

Divisions affected: *Grove and Wantage*

**CABINET MEMBER FOR HIGHWAYS MANAGEMENT –
8 SEPTEMBER 2022**

**WANTAGE: A417 READING ROAD & ELDER WAY – PROPOSED
BUS GATE AND TURNING RESTRICTIONS**

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Highway Management is **RECOMMENDED** to approve implementation of the proposed 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons and associated turning prohibitions for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417.

Executive summary

2. Following consideration at the Cabinet Member – Highways Management Decisions meeting on 26 May 2022 of a proposal to introduce a 'Bus Gate' restriction on Elder Way (eastern access to Crab Hill) between the junctions with the A417 Reading Road & Appletons (the first side road within the estate), it was agreed to DEFER implementation of the proposals to allow further consideration to be given to how the proposals might be aligned with the wider development issues, including coherent active travel links between the development and the town centre.
3. The plan in Annex 1 shows details of the above proposal, which will prohibit motor vehicles from entering that section of road, with exemptions applying to buses, pedal-cycles & taxis. In order to help reinforce the bus gate restriction, turning prohibitions will be introduced for vehicles travelling on the A417 Reading Road to prevent them from entering Elder Way, and then on Elder Way to prevent them accessing the A417 – again, similar exemptions will apply to buses, pedal-cycles & taxis.

Financial Implications

4. Funding for consultation on the proposals has been provided by the developer of adjacent land, who will also fund their implementation should they be approved.

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 the safe movement of traffic and provide appropriate priority for bus services, increasing their attractiveness in journey time terms over the private car.

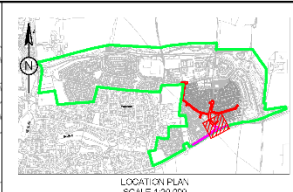
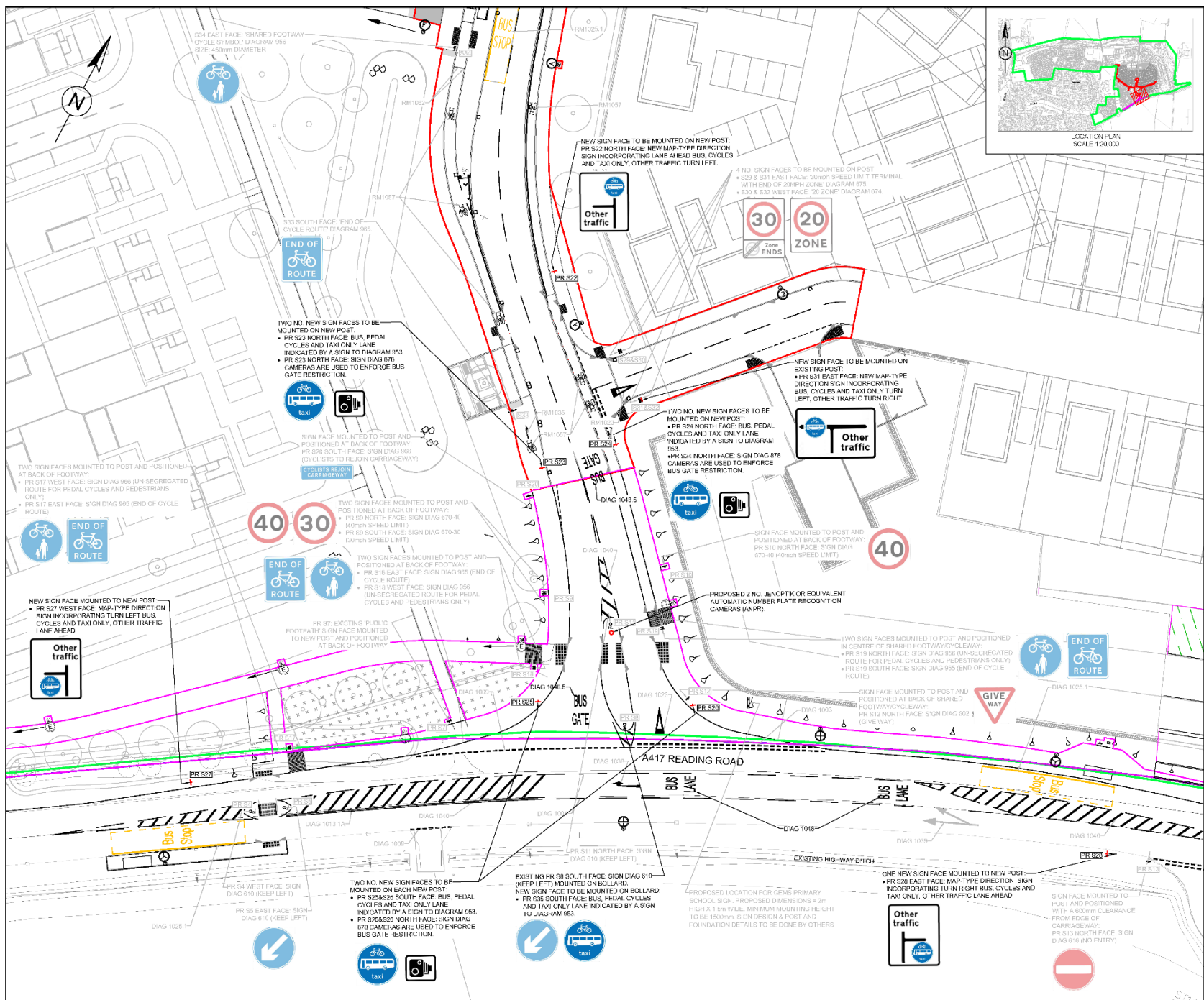
Consultation

7. Full details of the consultation on the proposal, including the responses received are included in the report considered at the Cabinet Member – Highways Management Decisions meeting on 26 May 2022.

Linkage of proposals to wider development issues, including coherent active travel links between the development and the town centre

8. As noted in the report take to the meeting on 26 May, it has always been the intention that the main strategic access points to Crab Hill will be via the Wantage Eastern Link Road (WELR) from either the A417 or the A338. In the case of the former, upon the trigger point of 280 dwelling units (secured through a Deed of Variation to amend the original 180 dwelling unit trigger) for the main development and 70 occupations for the separate phase 1A, the proposed bus gate of the main eastern access on the A417 will be required to be modified to become a bus only gated provision. For this provision to be implemented, the proposed WELR roundabout junction onto the A417 will also require to be implemented concurrently. The roundabout will provide a safer and more convenient access provision onto the A417, overcoming any queuing associated with the interim T junction main access. For information, the proposed bus route modifications and the associated WELR/A417 roundabout provisions, are referenced within the agreed/signed S106 dated 13/7/15 of planning permission P13/V1764/O (Schedule 9/para 4.4).
9. For reference, the bus service which will use the link X36, every 30 mins between Kingsgrove, Wantage town centre, Grove, Milton Park and Didcot). In future other services may also use the link.
10. The concerns received in the consultation on the need for coherent active travel links between the development and the town centre are acknowledged and as applies to all development, the planning authority with the input from the Oxfordshire County Council Transport Development Control team will always seek to secure contributions from developers that enable high quality active travel infrastructure to be provided, while also acknowledging that development is an incremental process and that the opportunities for providing such infrastructure will be constrained by what is reasonably deliverable by any one project.

