

Divisions affected: *Didcot West*

**CABINET MEMBER FOR HIGHWAY MANAGEMENT
12 OCTOBER 2023**

**DIDCOT: DIAMOND DRIVE – PROPOSED USE OF ANPR CAMERA
ENFORCEMENT AT EXISTING BUS GATE**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for Highway Management is RECOMMENDED to approve as advertised the use of ANPR camera enforcement at the existing bus gate located between Diamond Drive/Birch Close & Larch Drive.

Executive summary

2. This report presents responses to a consultation on a proposal to introduce ANPR camera enforcement equipment at an existing bus gate within the Great Western Park development in Didcot, replacing the current physical automatic bollard, as shown in **Annex 1**.
3. The introduction of the existing bus was included in the planning consent for the Great Western Park residential development, in order to remove the potential for 'rat-running' traffic to use these roads as a route between the Wantage Road at the north, and Park Road at the south.

Financial Implications

4. Funding for the proposals, including consultation will be met from the developer.

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 facilitate walking & public transport use, whilst also helping to improve road safety in the vicinity.

Formal consultation

7. As per the Traffic Management Act 2004 (under Part 6), a six-week formal consultation was carried out between 01 August and 15 September 2023. 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, Didcot Town Council, South Oxfordshire & the Vale of White Horse District Councils, local District Cllr's, and the local County Councillors representing the Didcot West, and Hendreds & Harwell divisions.
8. Letters were also sent directly to approximately 215 properties in the immediate vicinity.
9. Following concerns being raised regarding property Nos. 2, 4, 11, & 15 Birch Close not receiving a copy of the initial consultation letter due to a change in road name & property numbers since the original bus-gate consultation occurred, additional letters were sent out to inform them of the proposals.
10. 222 responses were received via the online survey during the course of the formal consultation, with: 112 in support (50%), 99 objecting (45%), ten raising concerns (5%), and one having no firm opinion.
11. Additionally, a further five emails were received, comprising of: two in support, two objecting, and TVP submitting a non-objection.
12. The full responses are shown at **Annex 2**, and copies of the original submissions are available for inspection by County Councillors.

Officer response to objections/concerns

13. Thames Valley Police raised no objection – however, did raise concerns over the wording of the Traffic Regulation Order with respect to police vehicle on 'routine' patrol as opposed to 'emergency' calls.
14. Having appraised & considered the responses received, Officers have identified a number of objections & concerns raised during the consultation process, and responses to these are provided below:

What is happening with existing Bollard?

15. The existing bollard infrastructure will be left in situ, the bollard will be locked in the downwards position with all cabling removed to prevent it from raising.

Who will enforce the ANPR cameras?

16. Oxfordshire County Council will be carrying out the enforcement of the ANPR cameras under powers conferred by the Part 6 Traffic Management Act.

Will there be signage at the bus gate?

17. There is existing signage at the bus gate which will be amended to reflect the change from bollard to camera enforcement. There is also an advanced signage scheme which will see signage erected at the Wantage Road junction and Park Road junction with Larch Drive which highlights the restriction in advance.

Residents turning into driveways could be picked up by camera and fined and people turning around in private driveways

18. The cameras will be positioned so that they only catch those driving through the bus gate. With regards to people turning around in driveways at the restriction, the advance signage will help deter people driving down to the bus gate, if not the signage at the bus gate is positioned to allow people to turn around using the roads, whether doing a loop or using the available turning head.
19. All evidence clips are reviewed by a CCTV operator before a PCN is issued to ensure a contravention occurred.

Why is the restriction (bus gate) required?

20. Outline planning permission for the Great Western Park development was given by South Oxfordshire District Council in 2008 (ref P02/W0848/O). Included within this planning submission was the access arrangements and movement parameters/framework to serve the overall development site (3,300 new dwellings).
21. Pedestrian, cyclist and public transport routes were included as part of movement framework, including measures to prioritise bus routes to promote sustainable journeys to & from Didcot and the surrounding areas. One of the mitigation measures to ensure the bus service through Great Western Park was able to operate at an attractive timetable frequency for users was to install a bus gate and deter any misuse of the bus route impacting on the service(s).
22. The location of this bus gate was identified and approved by South Oxfordshire District Council as part of a reserved application (ref P15/S3338/RM) for Great Western Parcels SN03A and SN03BCD in April 2016. The detail of the scheme was subject to a planning condition (4) of P15/S3338/RM, that was discharged by the district council in July 2020.

Gives an alternative exit as there is only 1 (lots of concerns and comments on this point)

23. There are two exits from the southern side of Great Western Park development, one being the signalised junction on the Wantage Road and the other a left in/out priority junction further west. It is noted that with the bus gate in place (with an accompanying existing Traffic Regulation Order in imposed) that this deters motor vehicles unless emergency vehicle) from

assessing this section of the highway network. This mitigation measure was identified and subject to approved transport submissions as part of the site's site wide planning permissions.

There is currently a bollard, why the need for ANPR cameras?

24. The hydraulic bollard has unfortunately failed on a number of occasions which has resulted in major disruptions to the bus service, there is also an associated cost and maintenance liability to the County Council once this gets adopted and therefore the decision has been made to use ANPR camera enforcement instead.

Funding better spent elsewhere

25. The current bollard arrangement (and its maintenance to date) at the bus gate and the proposed ANPR camera enforcement has been and will be fully funded by Taylor Wimpey.

Privacy concerns

26. The cameras will only be positioned at the restriction and will only record once a vehicle is detected as driving through it. They are designed to detect vehicles and registration numbers, buildings and can be blanked from video footage to protect privacy and to only record necessary information.

Currently using Diamond Drive. It helps reduce congestion.

27. There is currently an approved and in force traffic regulation order at the bus gate and therefore this shouldn't be being used as a short cut. Currently enforcement is carried out by Thames Valley Place.
28. The junction with Larch Drive and Park Road was not designed to accommodate more traffic than from the Bloor Homes development, this could lead to increased chance of a road traffic accidents and congestion through the Bloor Homes estate.

Should have been an ANPR first, why waste money a second time.

29. At the time the bus gate detail was being agreed with OCC, it was not possible to consider ANPR camera enforcement due to the legalities. However, since OCC took over civil enforcement from Thames Valley in South and Vale Districts in 2021. We have now been able to consider ANPR camera enforcement.

Confirmation of what emergency services will be able to use restriction? Only when in an emergency? Or at any time?

30. Emergency service vehicles are generally exempted from the restrictions, added to a 'white-list' maintained by the council. This would apply at all times.

Not told about the bus gate when purchased the property

31. The bus gate restriction has been included in the outline planning permission for GWP since it was approved in the early 2000s, the reserved matters planning consent for this phase of GWP also shows the restriction. Unfortunately, we cannot comment on why you were not made aware of this when purchasing your property from the developer.

Bill Cotton
Corporate Director, Environment and Place

Annexes Annex 1; Consultation plan
 Annex 2: Consultation responses

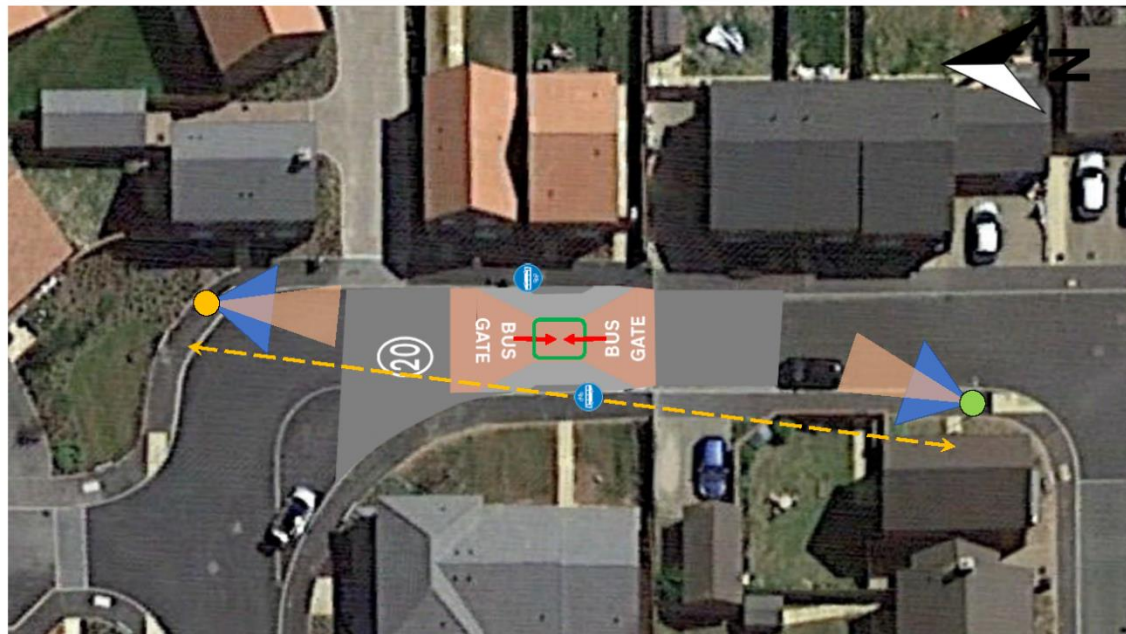
Contact Officers: Ryan Moore 07557 082568

