.
(30) Local resident, (Grove, Douglas drive)	<b>Support</b> – Proven to work else where in the village and surrounding areas.
(31) Local resident, (Grove, The Maples)	<b>Support</b> – The volume of traffic on Denchworth Road has tripled or more since the development at Monks Farm started. The junction between Denchworth Road, The Maples and Barley Way (with the turning into Churchward Close immediately preceding it when traffic is heading to The Maples or Barley Way) is now very dangerous. The )proposed traffic calming measure is the minimum that can be done. It is not clear who has the right of way at the junction. This needs to be made very clear. Crossing Denchworth Road is also very dangerous as traffic (coming from any direction) does not slow down.
(32) Local resident, (Denchworth, Hyde Road,)	<b>No objection</b> – Any infrastructure to slow down traffic in residential areas has to be a good thing. People drive far too quickly along the Denchworth Road - be it at the Grove end of the road or in to Denchworth itself where I am a resident. Could do with similar traffic calming measures on Brook Lane - but appreciate not the subject of this consultation. Fully support the proposals.
(33) Local resident, (Denchworth, Circourt rd)	<b>No objection</b> – Anything to make it safer for communities drivers or pedestrians. Denchworth village also should be considered for this