0 10 20 30 40 50 60 70 80 90 100
METER



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

In addition to the hazards normally associated with the types of work detailed on this drawing, note the following significant residual risks (reference shall also be made to the design hazard log):

Construction
Working near and on public highway. Working near underground existing utilities (live or decommissioned). Working near overhead -V electric cables. Working near water courses. Presence of no corners, uneven surfaces, lat and breaking of concrete not known. Working at height.

Maintenance/Cleaning
Working near and on public highway. Working near underground existing utilities (live or decommissioned). Working near overhead -V electric cables. Working near water courses. Working at height. Cross carriageway signs to be maintained.

Decommissioning/ Demolition
Working near and on public highway. Working near underground existing utilities (live or decommissioned). Working near overhead -V electric cables. Working near water courses. Presence of no corners, uneven surfaces, lat and breaking of concrete not known. Working at height.

- KEY:**
- PROPOSED SECTION 38 ADOPTION BOUNDARY
 - PROPOSED SECTION 27B ADOPTION BOUNDARY
 - LAND OWNERSHIP BOUNDARY
 - PROPOSED TRAFFIC SIGN AND POST
 - EXISTING TRAFFIC SIGN AND POST
 - EXISTING BOLLARD WITH "KEEP LEFT" OR "KEEP RIGHT" SIGN FACE
 - EXISTING BOLLARD
 - EXISTING STREET LIGHTING
 - BUS STOP
 - EXISTING TACTILE PAVING AT UNCONTROLLED HELD (NON CROSSING) (BUSH COLOUR)
 - EXISTING TACTILE PAVING AT END OF SEGREGATED FOOTWAY / CYCLEWAY
 - PROPOSED DIAGRAM 1010 LINING WITH LED SOLAR STUDES FOR ADVISORY CYCLE LANES
 - PROPOSED ANPR CAMERA

- NOTES:**
- TOPOGRAPHICAL SURVEY IS TAKEN FROM BERNARD GEOMETRIC DRAWING REFERENCE SU00123.
 - OS BASE MAPPING HAS BEEN TAKEN FROM LANDIS IMPROVEMENT DRAWING REFERENCE SITE PLAN REF 02.
 - ALL TRAFFIC SIGNS AND ROAD MARKINGS SHALL BE IN ACCORDANCE WITH THE TRAFFIC SIGNS REGULATIONS AND GENERAL DIRECTIONS 2019.
 - SPEED LIMIT FOR THE MAJOR ROAD IS 40mph AND MINOR ROAD IS 30mph.
 - FOR THE PROPOSED GENERAL ARRANGEMENT, REFER TO OTHER DRAWINGS (E.G. DRG. A1, A2, DRG. C. 311 TO 318).
 - FOR EXISTING AND PROPOSED SERVICES INFORMATION, REFER TO DRAWING S1-RT2/A-KCH-CH-DR-C-0320-A-10200.
 - ALL TRAFFIC SIGNS WITHIN FOOTWAY ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE HEIGHT OF 2400mm.
 - ALL TRAFFIC SIGNS WITH GRASS VERGE ARE TO BE MOUNTED WITH A MINIMUM CLEARANCE HEIGHT OF 1500mm.
 - ALL SIGN FACES TO HAVE MINIMUM HORIZONTAL CLEARANCE OF 450mm FROM KERB FACE.

REV	DATE	DESCRIPTION	BY	CHECK	APP'D	STATUS
001	14/02/21	ADDRESSED DCC COMMENT #2	MW	JC	MR	FOR INFORMATION
002	14/02/21	ADDRESSED DCC COMMENT #1	MW	JC	MR	FOR INFORMATION
003	14/02/21	FIRST ISSUE	MW	JC	MR	FOR INFORMATION

FOR INFORMATION

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ST. MODWEN

CRAB HILL, WANTAGE

EASTERN JUNCTION - BUS GATE ACCESS

Date	Design	Drawn	Checked	Authorised
14/02/21	MW	JG	JC	MR

Drawing Number: 5145720-ATK-CH-EJ-DR-C-0321

Revision: P03

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ANNEX 2

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns - I am still not convinced of the need or justification for this kind of restriction .I am not aware of any similar restriction being proposed on any other new development throughout Oxfordshire apart from one at Didcot. The Didcot one is well within the housing development and does not affect a busy road junction on a busy route.</p> <p>In principle I am not objecting assuming this design was originally approved during planning.</p> <p>My concern is the confusion this arrangement is likely to cause once implemented , taking into account this junction has been the only route in and out of the estate for many months and likely to be so until the new road layout is completed which again is likely to be months/years ahead .</p> <p>I welcome this restriction is going to be enforced by ANPR, however there is no mention how the banned turning manoeuvres on the main A417 will be enforced.</p> <p>This restriction if implemented must not place any burden for enforcement on the Police.</p> <p>Can the exemptions within the order be modified to include Police Vehicle on patrol as well as in an Emergency .And should Private Hire be included within the exemptions.</p>
(2) Vale of White Horse District Council, (Planning Services)	<p>No objection</p>
(3) Wantage Town Council	<p>Object – It is not understood what the issue is that is looking to be solved by introducing a bus gate.</p> <p>If it is to discourage car use we do not believe this will be achieved. The result could be that car use increases due to the extra distance drivers may now need to drive to get to Wantage Town Centre and its supermarkets.</p> <p>If the objective is to reduce congestion for the bus route, is there data that suggests that congestion is a problem?</p>