October 2023

Oxfordshire CC – Diamond Drive / Larch Drive

Bus Gate v2

Position: OX11 6DX / 51.598434, -1.260102



Date Created

10-07-2023

Respondent	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>No objection – In principle the Police have no objection, but I do need to clarify the following point regarding exemption.</p> <p>We have had similar discussions in the past. I am in receipt of two consultations concern ANPR enforcement. This one and the Plain roundabout. The exemptions for Emergency Services read different.</p> <p>The Plain states a Vehicle being used for Fire Brigade , Ambulance and Police purposes which I could accept Diamond Drive states Vehicle of the Police , Fire and Ambulance service in an Emergency . Which is confusing at it would suggest the exemption is only in an Emergency OR Is it referring to only Fire and Ambulance in an Emergency.</p> <p>I would like to see consistent wording. Many similar order shows Police Vehicle on Patrol which covers all eventualities.</p> <p>Having also spoken to the TRO & Schemes Team Leader this week any contraventions will be referred to our White list removing the likely hood of penalty notices being issued especially to unmarked Police Vehicles.</p> <p>Can you confirm this will be the process going forward.</p>
(2) Local resident, (Didcot, Aster Close)	<p>Object – There should be a wider consultation with the residents of Great Western Park South about the bus gate. It is ridiculous that only one entry point for the public exists for thousands of residents. This bus gate should not exist in the first place and serves as a detriment to the local community. Installing ANPR cameras is another attack on local residents who simply want to be able to navigate in and out of the development they live on to access facilities across the town.</p>
(3) Local resident, (Didcot, Aster Close)	<p>Object – Limits access</p>

(4) Local resident, (Didcot, Avocet Close)	Object – The current bollard system should be sufficient if used properly .
(5) Local resident, (Didcot, Avocet Close)	Object – Local residents gain greater access to broader public services such as access to didcot wave, library etc. Also reduces travel time from southern neighbourhood to several schools such as northbourne, willcroft, st birinus. These shortened journeys for local residents reduce time spent in car, reducing CO2 emissions generated. In summary, the benefits granted to local residents with this access improve quality of life, greater utilisation of public services and reducing CO2 emissions.
(6) Local resident, (Didcot, Avocet Close)	Object – Gives an alternative exit to the development as there is only 1.
(7) Local resident, (Didcot, Avocet Close)	Object – I think this road should be opened up for residents to use to access Didcot. This will reduce congestion through the estate, Diamond Drive is already a very dangerous road due to cars parking on the road/pavement and also congestion on Wantage Road. This will in turn reduce emissions and reduce likelihood of accidents.
(8) Member of Public, (Didcot, Balmoral)	Object – A gated access system has been installed for some time yet it has never worked. How is this great waste of time and money acceptable. Gated access is an important addition to residential traffic calming as it physically works. ANPR just generates income whilst leaving children vulnerable to vehicles that attempt to defy the restriction by making simple changes to their number plates that evade prosecution.
(9) Local resident, (Didcot, Birch Close)	Object – I wholeheartedly object to the use of cameras to enforce the bus only gate restrictions. Having this road open has only had a positive impact on us and everyone I've spoken to with regard to this. It cuts down on the amount of traffic that inevitably builds up on the Wantage Road junction and continues down the Wantage Road also impacting on the adjoining roads. The amount of traffic on Didcot roads currently is ludicrous and this "bus gate" opening up for all road users to utilise has made a small positive impact on this. I can not stress how much I object to this being a bus lane only again.

<p>(10) Local resident, (Didcot, Birch Close)</p>	<p>Object – The bus bollard has never worked really. Again something built but doesn't work. I think we should not have cameras this is right outside my front door. I think if people can't use it will make more traffic on Wantage Rd which is always very busy also Park Rd. However I believe a speed camera should be put up there but I strongly think this should remain open</p>
<p>(11) Local resident, (Didcot, Bluebell Lane)</p>	<p>Object – Protect my privacy</p>
<p>(12) Local resident, (Didcot, Bluebell Lane)</p>	<p>Object – I don't want it in our local area</p>
<p>(13) Local resident, (Didcot, Bluebell Lane)</p>	<p>Object – The barrier itself should be changed not add AMPR cameras. There should be access there to allow for less car use and traffic at the other exit on the top part of the estate. The council should be more worried about the lack of doctors in Didcot than making money enforcing an exit route that is needed!</p>
<p>(14) Local resident, (Didcot, Box Tree Lane)</p>	<p>Object – I think it's better open for public use. It's good for all residents. Block the road doesn't make sense.</p>
<p>(15) Local resident, (Didcot, Box Tree Lane)</p>	<p>Object – I have always been in favour to have this route accessible for local residents.</p>
<p>(16) Local resident, (Didcot, Box Tree Lane)</p>	<p>Object – This would impose restriction. And it is very inconvenient for local residents as it will take longer to reach another side of it.</p>
<p>(17) Local resident, (Didcot, Box Tree Lane)</p>	<p>Object – Brunel rise side of the estate needs 2 forms of entrance/exits. It will cut commuting times and reduce emissions from traffic delay. If Larch Drive is okay for buses then it's okay for cars</p>

<p>(18) Local resident, (Didcot, Cedar Close)</p>	<p>Object – The road allows easy access for GWP residents to Diamond drive and Park Road and eases traffic on other main roads in and around Didcot. It does not make sense to force vehicles into a 15 minute journey to get to the same point and in so doing, increase emissions. Surely we should be trying ease the flow of traffic on the main arterial routes and offer the residents an option to be able to get around with ease.</p>
<p>(19) Local resident, (Didcot, Cedar Close)</p>	<p>Object – Free access through the neighborhood decreases traffic on main routes, cutting journeys by a good 10 minutes!</p>
<p>(20) Local resident, (Didcot, Chamomile Way)</p>	<p>Object – Need more than one entrance to GWP</p>
<p>(21) Member of Public, (Didcot, Churchill Rd)</p>	<p>Object – Costs</p>
<p>(22) Local resident, (Didcot, Clover Fields)</p>	<p>Object – I object to the cameras and I would like instead to not have any gate and have the road opened so the local residents have 2 exits, which I believe will have a positive impact on the area traffic and will also help to reduce emissions making journey times lower for some people.</p>
<p>(23) Local resident, (Didcot, Craven Way)</p>	<p>Object – It should be open to all</p>
<p>(24) Local resident, (Didcot, Diamond Drive)</p>	<p>Object – Will ease the traffic from the B4493 road</p>
<p>(25) Local resident, (Didcot, Diamond Drive)</p>	<p>Object – No detail is supplied for the reason for this ANPR camera. There is no information on why this is required. There are no surveys of existing traffic movements. There is mention that it will "help" but what is it trying to help? There is no detail supplied to help ensure drivers do not accidentally access the bus gate. Will they paint signage on the floor or ensure there is eye-level information that people are about to enter the bus gate? As you come around</p>