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	<p>We are concerned that this plan will have an unintended consequence of increasing traffic along the A417. If through drivers believe that all the residents of Crab Hill are joining via the link road and this road becomes congested then through drivers may choose to use the A417 preferentially on their journey through Wantage. This could increase the number of cars driving through the town centre, something we are keen to avoid. We would prefer to reduce through traffic in the town centre and the associated air pollution by encouraging through traffic to make use of the link road instead.</p> <p>We assume that this scheme would not be implemented until the link road was completed? We also would like to see data and analysis that supports the case.</p>
(4) Local Cllr, (Wantage, Ormond Road)	<p>Object – The proposal gives no real details of the problem they are addressing I .e. Traffic survey, problems that have arisen etc.) It seems on the face of it, perverse to stop general access from the existing A417 because it is a major road and then. To redirect traffic away from this junction towards the WELR which will become the major (A417) road.</p> <p>Even if there is a potential issue here it is premature to make this proposal before the opening of the link road and analysis of the new traffic patterns.</p>
(5) Local group/organisation, (Oxfordshire Cycling Network)	<p>Support – We support the Bus Gate and Turn restrictions in order to manage traffic within the Crab Hill development, creating streets where the motor traffic will be relatively light and thus encouraging for walking and cycling. However, the biggest opportunity on this development has been lost with the lack of coherent active travel links between the development and the town centre. The cycle route runs out half way from this entry point to Charlton Village Road, which is a travesty of planning. If this could be remedied, it would be very valuable for residents.</p>
(6) As an individual, (Wantage, Crab Hill)	<p>Object – Strongly OBJECTED I have bought a property on this estate with a. Easy access to the a417 to either wantage to Didcot. Am a on call firefighter who lives on the estate. Who response to wantage fire station for emergency calls. If this bus gate does get put in place this will cause major Disruptions to my response times to attend a emergency call.</p> <p>I am not the only on call fire fighter who live on this estate. This is a primary and only route to response to event to a emergency calls out.</p>

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<p>(7) As an individual, (Wantage, Appletons)</p>	<p>Object – As an Appletons resident this will be hugely disruptive to our day to day living and I do not feel the outcome will be beneficial enough to justify such a sacrifice.</p>
<p>(8) As an individual, (Wantage, Appletons)</p>	<p>Object – We brought our property on Kings Grove estate with the knowledge that we will be living by the entrance. This has been kept a secret to property owners and is false advertisement when you are purchasing a property with St Moderns. It's disgusting to find out this is a money saving plan for the developers. Where's our compensation? This road change will affect many people in the community we moved out of Oxford City Centre because of the council making it impossible to travel around I do not expect this to be happening in Wantage too.</p>
<p>(9) As an individual, (Wantage, Appletons)</p>	<p>Object – I don't understand how turning this into a bus gate will alleviate delays at the junction, buses will still need to turn onto the A417. I live in Appletons and this was not disclosed that this would come into effect when we purchased the property. One of the stipulating factors of purchasing our house was the location within the development, this is due to my husband being an on-call firefighter at Wantage Fire Station and being able to respond to incidents. If this comes into effect it could seriously impact the response time of a fire engine attending incidents.</p>
<p>(10) As an individual, (Wantage, Appletons)</p>	<p>Object – I am an on-call firefighter for Oxfordshire County Council Fire and Rescue Service. If these restrictions are to be enforced then it would significantly delay my ability to respond to Wantage Fire Station and put lives at danger due to the increased turnout period. Further to this, I don't believe this would make the junction anymore safe and just a pointless exercise. The A417 between Lockinge and Wantage will become far less busy once the new bypass road is complete – making it far more safer without introducing a bus gate.</p>
<p>(11) As an individual, (Wantage, Appletons)</p>	<p>Object – Increased response times for on-call emergency services based on the estate. Increased traffic through Appletons and Cherry Croft.</p>
<p>(12) As an individual, (Wantage, Appletons)</p>	<p>Object – Will add unnecessary journey time, particularly for those living on the south edge of the build, and increase traffic through the estate</p>

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<p>(13) As an individual, (Wantage, Appletons)</p>	<p>Object – This survey and suggestion is clearly premature, without the link road open and completed, how are residents supposed to know if it is suitable?</p> <p>The proposal should be paused until such a time that the link road has been opened and the number of residents has increased. The suggested purpose of the proposal is to minimise disruption to the A147, whilst facilitating buses and taxis access, yet the same amount of residential traffic will still need to leave and access these roads from the A147 now via the Wantage Eastern Link Road. The council offers no assessment of the impact that this change will have on direct traffic through the estate.</p>
<p>(14) As an individual, (Wantage, Appletons)</p>	<p>Object- I believe it will be difficult to join the main road by the new proposed way. It's really difficult enough to pull out now due to traffic speed. I'm not sure I see the point in only having a road where buses, bikes and ,taxis can use.</p>
<p>(15) As an individual, (Wantage, Appletons)</p>	<p>Object – Will make commute difficult for the residents</p>
<p>(16) As an individual, (Wantage, Appletons)</p>	<p>Object – I would like to raise our concerns and ultimately our objection for the proposal due to a number of reasons. I have summarised why, and also added further detail below.</p> <p>In summary:</p> <ul style="list-style-type: none"> • Significant impact to home owners on Appletons safety and living conditions • Appletons is a tertiary road, and would in effect change to a continuation of a primary road (Elder Way) and it is not built for that purpose • Additional wear & tear to Appletons, a road that is not adopted by the council therefore a cost to the Kingsgrove residents • Environmental impact due to increase of journey distances and times • Current usage of gateway is inflated as the only current gateway, due to workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate • The true impact to traffic volumes and flow can only be realised when the link road has been opened and all gateways opened • The flow to the traffic on the A417 towards Wantage is already managed with a 'ghost island' for cars to turn right • The flow naturally will be obstructed with the new roundabout in place

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- An alternative if required to manage to the flow of traffic on the A417 towards Reading would be to have a 'No right turn' on the gateway exit and the roundabout used to go in whatever direction required

When leaving the Kingsgrove estate on Elder Way towards the A417 the bus gate starts just after the Appletons road entrance. For anyone intending to leave the estate in that direction who then finds themselves unable to exit is then likely to use Appletons as a cut through to Cherry Croft Road.

Cherry Croft road is due to have priority chicanes on the road, therefore encouraging traffic to use Appletons where there is not any physical speed or volume control.

Appletons road is currently a tertiary road with block paving not built for this purpose or adopted by the council. The situation of the bus gate subsequently results in Appletons becoming a continuation of a primary road, Elder Way. This causes a major concern for the safety of the road for all residents, especially children that currently play safely between houses.

This gateway to the estate is currently the only one, and volumes likely to be at its highest usage point with current residents, workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate. When the link road opens this will only reduce the gateways usage as the workman traffic, deliveries of construction materials, home sales, off estate families have other accessible gateways to reach the areas of the development.

This then leaves current residents situated to the South of the development significantly impacted by this change. The residents situated in this location are still likely to use the A417 to enter Wantage/and leave but will have their journey in and out of the estate extended more than twice fold. This not only has a residential impact but an environmental impact causing traffic pollution to the residential area in addition to journey distances being increased.