	<p>the corner from the north, you are immediately into the bus gate, so what steps will be taken further back to ensure traffic movement.</p> <p>There is already a bus gate in existence with a device that is able to be lowered. This consultation does not detail what is happening with this? Will it be permanently removed? Given its already in place and paid-for, surely this is a better use of funds?</p>
(26) Local resident, (Didcot, Diamond Drive)	<p>Object – The estate is far too large and congested to only have one route in and out. Having this route through larch drive will significantly improve the flow of traffic and congestion in and out of the estate and on the wantage road</p>
(27) Local resident, (Didcot, Diamond Drive)	<p>Object – I object due to the traffic volume. Already many cars are parked on the road, with buses already using Diamond Drive , the increase of traffic it could bring from other travellers who don't even live on the estate with only make it even busier. It's so hard to see down the road and past parked cars. A head on collision is only imminent. Unless the same approach is taken as Sir Frank Williams and Greenwood Way with double yellows then I strongly object.</p>
(28) Local resident, (Didcot, Diamond Drive)	<p>Object – Unhelpful, inconvenient for the local community</p>
(29) Local resident, (Didcot, Diamond Drive)	<p>Object – Because it will increase travel time, push traffic to main roads, cause traffic jams and thus be more damaging to environment</p>
(30) Local resident, (Didcot, Diamond Drive)	<p>Object – I don't understand why you've decided to put this in, when this road is a direct link to hagbourne village and surroundings. What's the purpose for it ? We are not London, we don't need these types of obstructions/roads in our small town !!!</p> <p>I live on Diamond Drive, my children attend Hagbourne Primary School and it's an utter shamble and faff to have to drive through the enter estate to join built up school traffic on the opposing end of Diamond Drive, to then drive straight past that section of road that is only for buses !!!</p> <p>We are using more fuel, energy and money on that extra 10/15minute journey - that is doing more damage to our eco system. The fact that our government and hierarchy are always going on about saving money, cutting costs etc when actually they've made things worse by allowing this to be implemented</p>

(31) Local resident, (Didcot, Diamond Drive)	Object – Na
(32) Local resident, (Didcot, Diamond Drive)	Object – Road should be open to all
(33) Local resident, (Didcot, Glebe Road)	Object – Oppressive, there are just too many cameras going up and they will be used to financially burden the public. There will be a day when as soon as you step outside your house you will be charged
(34) Local resident, (Didcot, Goldcrest Gardens)	Object – Concerned about privacy over surrounding properties, pedestrians and also other cars driving near the area having data recorded. Equally, considering this, I do not agree that this should be a bus gate. The enormous population on GWP south being funnelled through only one exit on the estate causes long delays/jams in the morning. Allowing another exit from the site is simply sensible.
(35) Local resident, (Didcot, Goldcrest Gardens)	Object – Diamond drive is overloaded and poses a serious risk if there is a fire at the junction with Wantage Road, Opening the bus gate to all traffic with mitigate this risk and allow the estate to flow properly. I believe that this will not become a "rat run" as it opens to local routes and anyone wanting the A34 etc will go via the main route,
(36) Local resident, (Didcot, Goldcrest Gardens)	Object – Diamond drive is overloaded, opening the bus gate to all traffic would reduce pollution and allow the estate to flow correctly. There is little risk of it becoming a rat run as anyone going to the A34 etc will take the more direct route. It will also mitigate the risk of not being able to exit the estate if there is an accident or fire at the main junction.
(37) Local resident, (Didcot, Goldcrest Gardens)	Object – It should be a through road for all vehicles. At the moment, having the entire southern part of great Western park use Diamond Drive is crazy, especially given the way cars are parked on both sides of a narrow road with bends. Having this open to all vehicles would reduce traffic on diamond drive and make trips safer.
(38) Local resident, (Didcot, Jackdaw)	Object – It should be opened to all residents to shorten journey times and reduce emissions

(39) Local resident, (Didcot, Larch Drive)	Object – There is a gate no need to install ANPR. I suggest remove the gate and open for public.
(40) Local resident, (Didcot, Larch Drive)	Object – I live right next to the bus gate and am concerned that residence turning into their drive or parking on the road will be pinged by the anpr because of the extreme closeness to the bus gate and proposed cameras
(41) Local resident, (Didcot, Larch Drive)	Object – Stop shafting us with your cash making cons
(42) Local resident, (Didcot, Larch Drive)	Object – With the size of GWP it's stupid to restrict the traffic with this scheme, Park Road and Didcot Road at peak times are jammed with cars which has the inevitable knock on affect on other roads in the area. Depending on where you work you are forced to drive all the way around to access the road you need to get home, causing higher pollution in other areas due to traffic volume. Opening this restricted area would relieve congestion and traffic volume on other roads around Didcot. Have some common sense and open this road to ALL vehicles.
(43) Local resident, (Didcot, Lisa Head Avenue)	Object – Why this was not built initially and now duplicating public money for someone forgot to do there job correctly. Also is this such a big concern now? Money can be spend somewhere else where it needed perhaps a pedestrian crossing near district centre which will benefit children and elderly crossing steet
(44) Local resident, (Didcot, Mereland Road)	Object – There should be no bus gate, it should be open to public to ease congestion on diamond drive, Wantage road. On an estate of this size surely it makes sense to have two entrances and exits.
(45) Local resident, (Didcot, Miles East)	Object – The bus gate should be removed. There is no access in or out of southern gwp, other than at miles east. I live on miles east and it is getting more and more busy. There should be another route in and out to ease congestion.

(46) Local resident, (Didcot, Na)	Object – privacy
(47) Local resident, (Didcot, Near Asda)	Object – Object
(48) Local resident, (Didcot, Reed Street)	Object – It should be a road that locals should be allowed to use to go from one end of the estate to another rather than just one way out of the estate
(49) Local resident, (Didcot, Reed Street)	Object – Only 1 entrance and exit to the estate is ridiculous. We were not told of the bus gate at time of house purchase.
(50) Local resident, (Didcot, Reed Street)	Object – This clearly needs to be open for all traffic as the main junction daytime is too congested
(51) Local resident, (Didcot, Reed Street)	Object – It should be open for all flowing traffic
(52) Local resident, (Didcot, Sorrel Close)	<p>Object – While I understand the intention behind the proposal, I believe it will have negative effects on the residents and users of the estate.</p> <p>My primary concern is that Great Western Park (GWP) has only one exit and entrance. By enforcing the current Buses only 'gate' restriction with ANPR cameras, we risk exacerbating the already existing traffic congestion in the area. In case of any unexpected events or emergencies, having only one route in and out of the estate may lead to serious disruptions and potentially put lives at risk.</p> <p>Furthermore, the proposal claims that the installation of ANPR cameras will ease congestion on Diamond Drive, Park Road, and Wantage Road. However, there is no substantial evidence provided to support this claim. In fact, the restriction imposed by the bus lane may lead to even more congestion, especially during peak hours.</p> <p>The reduction of emissions is indeed an important goal, and I fully support efforts to promote eco-friendly transportation. However, implementing this restriction without comprehensive planning and alternatives in place may have unintended consequences.</p>

	<p>Instead of focusing solely on the installation of ANPR cameras and enforcing the bus lane, I urge the council to consider other viable solutions.</p> <p>In conclusion, I object to the proposal for ANPR cameras on Diamond Drive due to the potential adverse effects on traffic congestion and the limited accessibility of Great Western Park. I kindly request the council to reconsider this proposal, prioritize public safety and convenience, and explore alternative solutions that can genuinely benefit the community while mitigating traffic and environmental concerns.</p>
(53) Local resident, (Didcot, Sundew Close)	Object – Extra exit helps with congestion
(54) Local resident, (Didcot, Sycamore Way)	Object – If no camera enforcement and the road can be open to public use in certain set time period, it can relieve the heavy traffic to GWP.
(55) Local resident, (Didcot, Teal Close)	Object – It should be already clear for everyone why people object this. We are living in a bottle neck, its already clear for everyone how the teaffic in Didcot is in the morning when schools start and as there is no school places nearby people have to drive to other side of the Didcot to bring kids to school and in some mornings it takes 3 times the time it should because there is only one way to exit. So much talk about environment but clearly no one cares! It' so much easier, faster, shorter distance to use this exit to go for several places but what you guys do is block it for hundreds of people and create more traffic on a road that is heavily parked with cars on sides of roads, corners, bends, pavements etc. Why adding so much extra pressure for a single road where hundreds of families live and need to use several times on daily basis? Where these people came from who decided this? No other country has these misarble roads like UK and I wonder if Didcot must be the worst of them all!
(56) Local resident, (Didcot, Teescroft)	Object – Privacy concerns
(57) Local resident, (Didcot, Wheatfields)	Object – The road should never have been designed like it was is the first place.

<p>(58) Local resident, (Didcot, Yellowhammer Place)</p>	<p>Object – I think we need more routes into GWP rather than a couple of main routes. I cannot see that this way in would be used by the mass but when needed it could easily be used by local residents. It also relieves traffic along wantage road for people that want to go from GWP to park road etc. it also means WHEN work starts on the Harwell mega roundabout that road users can use this alternate route.</p>
<p>(59) Local resident, (Didcot, Anonymous)</p>	<p>Object – Should be able to drive through unopposed</p>
<p>(60) Local resident, (Didcot, Birch Close)</p>	<p>Object – I've emailed with my reasons</p>
<p>(61) Local resident, (Didcot, Bluebell Lane)</p>	<p>Object – It's only used locally by residents and helps reduce congestion on a already clogged town</p>
<p>(62) Local resident, (Didcot, Bowmont Water)</p>	<p>Object – Care workers need to access the roads</p>
<p>(63) Local resident, (Didcot, Box Tree Lane)</p>	<p>Object – There needs to be more than one exit for gwp south</p>
<p>(64) Local resident, (Didcot, Broadway)</p>	<p>Object – I don't agree with bus only gates as it congest traffic to the few roads that are left and I also don't agree with it's for the good of the environment as it make more pollution and congestion also this anti car retoric needs to stop before it's too late we don't need to live in a socialist society where just a few at the top can do as they please we should all have free movement</p>
<p>(65) Local resident, (Didcot, Buckthorn Crescent)</p>	<p>Object – The gateway is unnecessary. The access down to Park Road should be available for all road users. This would also alleviate the build up of traffic at the lights by UTC, made worse by no parking restrictions at that end of Diamond Drive.</p>

(66) Local resident, (Didcot, Chamomile Way)	Object – GWP should have two entry and exit points.
(67) Local resident, (Didcot, Cowslip Gate)	Object – An estate this size needs more than one entry/exit. It makes no sense to not let cars through when it would ease congestion and reduce emissions.
(68) Local resident, (Didcot, Craven Way)	Object – This side of GWP needs a north and south exit. It will make travelling between Didcot easier, quicker and more efficient. Saving emissions and time. I would compromise on having peak and off peak hours to travel between the area.
(69) Local resident, (Didcot, Diamond Drive)	Object – Didcot has become a town that is over built and traffic during rush is awful. If the route could be used for cars as well as buses this could help divert the traffic which residents on GWP could use to get home.
(70) Local resident, (Didcot, Diamond Drive)	Object – Maintain convenience of movement.
(71) Local resident, (Didcot, Diamond Drive)	Object – Let's first focus on fixing existing infra issues then spending more of taxpayers money on useless mini projects for 10 households. This road should have been made public from day1 a given there is just 1 entry/exit to the entire southern community of thousands of houses. STOP!
(72) Local resident, (Didcot, Diamond Drive)	Object – I believe there should be two exits to such a big estate. It also lessens traffic on Diamond Drive which is where I live and that road is already so busy and people drive far to fast! It's also more economical for residents living nearer park road. It should be opened up to all to use.
(73) Local resident, (Didcot, Diamond Drive)	Object – Why can't cars use the gate to go through? Why I need extra 10 minutes journey if I live in Diamond Drive and want to visit my friend in Sycamore Way? It is ridiculous!

<p>(74) Local resident, (Didcot, Dimond Drive)</p>	<p>Object – The Road should be open to all local residents</p>
<p>(75) Local resident, (Didcot, Ernest Road)</p>	<p>Object – A waste of money and another attack on car drivers, why can't it just be open for people to drive through for local deliveries.</p>
<p>(76) Local resident, (Didcot, Falcon Drive)</p>	<p>Object – Traffic in Didcot is bad enough as it is. We need more access, not less</p>
<p>(77) Local resident, (Didcot, Falcon Drive)</p>	<p>Object – I feel that this should be open for anyone to use! Having one entrance and exit is ridiculous for an estate this size! It helps ease congestion on Wantage road.</p>
<p>(78) Local resident, (Didcot, Falcon Drive)</p>	<p>Object – Absolutely no need for it, it's another exit/access road for GWP, if this is put up then it will just be a rat run like has been for the last x amount of years. This is a town, a thriving one at best. Do not enforce such rules that a city would have.</p>
<p>(79) Local resident, (Didcot, Falcon Drive)</p>	<p>Object – This link up should be open to the general public to be able to get out the top end of the estate. There is one way in and out if you live down the bottom end.</p>
<p>(80) Local resident, (Didcot, Falcon Drive)</p>	<p>Object – The whole idea of the bus gate is ridiculous. The only way on and out being at the traffic lights is dangerous and at peak times is very annoying. The bus gate Has broken and the cost to repair is a waste, when you could just make it a two way road that everyone could use.. If you live just on the other side of bus gate you have to a mile around. I bet the people who designed this don't live on GWP. It's bad enough that roads are narrow and you get a car / van being slightly over the car coming the other has to stop. So do us residents a favour get rid of the bus gate and make it a proper rd for all residents to use, and save the repair money.</p>

<p>(81) Local resident, (Didcot, Foxcote Crescent)</p>	<p>Object – The lack of an exit from this side of the GWP estate forces me to use other established older roads to get from the UTC junction to my parents house in Willow End. This results in unnecessary mileage to to each journey (poor environmentally) and merely diverts traffic unnecessarily, adding to already high traffic volumes past the woodlands medical centre.</p>
<p>(82) Local resident, (Didcot, Goldcrest Gardens)</p>	<p>Object – It isn't over used. Diamond drive is actually a danagerous road for parking so actually going through to park road is a safe option and quicker so cars are using less fuel better for the environment</p>
<p>(83) Local resident, (Didcot, Greenway Development)</p>	<p>Object – I live in the Greenway development and actually find the road onto Diamond Drive very useful to use in my private car. I would like to continue doing so.</p>
<p>(84) Local resident, (Didcot, Greenwood Way)</p>	<p>Object – There is no need for it.</p>
<p>(85) Local resident, (Didcot, Guelder Rose)</p>	<p>Object – The road should be open to all local residents</p>
<p>(86) Local resident, (Didcot, Honeysuckle)</p>	<p>Object – Eases traffic problems out of one exit road from the estate</p>
<p>(87) Local resident, (Didcot, Larch Drive)</p>	<p>Object – Not needed just make road usable to everyone put speed humps to slow cars down</p>
<p>(88) Local resident, (Didcot, Loyd Road)</p>	<p>Object – From where I live to where my son lives in marjoram way, takes approximately 10 minutes not going through diamond drive & when the roadworks on Wantage road were in place, it took over 1/2 hour to do a 0.7 of a mile journey. I never use the route as a cut through, only to visit my son.</p>

(89) Local resident, (Didcot, Mendip Heights)	Object – It not causing a problem
(90) Local resident, (Didcot)	Object – The build up of traffic around GWP is ridiculous! It should be used as a passageway for vehicles not limited to buses only.
(91) Local resident, (Didcot)	Object – 1. You will drive cars to use unsuitable back roads more often. 2. I am fed up with the authoritarian nonsense of Oxfordshire County Council. 3. We know that OCC would be happy to see everyone Dutch their cars. 4. I cannot wait for our maniac councillors to lose their seats. They deserve to. 5. There is no need for this. Leave us all alone to get on with our lives.
(92) Local resident, (Didcot, Park Road)	Object – I think the bollard should be removed and allow all vehicles to use that road. Green way park and South didcot in general need better access to Wantage and Boundary park. It would alleviate the traffic on the “Mulberry pub roundabout “ at the end of Park road.
(93) Local resident, (Didcot, Ramsons Crescent)	Object – I feel the size the estate is, there needs to be 2 entrance and exits, it would make a huge difference to the traffic on the Wantage road
(94) Local resident, (Didcot, Streamway Cl)	Object – Focus investing on road quality and infrastructure than spending tax payers money on camera bollards etc
(95) Local resident, (Didcot, Sycamore Way)	Object – There are already a raising bollards installed, if they were functioning correctly the money of the cameras could be saved.
(96) Local resident, (Didcot, Teal Close)	Object – We are leaving in the end of Diamond Drive and its such a nightmare all this residential area use one single exit which generate every single day a traffic jam and long queue cars which affect our daily life routine. While that can