In terms of residential impact this in turn to impact our financial investments in our homes where previously there being easy access to our homes without having to use multiple primary and secondary roads, and would now find ourselves tucked into the least accessible part of the estate. Not a desirable location within the estate.

We feel have been mis sold the Kinggrove vision and the bus gate is not included in the Design and Access Statement within the planning permission, reference P17/V0652/FUL. There are a number of contradictory statements and each gateway within the document is annotated the same as a strategic gateway with no reference to a bus gate.

Other bus gates situated in the Oxfordshire area are based in Oxford City Centre, the centre of a city oppose to the outskirts of a town. The city centre encouraging commercial users to use public transport and support pedestrian safety. Whereas this bus gate impacts people accessing their homes, without taking a convoluted route. Even the High Street bus gate is only for a set number of hours in the day.

The reason of need for the bus gate in the statement of reasons of 'helping to ensure the safe and free flow traffic on

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	<p>the A417'. How has this gateway been deemed unsafe especially if scoped before the commencement of the estate even being built?</p> <p>Being situated on Appletons and living here for a number of months I have not witnessed any congestion or still traffic on the A417 by this gateway. There is already a mid section in the road to prevent a blockage to the flow of traffic when turning right into the estate. In addition the new roundabout itself will naturally slow the flow of traffic in the direction to Reading.</p> <p>I strongly feel this should not even be considered until the link road is in place and being used. The true impact to traffic volumes and flow can only be realised when the link road has been opened. The next appropriate measure being traffic survey.</p> <p>My suggestion is that if the flow of traffic is part of the reason for change. That alongside the mid section in the A417 road that prevents a blockage of the flow towards Wantage, that when exiting the estate from this gateway there is a 'No right turn' so that you do not have to cross traffic and the new roundabout can be used to go in whatever direction required instead.</p>
(17) As an individual, (Wantage, Appletons)	<p>Object – This proposal to close the 'primary' road off the A417 will cause more congestion along the proposed relief road and create harm to the safety of residents who live on the secondary roads. Cars already speed along Cherrycroft where young children play, the proposal will force cars to use the secondary roads as 'rat runs' putting young children's lives at risk.</p> <p>Why is this proposal only being implemented now and not via the original outline permission (P13/V1764/O)? Having read the outline planning permission report OCC highways raised no objection to the use of the A417 eastern access road, nor were restrictions included within the S106 agreement or via condition.</p> <p>The county urgently needs more infrastructure to support the new homes that are being delivered, not road closures. It is diabolical that the county are considering ANPR as a method to enforce this road closure. I, and most other young families in the development consider OCC are using this as a way to generate more income at residents expense.</p> <p>What is apparent is the high number of cars which park on the development's cycle ways, this is also a danger to young children, many of whom use this to travel to school. I strongly suggest the road closure and bus gate is refused, and resources are directed to a TRO preventing cars from parking on the developments cycle ways.</p>

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<p>(18) As an individual, (Wantage, Appletons)</p>	<p>Object – This proposal to close the ‘primary’ road off the A417 will cause more congestion along the proposed relief road and create harm to the safety of residents who live on the secondary roads. Cars already speed along Cherrycroft where young children play, the proposal will force cars to use the secondary roads as ‘rat runs’ putting young children’s lives at risk. Why is this proposal only being implemented now and not via the original outline permission (P13/V1764/O)? Having read the outline planning permission report OCC highways raised no objection to the use of the A417 eastern access road, nor were restrictions included within the S106 agreement or via condition. I am so disappointed that a letter has been sent to the residents of Kingsgrove whereby the facts are incorrect, pushing residents to believe this proposal is a given. I truly hope that the falsities in the letter are revoked and this is taken into consideration when the final decision is made. The county urgently needs more infrastructure to support the new homes that are being delivered, not road closures. It is diabolical that the county are considering ANPR as a method to enforce this road closure. I, and most other young families in the development consider OCC are using this as a way to generate more income at residents expense. OCC should be supporting local families during this economic crisis, not taking more money from family’s when infrastructure could be improved on the A417.</p> <p>What is apparent is the high number of cars which park on the development’s cycle ways. This is also a danger to young children, many of whom use this to travel to school. I strongly suggest the road closure and bus gate is refused, and resources are directed to a TRO preventing cars from parking on the developments cycle ways. I assume this proposal has been in the pipeline, via discussion, for a while (pre pandemic) between OCC and St Modwen? To what merit is it deemed necessary given the reduction in traffic, due to home working nowadays? There are residents on this development, whereby the journey time will be significantly lengthened if this proposal is approved, causing unnecessary harm to our already fragile environment.</p>
<p>(19) As an individual, (Wantage, Appletons)</p>	<p>Object – Buses and large vehicles already pose a hazard entering an exiting onto Elder Way via the A417 as they are too slow to be able to safely join and exit the road. On numerous occasions since moving in I have seen and been obstructed by bus drivers on the A417. By allowing only buses while all other vehicles are diverted you will be creating more oncoming traffic for the buses to pull out in front of. Encouraging bus use given the current climate is also a poor idea considering they are completely unsafe and are the perfect enclosed environment for disease transmission with no disinfection protocols between every user. The proposed bus routes also focus on access into Oxford particularly the Ciity Centre which I believe is not in the residents interests. If visiting Oxford I am not going into the City Centre as it is overcrowded and I am usually visiting family which would take me hours on the bus to get to making buses completely impractical. I also work in Berkshire and Wiltshire for which you seem to have neglected presuming people want access to Oxford. Realistically rather than transport links people want amenities nearer as personally I would prefer to walk or cycle and avoid vehicles all together. Diverting all cars past the amenities for the development, such</p>