	<p>be avoided using another exit as well. We are really suffering of bad road planning and we thought to relocate into another area because of that.</p> <p>I will never forget when we had an emergency case and we had to bring our child to the GP and stuck with traffic in Diamond drive.</p> <p>Please don't put restrictions or make it accessible for residents</p> <p>Thank you</p>
(97) Local resident, (Didcot, Teal Close)	Object – Route should be changed to allow all cars to use to relieve congestion the other way
(98) Local resident, (Didcot, Willow End)	Object – By only allowing buses to travel along this route, the surrounding road network is getting over used! It's a road network and should be open to all
(99) Local resident, (Didcot, Wintergreen Close)	Object – Simon's drive is the only way it connects to beginning of the estate and to other areas. This will make it difficult as a local resident with no alternative to exit. Council should create and other exit point to the GWP Brunel Rise before enforcing such restrictions.
(100) Local resident, (Didcot, Wynton Close)	Object – There are far more pressing needs for funding traffic measures and infrastructure in didcot
(101) Local resident, (Didcot)	<p>Object – Simply put this is a waste of tax payers' money. There must be better usage for this funding that would be a positive contribution to the 'environment'.</p> <p>We live not far from the buses only gate and have always found it senseless having to drive all the way around to get to Didcot. This adds to the congestion on Wantage Road and we end up driving a longer distance. Furthermore, our son is due to start reception next year and we are not able to consider Hagbourne primary as an option because of this reason, which otherwise would have been a really good option to have.</p> <p>I would also like to point out that there is currently only one exit from south side of GWP so it does get very congested at peak times. If anything was ever to happen on that one road/junction to exit then the residents would simply not be able to leave or access their estate.</p>

	<p>Congestion is not helping the environment, so our household is for making this gate 'access to all' and not just designated vehicles.</p>
<p>(102) Local resident, (Harwell, Queen Gardens)</p>	<p>Object – Ridiculous having a bus gate in this location is ridiculous.</p>
<p>(103) Local resident, (Didcot, Beech Lane)</p>	<p>Concerns – There is only one way out of south GWP (traffic lights), so you are restricting access out of the estate. I used to live on the greenway estate and was always told this would be a through road so I could take my child to school on GWP but now it is a bus gate which means I have to drive all the way around to get him to school. Surely it would be better to have it as a normal road but add speed bumps or something so it can be used by others, not just buses.</p>
<p>(104) Local resident, (Didcot, Colborne Rd)</p>	<p>Concerns – Is signage adequate?</p>
<p>(105) Local resident, (Didcot, Diamond Drive)</p>	<p>Concerns – I understand the need, discouraging through traffic on Diamond Drive is important. However my understanding was that when constructed the bus gate has a bollard that can be lowered for buses etc surely if this system is already in place that should be utilised in the first instance. If for whatever reason the above is not the case then I support the use of ANPR.</p>
<p>(106) Local resident, (Didcot, Loyd)</p>	<p>Concerns – Without the 'bus gate' and electronic bollard, it would allow unrestricted access from the southern section of the Great Western estate onto Park Road and then through West and East Hagbourne, being a shorter and quicker route to the A417 and over Hagbourne Hill to the Harwell site and the A34. There is also the concern regarding the speed of vehicles travelling through Larch Drive onto Park Road</p>
<p>(107) Local resident, (Didcot, Marjoram Way)</p>	<p>Concerns – The road should be open to all to disperse the traffic rather than everyone having to use the same entrance/exit to GWP</p>

<p>(108) Local resident, (Didcot, No)</p>	<p>Concerns – I'm worried about the proposals for the driveways. Also, on Google and Apple Maps it takes you through said bus gate. It should be a normal road.</p>
<p>(109) Member of Public, (Didcot, Synderford Close)</p>	<p>Concerns – When dropping of resident after work</p>
<p>(110) Local resident, (Didcot, Beech Lane)</p>	<p>Concerns – There is a current bus gate - will that be locked into place and risks of it popping up randomly be addressed as part of the change to ANPR. Who will manage the system and penalty system? Will penalties be managed in a reasonable way. What are the plans for signs/communication to inform drivers? Who maintains the cameras, maintenance of them, replacements if needed especially as the roads have not been adopted by the council yet. What is the cost to residents? Will bus flow be managed too with just timetabled buses going through the gate given there is only meant to be one bus using it and there isn't a bus stop near it.</p>
<p>(111) Member of Public, (Didcot, Drake Avenue)</p>	<p>Concerns – I think we should be looking at cameras that look at speeding in Didcot, rather than looking at whether someone is using a bus lane. That is a bigger concern.</p>
<p>(112) Local resident, (Didcot, Reed Street)</p>	<p>Concerns – Only one way in and out of an estate this size does not work - traffic in the morning is getting worse. Make it so that we are able to get in and out both ends of the estate.</p>
<p>(113) Local resident, (Didcot)</p>	<p>Support – The current setup is just absurd. People do what they want, park where they want, drive as fast and recklessly as they want. I absolutely support this!</p>
<p>(114) Local resident, (Didcot, A4130/Abington Road)</p>	<p>Support – Support safe drive and to get penalty on those over speed limit driver as punishment.</p>

(115) Local resident, (Didcot, Abbott)	Support – Keep the roads safe and uninsured drivers off the road
(116) Local resident, (Didcot, Aster Close)	Support – It will stop drivers using GWP as a rat run.
(117) Local resident, (Didcot, Avocet Close)	Support – People drive very fast through here
(118) Local resident, (Didcot, Barnes Road)	Support – A camera-enforced bus gate does not suffer from problems relating to broken motorised bollards, so will not stop or delay buses or emergency vehicles. Keeping the bus gate will stop drivers using Diamond Drive as a through route, putting more dangerous and unhealthy traffic on residential streets.
(119) Local resident, (Didcot, Beech Lane)	Support – Cars are currently using this route as a rat run and are driving at dangerous speeds. This location used to have a bollard that has failed. It is important to reinstate this restriction
(120) Local resident, (Didcot, Beech Lane)	Support – I live on the Larch Drive side of the bus gate. Recently we have seen a significant increase in traffic. The greater concern is the speed of car travelling beyond the gate on Larch Drive. I have twice this week had a near miss accident due to poor / fast driving.
(121) Local resident, (Didcot, Beech Lane)	Support – I support the installation of ANPR camera to safely manage the bus gate now that the rising bollard is no longer in use.
(122) Local resident, (Didcot, Birch Close)	Support – As a Local resident in very close proximity to the bus gate I support the proposal for the following reasons, Traffic has increased dramatically since the current bollard has been out of action with people using as a rat run. The speed that people come through is unacceptable. The profile of the corner on the north side makes visibility poor especially with cars parked on the corner and results in traffic coming together head on, buses also need to use all of the road to get around with no room for vehicles travelling in the opposite direction.

	<p>It is also dangerous for residents pulling in and out of Birch close,I have witnessed a number of near misses here since the bollard has been down and I think it is inevitable there will be accidents in this area the more this is used as a rat run.</p> <p>In short traffic should be stopped from using the bus gate and I fully support the use of ANPR cameras to do so.</p>
(123) Local resident, (Didcot, Birch Close)	<p>Support – Although it would be quicker for me to get into the town going through the bus gate, I support the introduction of the ANPR cameras providing it is appropriately advertised. It is currently used by many people - as local knowledge has advised that the bus gate is not in operation. I feel it would be unfair if people we fined without due warning.</p>
(124) Local resident, (Didcot, Birch Close)	<p>Support – I strongly agree with the anpr cameras due to Security reasons, due to the poor parking and narrow lanes is not safe for residents to have a busy road like we have at the moment with bollard not working. Residents have purchase their houses according to the initial plan of not having regular traffic(only buses /emergency vehicles).</p>
(125) Local resident, (Didcot, Birch Close)	<p>Support – I've been waiting for enforcement of the bus gate for 4 years, and the Council and developer's professional incompetence is unbounded. It's about time. 4 years too late and counting, but , whatever. Is this ever going to get enforced? We all agreed to this years ago, this is just dragging out endless unprofessional mismanagement. Apparently, so I am told in the complaint I have had a response to, that all has been going swimmingly and this has not run particularly late. 4 years. I beg to differ. Long overdue. You can do better. We deserve better.</p>
(126) Local resident, (Didcot, Box Tree Lane)	<p>Support – Living very close to the proposed anpr location, I have seen many cars already go through the bus only gate and would like to prevent this road from become too busy as it's already congested with parked cars</p>
(127) Local resident, (Didcot, Box Tree Lane)	<p>Support – Fearful of the speed at which road users travel through great western park. The width of the road and bus stops, along with more cars using the road as a short cut from wantgae road to park road will create unwarranted congestion/emissions/noise and several other issues.</p>

<p>(128) Local resident, (Didcot, Box Tree Lane)</p>	<p>Support – I live in Box Tree Lane and part of the reason we bought the house is because we were told by Taylor Wimpy that there would be a gate or control in place. We routinely see cars, delivery drivers and lorries ignoring the signs and in some circumstances driving around the corner at inappropriate speeds for the speed limit. I fully support this proposal.</p>
<p>(129) Local resident, (Didcot, Box Tree Lane)</p>	<p>Support – Will the electronic barrier be removed if ANPR cameras are in place? The barrier has never worked effectively. Not only has it stopped buses getting through but emergency vehicles too. Not only a nuisance but potentially endangering lives when emergency vehicles have to turn around and drive all the way around GWP to get to their destination. In addition, will there be any consideration for yellow lines or similar along Diamond Drive/Larch Drive? It makes it very difficult for buses to get through and they end up having to reverse along Box Tree Lane to manoeuvre out of the way of oncoming buses from Larch Drive. It was also much better when the buses were going one way. The visibility coming up Larch Drive onto Diamond Drive with a sharp left bend is difficult to see around. The buses slow right down on this corner but then have to loudly rev their engines to get up the hill/slope which makes it rather noisy in summer when windows are open. This is only exaggerated further when vehicles park on the corner and right next to the bus gate.</p>
<p>(130) Local resident, (Didcot, Boxtree)</p>	<p>Support – Is Dangerous , matter of time before a horrible accident</p>
<p>(131) Local resident, (Didcot, Boxtree)</p>	<p>Support – Is Dangerous the cars coming through</p>
<p>(132) Local resident, (Didcot, Buzzard Rise)</p>	<p>Support – Good idea so no-one tampers with the bus gate again and the buses continue without anymore problems.</p>
<p>(133) Local resident, (Didcot, Candytuft Way)</p>	<p>Support – There are crazy drivers in Didcot who will take advantage having cameras should stop this</p>

(134) Local resident, (Didcot, Candytuft Way)	Support – I live on GWP, on the north part. I support not creating rat runs for cars, but making residential areas accessible by public and active transport.
(135) Local resident, (Didcot, Cedar Close)	Support – Prevents the area from becoming a rat run for cutting through in a residential area.
(136) Local resident, (Didcot, Cedar Close)	Support – The bus gate is currently being used regularly as a shortcut by vehicles. Some form of enforcement is required to prevent its misuse.
(137) Local resident, (Didcot, Cedar Close)	Support – I agree that the gate should only be accessible for buses, emergency vehicles and push bikes.
(138) Local resident, (Didcot, Cedar Close)	Support – The current bollard is not fit for purpose. It is currently broken and traffic speeds regularly down Larch Drive now.
(139) Local resident, (Didcot, Cottongrass Road)	Support – Cars often cut around the bollard
(140) Local resident, (Didcot, Diamond)	Support – Is now a speedy dangerous road and not how was it meant to be. Just because rising bollard never fixed.
(141) Local resident, (Didcot, Diamond Drive)	Support – I live on Diamond Drive near the bus gate. I like that the road is not a through road, but cars do go through the bus gate, often after speeding down Diamond Drive. I would like the gate to be enforced to ensure the street remains quiet and safe.
(142) Local resident, (Didcot, Diamond Drive)	Support – I live on Diamond Drive and have noticed an increase in through traffic when the bus gate bollard is not in operation, and also an increase in speed of vehicles passing through which is unsuitable for a densely populated residential area.

(143) Local resident, (Didcot, Diamond Drive)	Support – To stop people using the road as a rat run, residents look out for each other and keep to speed limits, non residents seem to just speed through to avoid traffic
(144) Local resident, (Didcot, Diamond Drive)	Support – As a Diamond Drive resident, I am keen that my street does not become a through road or shortcut. There is already a significant issue with speeding here, and more non-resident traffic using this road is likely to exacerbate this problem.
(145) Local resident, (Didcot, Diamond Drive)	Support – We are residents of Dimond Drive and we are supporting the idea of ANPR cameras. When we bought the house on Diamond Drive , we were told this will be "no traffic through" road , which we were happy about . This has now changed , as due to the bus gate being opened , there is lots of speeding cars , which have no respect for local home owners and 20mph speed limit in the residential area . Hopefully the ANPR cameras will stop the traffic and the gate will be used as per original purpose and design.
(146) Local resident, (Didcot, Diamond Drive)	Support – I live near the bus gate, traffic has worsened and has become dangerous. Some cars come through the bus gate and speed up Diamond Drive as if it was their own personal race track. It is indeed a rat run and has turned what was a nice quiet residential strip of Diamond Drive into a noisy and dangerous stretch of road as people simply cannot drive safely while children are around. I wholly support the cameras and would urge to do so for public safety.
(147) Local resident, (Didcot, Diamond Drive)	Support – It has been a nightmare since the only bus gate in the end of diamond drive has been open to all traffic, lots of people dangerously speeding right in front of people's front door! There are children often playing outside and the drivers are not careful and just drive to fast!!
(148) Local resident, (Didcot, Diamond Drive)	Support – 'My comments are: - GWP Roads are narrow and must not become a thorough fare for traffic taking a short cut to Blewbury or to Didcot Central since it will detract from being a residential area. - Since the mechanical bollard stopped working the traffic seems to have increased in the past year.

	- Buses often have to zig-zag in between parked cars making it difficult for them to travel through GWP.
(149) Local resident, (Didcot, Diamond Drive)	Support – The signage is in place at the location of the 'bus gate' between Diamond Drive and Larch Avenue, yet in the early afternoon of 17/08/2023, I observed three private vehicles negotiate the gate in a short 15 minute period. Residents of Larch Avenue and Diamond Drive deserve the low traffic neighbourhood they expected when the estate was constructed.
(150) Local resident, (Didcot, Diamond Drive)	Support – Children are nearly run over daily with folk abusing as a rat run, is a matter of time before a very serious accident
(151) Local resident, (Didcot, Diamond Drive)	Support – I live near the bus gate and this end of diamond drive is difficult to navigate when there is essentially only the buses on the road let alone if we have through traffic as well. The bus service is a god send and I want it to stay safe and reliable by getting traffic out of its way!
(152) Local resident, (Didcot, Elbourne)	Support – Supported as the bollard introduced does not work and cars race through the estate by using this as a cut through in a road that has parked cars and reduced visibility round corners.
(153) Local resident, (Didcot, Elbourne)	Support – It's a bus gate, anything using it that isn't a bus should be penalised.
(154) Local resident, (Didcot, Elbourne)	Support – Live next to this part of GWP, maintaining the access purely for buses etc will prevent it becoming a rat run.
(155) Local resident, (Didcot, Elder Close)	Support – Greenway estate being used as a "Rat-run" shortcut by cars and delivery drivers causing unsafe road conditions. Several near-misses have already occurred on corners with poor visibility

<p>(156) Local resident, (Didcot, Elder Close)</p>	<p>Support – We need a way to prevent cars to go through but let buses or emergency vehicles to go through. If we don't have cameras we would need something else.</p>
<p>(157) Local resident, (Didcot, Elder Close)</p>	<p>Support – In support of policing people using this to help with traffic safety and flow</p>
<p>(158) Local resident, (Didcot, Elder Close)</p>	<p>Support – I see multiple people driving through this bus-gate every day</p>
<p>(159) Local resident, (Didcot, Elder Close)</p>	<p>Support – The layout of Larch Drive was not designed or is suitable to become a through fare. The bus gate helps to discourage the use of private motor vehicles and encourage active travel, such as walking or cycling, for short trips.</p>
<p>(160) Local resident, (Didcot, Elder Close)</p>	<p>Support – While there are occasions when it would be convenient for me to drive from Larch Drive onto Diamond Drive in order to go to Great Western Park, or out towards Harwell, I fully support this route being available only to buses, bikes and pedestrians. If cars are allowed to drive through the Greenway development onto GWP, then there will be a significant volume of traffic coming from GWP along Larch Drive and then onto West Hagbourne; and the same in the other direction. Increased traffic brings with it an increased risk of accidents - between cars and, worse, with pedestrians especially children. This increased risk would apply all the way along Diamond Drive, but Diamond Drive is a reasonably wide road. I believe there would be a much greater risk on Larch Drive. The roads on the Greenway development were not designed for through traffic - even when driving out of the estate towards Park Road cars frequently have to give way because, with vehicles parked on the road there is only room for one other car to pass at a time. Indeed this must already be a problem for the (very welcome) buses which now take this route. It would be much worse if large numbers of private vehicles (plus delivery vans) were using it as a through route. Finally I'd say that I look forward to the local authority adopting all roads on the Greenway estate, and reducing the 30mph limit to 20mph.</p>
<p>(161) Local resident, (Didcot, Greenway)</p>	<p>Support – The bus gate was agreed and part of the decision in purchasing on the Greenway as there would be no through traffic which now races through. Why change a plan where many purchased knowing this was the case and is</p>