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	<p>as the school and play area is also clearly increasing the danger to pedestrians, a large number of which will be children given the nature of these amenities. It is concerning that this had to be included as part of the planning permission for the development given there would be no physical evidence to demonstrate the benefit of such restrictions until the site is completed and traffic can be observed. If you really want to improve safety and are going to invest money in cameras, a speed camera on the A417 would be much more beneficial as already there are numerous drivers speeding as they enter and exit Wantage.</p>
<p>(20) As an individual, (Wantage, Appletons)</p>	<p>Object – These restrictions would increase the traffic through Appletons, a residential road. It would also force all traffic to drive through the development. This would be an extreme measure to take for the amount of buses that actually use this route. Currently there have been no issues or incidents with the roads current layout and I would suggest once the roundabout is in action this stretch of road will see a lower flow of traffic. Maybe this money could be better spent on facilities actually needed by the community, a new gym facility for example.</p>
<p>(21) As an individual, (Wantage, Appletons)</p>	<p>Object – I am a police officer and live on Appletons. If these measures are put in, this will add the amount of time that it takes to get to and from work. When I work shift and long hours, extra time to and from work can be extremely dangerous for me. My partner is also an on call officer so this could seriously effect their line of work and their response time responding to a serious incident which can have major effects on members of the public. This was also not mentioned when we moved onto the estate.</p>
<p>(22) As an individual, (Wantage, Appletons)</p>	<p>Object – This is extreme to restrict all resident for only one bus (X36). The A417 is also the main access to Wantage, for all resident from south of the development. In case of serious emergency, we will not be able to use it and extra time will have to be taken but emergency it doesn't work like that.. you should focus on how to slow down vehicle within the development as people are driving too fast, especially appletons which have a long straight street... child and pedestrians are not secure at all here.. same for the A417!! Just wait for an accident with people (incl child..) crossing the road without any traffic light....</p>
<p>(23) As an individual, (Wantage, Appletons)</p>	<p>Object – I think the proposed situation will be less safe. Traffic coming from Didcot going towards Wantage is often speeding. Therefore, joining the main needs to happen in a safe place where you have a good overview on traffic coming from both ways. I don't think this will be the case in the new plan.</p>

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<p>(24) As an individual, (Wantage, Bramble Lane)</p>	<p>Object – I live on this estate and it will make it a nightmare to get in and out daily and add so much more time on my commute</p>
<p>(25) As an individual, (Wantage, Cherry Croft)</p>	<p>Object – Concentrating traffic in to and out of the Kingsgrove estate to fewer places. If there is an accident or other issue on one exit, this will create unnecessary traffic and potentially mean we have fewer options to travel out of the estate or if we need to get out in an emergency.</p>
<p>(26) As an individual, (Wantage, Cherry Croft)</p>	<p>Object – I am objecting because it is easier for me and many of my neighbours to use the entrance and was not informed of this when I bought my house</p>
<p>(27) As an individual, (Wantage, Cherry Croft)</p>	<p>Object – Having to go a longer route to and from home</p>
<p>(28) As an individual, (Wantage, Cherry Croft)</p>	<p>Object – I live on cherry Croft which is the second turning on the right after Appleton's I feel that this is causing unnecessary driving across the estate I'd be driving further just to get on the main road. This would cause more traffic on the estate for the people that live close to the main entrance. If you are coming from didcot can you turn right onto the new link road as if you cannot them this will be causing people to drive through the town causing extra air pollution that is not necessary</p>
<p>(29) As an individual, (Wantage, Coates Close)</p>	<p>Object – I firmly wholeheartedly object to this proposal. The Eastern access to Crab Hill from the outset was promoted as a relief road for Wantage to alleviate traffic passing through the town at peak times. Millions have been spent on building the road. This proposal demonstrates no knowledge whatsoever of the town and its needs. To propose use this road as a bus gate route is insulting, a massive underuse of a valuable route through the town and totally counterproductive. The proposal is utter nonsense.</p>
<p>(30) As an individual, (Wantage, Coates Close)</p>	<p>Object – This area is in the process of development and the original development plans do not contain such a limitation of road usage. I would like to encourage the free movement of vehicles in the area. Also, we do not have any heavy traffic area that justify such a proposal. Did the proposal have any supporting data that was gathered over a certain period or its simply try to force the people to a set idea.</p>

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<p>(31) As an individual, (Wantage, Coates Close)</p>	<p>Object – I live down the road. This is a bad plan, it will push all the Kingsgrove traffic onto a338. It's ridiculous. And there's not even a decent bus service to support having a bus gate! Yet another terrible traffic plan from Oxfordshire council created to punish car drivers without actually helping anyone else in return.</p>
<p>(32) As an individual, (Wantage, Coates Close)</p>	<p>Object – With this many houses being built restrictions of any sort that don't prioritise safety are a waste. I live on phase 1a of this development, I have hardly ever seen anyone use the bus. Mostly these are parked up for the drivers breaks. My child goes to Wantage primary academy, access to the school is important and this will be a significant inconvenience. The main road going past the development is the biggest problem, drivers leave the roundabout and are very rarely keeping within the speed limits. Mostly they just come off the roundabout by the Nelson and put their foot down. Also during bad weather drainage is bad both of which make our commute to the school dangerous. When we do drive, pulling out is generally a bit of a gamble too. Introducing another measure further down which means the only thing drivers have to slow for is the occasional bus will only make things worse. Wantage is too small to warrant this sort of infrastructure, people can walk into town easily so why the focus on buses which are so rarely used by the local community they are empty half of the time.</p>
<p>(33) As an individual, (Wantage, Crab Hill)</p>	<p>Object – Sounds absurd to suggest such an idea I hope there are thousands of others who agree n do not roll over to being pushed in such a way</p>
<p>(34) As an individual, (Wantage, Elder Way)</p>	<p>Object – As someone who lives on the Kingsrove Estate we have never known a major traffic problem to which this is needed. Also there needs to be more planning and thinking about how we are going to access the estste. We are aware of a new entrance being made for access but is that not just moving a traffic problem up the road? Also to where the speed limit is 50mph instead of the 40mph the Elder Way entrance is?</p>
<p>(35) As an individual, (Wantage, Elder Way)</p>	<p>Object – I live on Elder way (Flat 17), this would impact my daily life in having to add extra time to my journey. I do not see the point to a "bus gate" if the council really wants this, then they should allow residents to continue to use this road and allow us to put our number plates into the ANPR system. This just seems like a waist of public money.</p>
<p>(36) As an individual, (Wantage, Elder Way)</p>	

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	<p>Object – Those that live on elder way and that side of the development will have to go out of their way and do longer journeys to reach the A417. Those closer to the new road will use that anyway cutting down on the traffic using elder way and as such putting measures in place is an unnecessary waste of public funds.</p>
(37) As an individual, (Wantage, Elder way)	<p>Object – I think it's a silly idea there will be accidents with people crossing at that turn with busses and taxis. I think it runs just fine the way it is</p>
(38) As an individual, (Wantage, Flower Drive)	<p>Object – This proposal creates inconvenience for residents living on the estate. We were not informed of these plans when we purchased our property. This will create confusion for visitors, deliveries and other services. It also increases drive time and people having to drive the long way around the estate to get to their house.</p>
(39) As an individual, (Wantage, Goldsmith Close)	<p>Object – Please leave it as it is. I don't want to waste fuel going long ways around to exit the estate. It's not good for the climate and I will be inclined to move house.</p>
(40) As an individual, (Wantage, Goldsmith Close)	<p>Object – It adds unnecessary inconvenience to both myself and my partner for commuting and general travel.</p> <p>It seems rushed to be suggesting changes to the road layout for the Elder Way junction at this stage before the before the Wantage Eastern Link Road is finished. Surely it makes more sense to evaluate the situation after the new road is complete so a better assessment of the traffic around the A417 and Elder Way junction can be made.</p> <p>The WELR should alleviate traffic along the A417 when complete, the suggested change seems thought it would simply move the current problem further up the road rather than allowing both roads/junctions to share the traffic.</p>
(41) As an individual, (Wantage, Goldsmith Close)	<p>Object – This is a horrifically thought out plan which will turn areas of Crab Hill estate into a rat run from the new entrance to the St Modwen & CALA homes developments. This will put children, animals and adults at risk, result in far more traffic than currently. What a horrific idea and a complete nonsensical approach.</p>
(42) As an individual, (Wantage, Goldsmith Close)	<p>Object – I feel it will be extremely inconvenient to the residents of the new development as they will have to take a long winded route to get to the town centre or elsewhere from the newbuild estate if this road is closed for normal traffic. Moreover, the bus service is hardly used, with maybe a person or two at a time – the buses run empty most of</p>

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	<p>the time. For such a big development, it would be common sense to assume a entry/exit via the main road i.e. A417 and in that case I believe this will proposal will only lead to endless penalties for unsuspecting common man caught unawares using the proposed bus lane. I can't see what benefit this bus gate brings to the immediate community of the Crabhill development or to the wider area but it will certainly increase journey time for the residents, quite frequent penalties for the visitors and more use of fossil fuels.</p>
(43) Online response, (Wantage, Goodenough Drive)	<p>Object – Will make access to my house confusing</p>
(44) As an individual, (Wantage, Goodenough Drive)	<p>Object – I live in the development and this small change will affect and increase my journey as I will have to drive around the whole estate to get to my house when I live just at the end of elder way</p>
(45) Online response, (Wantage, Ickleton Road)	<p>Object – It will stop my colleagues responding too shouts for the fire service</p>
(46) As an individual, (Wantage, Larkdown)	<p>Object – Not sure I understand the need for a bus gate at this location. What is the objective? Does this achieve it? For example if the idea is that this will reduce traffic on the A417 I don't think it will achieve it. I also have concerns that it will make the A417 more attractive to use for through traffic rather than using the link road – resulting in more traffic going through the town centre. Is there any data to support the case? Concerned that this will increase car use and congestion as drivers from crab hill will now have to drive further to get to Wantage town if they are for example driving to a supermarket to do a weekly shop (assuming this is not implemented until the link road is built).</p>
(47) As an individual, (Wantage, Primrose Avenue)	<p>Object – This has a direct impact on our family for work and family travelling. This increases the journey time to our destinations.</p> <p>When we bought the house, the motivator was the ease of access to wantage, Didcot, the school etc. we don't want additional journey time added which increases emissions and time to our journeys.</p>
(48) As an individual, (Wantage, Primrose Avenue)	<p>Object – I live on kingsgrove and my daughter attends the school. I'm a single parent who is a keyworker (audiology and education) with deaf students. We moved two streets up onto the estate to be nearer the school and make life easier for ourselves. I work at a school for the deaf between Newbury and wantage. I have travelled everyday</p>

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	<p>including lockdowns. I have been called into school on weekends and evenings as it is a boarding school. The only means of transport to get there is a car. I'm balancing a full time job with vulnerable students and my daughter. Therefore I need to be able to get between home/ wantage primary academy and my work as quickly and safely as I can. The extra time to travel around the site means less time with students or my daughter or inconveniencing school by being late for picking up.</p> <p>It also cuts the estate off from Charlton/ Wantage. That is where my support network is and that makes me nervous. I'm on my own with a small child.</p> <p>I was not told this when I bought and it may have stopped me purchasing on kingsgrove for these reasons. I'm also concerned about the Increased traffic on our side of the development due to the st modern houses needing to cross the estate rather than exiting on the nearest exit to them. I can see them coming down Primrose Avenue as a cut through to the Link road in the grove direction. Children are used to playing on this quiet road.</p> <p>To conclude, I want a safe home for my daughter without cars rat running across the estate to get out quickly, I need my visitors to be able to come without hassle/ fines and most importantly I want to be able to get safely and in good time to and from the estate to my family/ friends and most importantly to the vulnerable people within my care. This move was supposed to make life easier not increase stress levels and my carbon footprint. Please do not implement the bus gate we need to be able to exit that way to wantage for all the reasons stated.</p>
<p>(49) As an individual, (Wantage, Rae Crescent)</p>	<p>Object – As a resident of the Crabhill at Kingsgrove Estate in Wantage, I am objecting to the proposed traffic restrictions. Once complete, the Estate will have approximately 1,500 new homes. Restricting motor vehicles from using Elder Way will simply push all of the estate residential traffic to a chokepoint on the Wantage Eastern Link Road. A better traffic improvement for the junction of Elder Way and the A417 would be a dedicated cycle path along the A417 heading South-West into Wantage, and a pedestrian crossing to enable residents to cross the public foot path (heading towards the Vale Way) across the A417.</p>
<p>(50) As an individual, (Wantage, Smiths Wharf)</p>	<p>Object – Access should be for all & we shouldn't have bus gates at all in Oxfordshire</p>
<p>(51) As an individual, (Wantage, St Marys)</p>	<p>Object – The estate is new I don't see any need for there to be a bus gate or turn restrictions. Restricting the number of access roads to the estate would create more traffic through Wantage town and the roads already can't cope with the amount of traffic.</p>