	only an issue because the council / Taylor Wimpey will not repair the system that is already in place. I'd the bus gate cannot be repaired it should be replaced to give the same restricted access
(162) Rather Not Say, (Didcot, Hawthorn Place)	Support – Ensures lane is used correctly
(163) Local resident, (Didcot, Honeysuckle Way)	Support – '-
(164) Local resident, (Didcot, Larch Drive)	Support – Cars are going through the bus gate, LTN no longer working, streets became so busy now with cars going through even they know they're not allowed to
(165) Local resident, (Didcot, Larch Drive)	Support – So we have less traffic zooming through the estate.
(166) Local resident, (Didcot, Larch Drive)	Support – I reside in Larch Drive and it has become a nightmare since the rising bollard has been broken. It is a rat run, a constant flow of traffic, cars, commercial vehicles and motorbikes feeling they have the right to drive through the 'bus gate'. There is no penalty to them for doing so. They drive at high speeds which is dangerous and noisy. Our quiet 'no through road' is not the pleasant place to live that is once was. We are desperate for these ANPR cameras which Taylor Wimpey informed me had been given the go ahead and we're being installed before the end of the summer holidays. The only people objecting to this will be those flouting the rules!
(167) Local resident, (Didcot, Larch Drive)	Support – The traffic in larch drive is getting unbearable because of the amount that is coming through from diamond drive where there is supposed to be a rising bollard. All residents are fed up with this and need actions to be taken to stop it
(168) Local resident, (Didcot, Larch Drive)	Support – The volume of traffic from GWP South or phase 2 residents isnt sustainable for Larch Drive thoroughway. With a bus already running (which I love and wholeheartedly support), we CAN'T have more cars on the road this side. GWP South or Phase 2 residents need to work with their builders to plan another exit.

(169) Local resident, (Didcot, Larch Drive)	Support – Since the failure of the rising bollard there has been a huge rise in the number of cars travelling along Larch Drive. This when coupled with the number of buses and poor parking is representing a safety risk.
(170) Local resident, (Didcot, Larch Drive)	Support – Cameras are important for safety and maintaining law in a community I support it
(171) Local resident, (Didcot, Larch Drive)	Support – I cycle through the bus-gate and frequently encounter cars coming through which is dangerous for me.
(172) Local resident, (Didcot, Larch Drive)	Support – The bus gate should have been in place to restrict access between Larch Drive and Diamond Drive to buses, bicycles and emergency vehicles. These roads were not designed to cater for through traffic.
(173) Local resident, (Didcot, Larch Drive)	Support – I live on Larch drive, the amount of extra traffic passing through our road has doubled. It's become a rat run through great western and not how we were told it's going to be.
(174) Local resident, (Didcot, Larch Drive)	Support – It's very important to keep larch Drive safe by keeping traffic to a minimum, no double decker buses as it's a small development with very narrow roads and stop a rat run along Larch drive to Hagbourne. This was a condition on the original GWP planning approval and needs to be upheld.
(175) Local resident, (Didcot, Loyd Road)	Support – When the GWP plans were first put forward it was always intended for the majority of the estate not to be able to exit via Park Road. Existing local residents were led to believe that the volume of cars to Park Road would be restricted. Due to the failure of the bus-gate bollard this can no longer be guaranteed. Enforcement needs to be put in place to return the estate back to the agreed position and ensure vehicles use the routes put in place to serve the new estate (e.g. the link road) - and thereby protect West Hagbourne from the unreasonable increase in traffic.

<p>(176) Local resident, (Didcot, Medina Close)</p>	<p>Support – I think preventing rat running through housing estates is a good thing</p>
<p>(177) Local resident, (Didcot, Mereland Road)</p>	<p>Support – This was always in the plans, and why should it be removed now? The road would become a huge rat run for the whole of great western park, and it's not designed for that. People already speed through the area and children play on the roads. You shouldn't listen to a couple of moaners that they have to go the correct way out of the estate.</p>
<p>(178) Local resident, (Didcot, Moreland Road)</p>	<p>Support – dont want diamond drive to become a shortcut</p>
<p>(179) Local resident, (Didcot, Moreland Road)</p>	<p>Support – Help stop the route becoming a 'rat run'.</p>
<p>(180) Local resident, (Didcot, Plym Drive)</p>	<p>Support – If voluntary compliance is low then enforcement is required.</p>
<p>(181) Local resident, (Didcot, Portway)</p>	<p>Support – Means no need for mechanical bus gate and ensure that buses etc may safely run a need for the public to use</p>
<p>(182) Local resident, (Didcot, Queensway)</p>	<p>Support – I cycle my toddler to nursery three times a week in a trailer through the bus gate. This is because when the bollard is working it is a quiet route to cycle through gwp. But when the bollard is broken, some motorists use it as a shortcut which makes the route much busier and therefore less safe. I am reluctant to continue doing so all the while cars are allowed to drive through. It also means the residents have lost their bus route due to the hopeless malfunctioning bollard.</p>
<p>(183) Local resident, (Didcot, Reed Street)</p>	<p>Support – This is a good initiative, but should be complemented with speed cameras in Diamond Drive and other key arterials in Great Western Park to enforce the 20mph speed limits.</p>

<p>(184) Local resident, (Didcot, Slade Road)</p>	<p>Support – I have observed a high rate of non-compliance with the bus gate rules, leading to rat-running and a reduced incentive to active travel. Additionally, it seems that the police are expecting the council to take responsibility for enforcement.</p>
<p>(185) Local resident, (Didcot, South Park Avenue)</p>	<p>Support – Fixing the gate would be better, but this is fine. Traffic needs to be minimised through that end of the estate.</p>
<p>(186) Local resident, (Didcot, Sycamore Way)</p>	<p>Support – We have seen an increased volume of vehicles coming through where the bus bollard should be alongside side speeding vehicles making it more difficult to get out of side roads</p>
<p>(187) Local resident, (Didcot, Sycamore Way)</p>	<p>Support – I support these proposals-I live close to the bus gate and since the bollards have been left down, there has been a steady increase in the number of cars using the route as a shortcut in both directions. Not only does this increase the volume of traffic through the estate, but cars (and sometimes the buses) often fly through the gate at speed. My driveway is close to the bus gate on Larch Drive and I've nearly reversed into cars which have come through the bus gate when they shouldn't have, and so quickly that I hadn't noticed them when I've turned my head to check the other directions. The other day, I saw a car speeding through, and from my view point it almost looked like it was going to collide with the oncoming bus. The area by the bus gate can be congested with residents parking their cars if they don't have a driveway, creating additional hazards. Yes it would be incredibly convenient to have that cut-through to GWP as it would take traffic away from the main roads, however as a resident close by to the bus gate, I lean in favour of putting the ANPR in place or reinstating the bollards. I really feel like there is a road traffic incident waiting to happen because the simple, and promised traffic control methods have not been implemented effectively.</p>
<p>(188) Local resident, (Didcot, Sycamore Way)</p>	<p>Support – Because there needs to be something in place to prevent the cars from using the bus gate. It is currently being used as a rat run by often speeding cars.</p>
<p>(189) Local resident, (Didcot, Sycamore Way)</p>	<p>Support – I support cameras as there needs to be enforcement of the buses only bus gate. So many vehicles flout this so there is a constant flow of traffic through here with no consequences. Larch Drive has become a very busy thoroughfare for people taking short cuts.</p>

<p>(190) Local resident, (Didcot, Sycamore Way)</p>	<p>Support – People are using the short cut as a rat run. And are speeding though it so it's very dangerous just to cross the road near the area.</p>
<p>(191) Member of Public, (Didcot, The Avenue)</p>	<p>Support – safety</p>
<p>(192) Member of Public, (Didcot, Westwater Way)</p>	<p>Support – The implementation of measures that support public transport and active travel are very important in order to foster usage of these methods in the community. Car drivers disregarding these measures (and others such as LTN closures) makes roads less safe to other users.</p>
<p>(193) Local resident, (Didcot, Willow End)</p>	<p>Support – Currently used as a cut through & been many cases of speeding cars/vans using it as shortcut to Park Road from GWP. Can the ANPR cameras ensure local resident's cars on either side of the bus gate are not 'pinged' by the cameras. Be good if post office, council waste trucks are exempt and can use the access.</p>
<p>(194) Local resident, (Didcot, Willow End)</p>	<p>Support – Cars keep Going through at such speed. Get the cameras up</p>
<p>(195) Local resident, (Didcot, Willow End)</p>	<p>Support – I am in full support of this. Many children play in this area and cars come speeding down this road. I have witnessed on more than one occasion a child nearly getting hit. There are also many cats in the area too. We moved into this property assured the bus gate would never be an open road and yet all through out the day (and night) cars drive through the bus gate and many going too fast. A camera here would hopefully put a stop to that.</p>
<p>(196) Local resident, (Didcot, Willow End)</p>	<p>Support – I support the Installation of these ANPR cameras because this area has alot of small children that play in the streets on bikes and scooters and through traffic hasn't been an issue until now with some cars driving very fast through this section using it as a cut through.</p>