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<p>(52) As an individual, (Wantage, Truelocks Way)</p>	<p>Object – I think this is a really bad idea. It will be difficult to enforce particularly out of hours. It would be far better just to close Elder Way and the buses take the same route into the development as cars. It's not a long detour for the busses, and far safer. It would also get rid the traffic islands on the A417 opposite Elder Way, which are extremely poorly designed and misaligned with the carriageway.</p> <p>You could keep the Elder Way entrance open for bicycles and pedestrians. But then design a safe entrance, with suitable capacity off the link road, ideally with a roundabout to protect traffic turning into the estate.</p>
<p>(53) As an individual, (Wantage, Wilkins Way)</p>	<p>Object – The addition of a bus gate and/ or turn restrictions at the junction of Elder Way and Reading Road will have several negative impacts on the lives of those who live in the Kingsgrove development, especially residents of the Bellway and St. Modwen homes. This will create longer car journeys, which for most of us would otherwise take less than one minute. The additional mileage covered for each individual journey, when compounded over the years, will significantly increase the carbon footprint of each resident of the development. Traffic jams will also likely be created along the road that follows the outer edge of the development, by keeping the elder way junction open to motorists, we can disperse the concentration of vehicles around the neighbourhood. Finally, by concentrating traffic only to certain areas, we will be putting the children who are unlucky enough to live near those main roads at greater risk (having more entry/ exit points to the develop keeps every road a little quieter, instead of creating a single busy road)- I think it is very unfair that those who are put most at risk of this are too young to have a voice and speak up on this survey. If the issue around the elder way / reading road junction is traffic flows, why not consider a traffic light or roundabout? Most people who live at kingsgrove don't even use the bus, so why not reinvest our council tax payments into something we can actually make use of?</p>
<p>(54) As an individual, (Wantage, Wilkins Way)</p>	<p>Object – We live very close to the junction with the A417. It seems to me that, under the proposals, we would have to drive through more of the Kingsgrove development in order to get in and out, which puts more cars nearer to the residential houses rather than getting traffic in and out via the A417 and the Elder Way junction. As a parent, I enjoy travelling around the development with my two small children, using either their bikes or scooters, and feel that if more cars are driving through the development in order to reach the new link road, this may not be as safe as it currently is.</p>
<p>(55) As an individual, (Wantage, Witan Way)</p>	<p>Object – The planning process is clearly flawed. This will just make things worse for 99% of people. Why was this not considered before. Secondly why spend on buses when you could build a cycle path alongside the A417</p>

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<p>(56) As an individual, (Grove, Woodgate)</p>	<p>Object – It will impact the response time of firefighters responding to wantage fire station.</p>
<p>(57) As an individual, (Wantage, Primrose Avenue)</p>	<p>Object – Given that I need to travel for work and for pleasure, the Bud Gate will have a direct impact on me and my family. Buses into the area are limited, and implementing this measure for them alone has a much greater impact on general traffic.</p> <p>Traffic into Wantage will increase, despite not necessarily having to travel that way, this will incur greater emissions when we're at a key moment in time to ensure our emissions impacts be reduced as quickly as possible. We should be taking measures to reduce this, not make it worse. Are you prepared to be a factor in our undoing?</p>
<p>(58) As an individual, (Wantage, Clover Close)</p>	<p>Object – As Oxford/shire is cutting bus services, creating a bus-only entrance to the Kingsgrove development seems unnecessary, instead it would be more beneficial to close the road completely and create more green space (grass areas and trees) and direct buses and all other traffic round the proposed Wantage East Link Road (WELR).</p> <p>The green space at the entrance of the Kingsgrove development is very pleasant and especially the views over the large hills and Larkhill – if the road were closed and replaced with more green area, it would enhance the estate – and of course, save money – no need to ANPR/Traffic Lights etc.</p> <p>Cutting all traffic from the front of the estate would also make the existing green areas safer! The changes I propose are to direct buses to use the same entrance as all other traffic and extend the green area, all good in anyone's book, no?</p>
<p>(59) As an individual, (Wantage, Clover Close)</p>	<p>Object – If the WELR becomes the main access to the Kingsgrove development, it will increase traffic through the centre of the development where the public square, children's park and primary school are located, thus increasing the risk of accidents to pedestrians and in particular children that will be the primary users of that area.</p> <p>By keeping the current entrance via Elder Way open to all traffic it would reduce traffic in those public areas in the centre of the development as traffic to the currently occupied houses in the development will use that entrance. The concerns of traffic becoming worse in Reading Road (A417) by keeping this entrance open is not justifiable as currently this access is not worsening traffic in Reading Road and most of the potential users of this access are currently already in the development. The WLER will be used mostly by future phases of the development that can easily avoid the public areas in the centre if the Elder Way entrance stays open.</p>

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	<p>If the bus gate installation still goes ahead, then a different access, other than the proposed layout of the WELR, should be built to avoid increased traffic through the public areas in the centre of the development.</p>
<p>(60) As an individual, (Wantage, Rae Crescent)</p>	<p>Object - 1- Your proposal gathering all the traffic coming from/to the A338 along the WELR will create traffic and congestion that we, residents at Crabhill will be forced to join. 2. Residents at St Modwen will be in the worst situation, we will be located at the very opposite end to the WELR access and be obliged to travel the extra distance causing additional air pollution in the area. 3. If you want to protect the Crabhill residents from non local traffic shortcutting across the development, I suggest that your Number Plate Recognition cameras are programmed to allow the Crabhill residents's vehicles to use the Elder Way junction.</p>
<p>(61) As an individual, (Wantage, Appletons)</p>	<p>Object – I am very disappointed and strongly object to hear this might be coming into play.</p> <p>I am against these plans and I assure you everyone on the estate who in currently living here will be against these plans. There will be 'rat runs' around the Appleton's and cherry Croft estate causing life risk to children who play in these streets every day, especially in half term breaks.</p> <p>This proposal wasn't included in the plan when I moved into this estate, could you please give me an example where ANPR of any development (apart from in central Oxford) where number plate recognition was in place for a bus gate, on a housing development.</p> <p>I have been living on this estate over a year, I picked my house due to the easy access in and out of the estate onto the A417 heading into wantage. I have never had any issues with traffic getting in or out of the estate on to A417.</p> <p>I left Oxford due how its impossible to get around with all the new Restrictions in place. I moved to wantage to have easy access to everything and not have to worry about any restrictions, bus gates and everything like that.</p> <p>Also I am a proud On call fire fighter who serve the community of wantage and there are few more firefighters who live on the same estate.</p> <p>If this bus gate gets put in place , This will massively reduce our response times to responding to emergency incidents in wantage and Oxfordshire.</p>