(197) Local resident, (Didcot, Willow End)	Support – Better control of traffic and only allow buses and bicycles to pass through
(198) Local resident, (Didcot, Willow End)	Support – Complete support: safety first! The gate was never meant to be a shortcut for general traffic.
(199) Local resident, (Didcot, Birch Close)	Support – I live just where this is and I can see the danger it is at the moment with the traffic non stop and cars speeding day and night. Several times accidents were to happen. As well there is not enough space for the bus and cars to be up and down and parking makes it even worst. The noise the traffic makes does not make me happy as well. I chose to buy this house in this specific place as this was to be just for bus and just locals would have the need to come this around therefore a calm and peaceful place and this changing feels like no consideration for people that bought the houses around as well. Buses are needed but there is no need at all for this to be a place of passage to everyone. Traffic should not be allowed. This should be just for buses.
(200) Member of Public, (Didcot, Bowmont Water)	Support – Nearly killed by someone cutting through while walking with my kids
(201) Local resident, (Didcot, Box Tree Lane)	Support – It's a bus gate - this reduces the through traffic and increases the safety of the roads around this area. Air and noise pollution will also increase if its status as a bus only lane is not enforced. People are currently ignoring the traffic restrictions already in place by using it so the ANPR cameras would stop this from happening. I would ideally also like the rising bollards to be reinstated- please could this be a serious consideration.
(202) Local resident, (Didcot, Cedar Close)	Support – It will act as a traffic control measure in this residential area and make it much safer
(203) Local resident, (Didcot, Cedar Close)	Support – I have concerns that it will become a 'rat run' through the housing, increasing how busy the road are. It would be the only link between Brunel Rise and the end of Park Road and as there would be no traffic lights, I believe people would be keen to use the route on a regular basis. There is a local park and green area where children play

	and increased traffic would be detrimental and increase safety concerns. Having the ANPR would be a good deterrent for this.
(204) Local resident, (Didcot, Clover Fields)	Support – Helps ensure the bus route is used for and only by buses
(205) Local resident, (Didcot, Crowberry Place)	Support – If camera are installed maybe people will stop using Diamond Drive as a F1 track to go to cut across the estate.
(206) Local resident, (Didcot, Diamond Drive)	Support – Has become a racetrack and a shortcut
(207) Local resident, (Didcot, Diamond Drive)	Support – Supporting , traffic without any control since opening bus gate to public. Not respecting 20 miles limit. There are children playing in this streets.if nothing is done to make drivers stop one day something bad will happen. Streets and por parking are not designed for cars to circulate both ways with this speed.
(208) Local resident, (Didcot, Diamond Drive)	Support – Allowing through traffic will make the residential road through the estate busier and therefore less safe for young children. There is also a large amount of on street parking which would cause problems if through traffic were allowed
(209) Local resident, (Didcot, Diamond Drive)	Support – Drivers don't abide by the 20mph speed. There are lots families with little kids live here. Also school pupils walk and cross the road so its become very dangerous at times.
(210) Local resident, (Didcot, Diamond Drive)	Support – Happy to finally have a bus operation route in place to serve the local residents
(211) Local resident, (Didcot, Elder Close)	Support – Safety

(212) Local resident, (Didcot, Fen Violet Drive)	Support – Will increase pedestrian and cycle safety and improve traffic flow
(213) Local resident, (Didcot, Gwp)	Support – To control the use for anyone not understanding the signage.
(214) Local resident, (Didcot, Larch Drive)	Support – Too much traffic through the southern GWP. Not an issue if people drove sensibly but they speed through the bus gate dangerously
(215) Local resident, (Didcot, Larch Drive)	Support – Support the ANPR , but would also like the up / down post back working, as I believe some cars / vans will not care about CCTV ANPR .
(216) Local Cllr, (Didcot, Palmer Close)	Support – This is not made for traffic , and not safe, too noisy and dangerous as cars speeding
(217) Local Cllr, (Didcot, Red Kite Way)	Support – I have observed a lot of additional traffic using the route especially at peak times and at excessive speeds. Clearly the bollard itself doesn't work. So long as enforcement is very well signed this is appropriate to deal.
(218) Local resident, (Didcot, Reed Street)	Support – Would help restrict speeding traffic using the route as a cut through.
(219) Local resident, (Didcot, Sycamore Way)	Support – There is a huge amount of traffic that is using the bus gate as a daily right of way. This has to stop and there should be consequences
(220) Local resident, (Didcot, Sycamore Way)	Support – Need to stop the constant flow of vehicles through Larch Drive

<p>(221) Local resident, (Didcot, Sycamore Way)</p>	<p>Support – Current physical gate rarely works, which has led to many cars from the great western park estate using the gate, often driving at speeds greater than is safe to do so. This is a concern particularly with regards to the gate's proximity to the small park on the greenwood estate where children play. My only concern would be the range of the cameras and whether they could be accidentally triggered by residents either side parking on their driveways.</p>
<p>(222) Local resident, (Didcot, Teal Close)</p>	<p>Support – We as residents living locally are prohibited from accessing the route to exit GWP. This should be fairly enforced with penalties for those that are currently breaking the rules by using the access route.</p>
<p>(223) Local resident, (Didcot, Greenway Deveopment)</p>	<p>Support – I ask that the council give this matter serious consideration as these cameras are desperately needed. I live in the Greenway development in which Larch Drive belongs.</p> <p>When we first purchased our property there was no development adjoining this one, no bus gate and no bollard. There are no objections to buses as they are essential for many people, although the use of double decker buses I feel is unnecessary! When the bus gate was first approved for Taylor Wimpey to install, a rising bollard and signage was part of the agreement. The bollard is now broken and the signage at the end of Larch Drive saying ' no through road' is so small (literally a few inches in size) that it is not fit for purpose. The bollard was broken on several occasions after it was installed but each time I contacted TW who attended site and repaired. I contact them regularly and on the last communication they assured me that cameras had been agreed and work would start before September. Imagine my disappointment on receiving a letter to ask for views on this! The only people objecting to cameras will be those who drive through it and do not want to be stopped.</p> <p>We now have a considerable amount of cars, large vehicles and commercial traffic flowing through the bus gate at free will. They feel they have carte blanche to drive through as there are no consequences. There are often so many that they have to give way to each other. On shaking my head at some of these drivers I have been given rude gestures and verbal abuse through their windows.</p> <p>This bus gate is being used as a short cut between East and West Hagbourne, Portway, Queensway and many others for school runs, work journeys, deliveries being made and for multiple other reasons. I could list many, many companies who use this route.</p>

	<p>Larch Drive has no road markings, and no speed limits. Vehicles are well aware of this and they drive through at speed. Youngsters drive through in convoy at night with high spec cars which are fast and noisy. Before the bollard was broken this was a quiet and safe environment but not any longer. I ask that these cameras are installed so there are consequences for the constant flouting of the use of this bus gate. Please return it to be for the use of buses and bicycles only.</p> <p>Also, larger signs to reinforce this would be a valuable asset.</p>
(224) Local resident, (Harwell, Hornsby Fields)	<p>Support – The route will be used as a short cut, if access is not controlled properly and there is already too much speeding occurring on Diamond Drive as it is. Since the bus gate does not work, ANPR is the next best solution.</p>
(225) Local resident, (Harwell, Reading Road)	<p>Support – if not enforced, people will ignore the signs</p>
(226) Local resident, (Didcot)	<p>Support – I am slightly confused as I thought the intention was to use bollards to control the use of this road. I assumed this was to be provided by the Builders of the estate.</p> <p>In which case shouldn't they be held accountable for the introduction of these Bollards? Not the County Council?</p> <p>If the bollards are not an option, which shocks me after all the time and effort spent on them, then the ANPR does need to be put in place as we are witness to a number of high speed vehicles racing along Larch Drive.</p>
(227) Local resident, (Didcot, Larch Drive)	<p>No opinion – The barrier has been down for a long period of time now and although the gate open, the use from cars is very minimal. Since the gate has been open there has been no build up of traffic at my end of the development (larch drive) so whether there was a camera or not I don't think it really affects any aspect of living on larch drive.</p>