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	<p>Please do not go ahead with this plan as it will cause major issues and emergency responds time will be massively affected by this plan.</p> <p>Please consider and NOT put this bus gate in and think life's at risk if we can't reach our response times.</p>
(62) Email response, (unknown)	<p>Object – I would like to raise our concerns and ultimately our objection for the proposal due to a number of reasons. I have summarised why, and also added further detail below. In summary:</p> <ul style="list-style-type: none">• Significant impact to home owners on Appletons safety and living conditions• Appletons is a tertiary road, and would in effect change to a continuation of a primary road (Elder Way) and it is not built for that purpose• Additional wear & tear to Appletons, a road that is not adopted by the council therefore a cost to the Kingsgrove residents• Environmental impact due to increase of journey distances and times• Current usage of gateway is inflated as the only current gateway, due to workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate• The true impact to traffic volumes and flow can only be realised when the link road has been opened and all gateways opened• The flow to the traffic on the A417 towards Wantage is already managed with a 'ghost island' for cars to turn right• The flow naturally will be obstructed with the new roundabout in place• An alternative if required to manage to the flow of traffic on the A417 towards Reading would be to have a 'No right turn' on the gateway exit and the roundabout used to go in whatever direction required <p>When leaving the Kingsgrove estate on Elder Way towards the A417 the bus gate starts just after the Appletons road entrance. For anyone intending to leave the estate in that direction who then finds themselves unable to exit is then likely to use Appletons as a cut through to Cherry Croft Road.</p> <p>Cherry Croft road is due to have priority chicanes on the road, therefore encouraging traffic to use Appletons where there is not any physical speed or volume control.</p> <p>Appletons road is currently a tertiary road with block paving not built for this purpose or adopted by the council. The situation of the bus gate subsequently results in Appletons becoming a continuation of a primary road, Elder Way. This causes a major concern for the safety of the road for all residents, especially children that currently play safely between houses.</p>

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This gateway to the estate is currently the only one, and volumes likely to be at its highest usage point with current residents, workman traffic, deliveries of construction materials, home sales traffic, families of the GEMs primary school not situated on the estate. When the link road opens this will only reduce the gateways usage as the workman traffic, deliveries of construction materials, home sales, off estate families have other accessible gateways to reach the areas of the development.

This then leaves current residents situated to the South of the development significantly impacted by this change. The residents situated in this location are still likely to use the A417 to enter Wantage/and leave but will have their journey in and out of the estate extended more than twice fold. This not only has a residential impact but an environmental impact causing traffic pollution to the residential area in addition to journey distances being increased.

In terms of residential impact this in turn to impact our financial investments in our homes where previously there being easy access to our homes without having to use multiple primary and secondary roads, and would now find ourselves tucked into the least accessible part of the estate. Not a desirable location within the estate.

We feel have been mis-sold the Kingsgrove vision and the bus gate is not included in the Design and Access Statement within the planning permission, reference P17/V0652/FUL. There are a number of contradictory statements and each gateway within the document is annotated the same as a strategic gateway with no reference to a bus gate.

Other bus gates situated in the Oxfordshire area are based in Oxford City Centre, the centre of a city oppose to the outskirts of a town. The city centre encouraging commercial users to use public transport and support pedestrian safety. Whereas this bus gate impacts people accessing their homes, without taking a convoluted route. Even the High Street bus gate is only for a set number of hours in the day.

The reason of need for the bus gate in the statement of reasons of 'helping to ensure the safe and free flow traffic on the A417'. How has this gateway been deemed unsafe especially if scoped before the commencement of the estate even being built? Being situated on Appletons and living here for a number of months I have not witnessed any congestion or still traffic on the A417 by this gateway. There is already a mid section in the road to prevent a blockage to the flow of traffic when turning right into the estate. In addition the new roundabout itself will naturally slow the flow of traffic in the direction to Reading.

I strongly feel this should not even be considered until the link road is in place and being used. The true impact to traffic volumes and flow can only be realised when the link road has been opened. The next appropriate measure being traffic survey. My suggestion (although I appreciate not requested!) is that if the flow of traffic is part of the reason for change. That alongside the mid section in the A417 road that prevents a blockage of the flow towards

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	<p>Wantage, that when exiting the estate from this gateway there is a 'No right turn' so that you do not have to cross traffic and the new roundabout can be used to go in whatever direction required instead.</p>
<p>(63) As an individual, (Wantage, Appletons)</p>	<p>Object – As a resident of Appletons I would like to strongly oppose the proposal for the following reasons:</p> <p>The proposal outlines that these changes to the road access will ensure that traffic entering and leaving the new development at the junction will be kept to a minimum. However, once the new Wantage Eastern Link Road (WELR) is completed this in itself, will alleviate a vast amount of traffic on the A417 passing the development. The main access outlined in the proposal should this come into effect, will result in all residential traffic on the south side of the estate being forced through the estate, past the school, to exit.</p> <p>Furthermore, when buying our home, one of the main stipulations to the houses we could consider was the location of them on the development. This is due to my husband being an on-call Firefighter for Oxfordshire County Council based at Wantage Fire Station. If this proposal were to come into effect it would have a detrimental impact on his ability to respond to emergency incidents in a timely manner due to the junction being his primary route in and out of the development.</p> <p>I would be grateful if you could answer the following queries:</p> <ul style="list-style-type: none"> • Where in the S106 agreement this was referenced and what evidence is there to support the proposal being beneficial? • Will residents' feedback be considered in the decision making? As I am aware that a significant number of residents have opposed this via the survey: https://letstalk.oxfordshire.gov.uk/wantage_a417crabhill_busgate2022 • If the bus gate comes into effect, with the ANPR cameras as mentioned, will there be consideration for emergency service respondents to hold permits to bypass the bus gate?
<p>(64) As an individual, (Wantage)</p>	<p>Object – As a resident I wish to make it clear that I strongly object this proposal for a number of reasons listed below;</p> <p>Whilst the S106 may of been underwritten at time of application, I was NOT informed about it at time of purchase from our developer (Bellway).</p> <p>The proposal claims that the bus gate will help the flow of traffic on the A417 and reduce the volume of traffic around the development - what evidence is there to support this? I feel that the introduction of a bus gate would be more</p>

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	<p>dangerous for road users that are unfamiliar with the area as they will be hesitant and unpredictable at the junction due to it being a bus gate.</p> <p>In addition to this, this proposal will only increase the amount of traffic going through the estate - as all the residents who live near the Elder Way exit will be forced through the centre of the development in order to leave, resulting in an increase of traffic through the development.</p> <p>In the period of time that I have lived at this property, I have observed that the slow traffic is due to the location of the bus stops along the A417 itself, rather than it being due to vehicles turning in and out of the development. The introduction of a bus gate will not alleviate the issue of buses having to give way to join the A417.</p> <p>Another reason for the objection is that I work as an On-Call FireFighter for Oxfordshire Fire and Rescue Service at Wantage Fire Station. If this proposal was to come into effect this would significantly increase the time taken to respond to emergencies in a safe manner. These delays will increase the turnout time for the fire appliance which will hinder our ability to save lives and protect property. I am aware that the station manager has collated responses on behalf of Oxfordshire Fire and Rescue Service.</p> <p>I also believe that the opening of the Wantage Eastern Link Road (WELR) will alleviate a vast amount of traffic away from the junction of Elder Way, rendering some of the arguments for the bus gate useless.</p>
(65) As an individual, (Wantage, Cherry Croft)	<p>Concerns - The addition of restrictions would mean that Cherry Croft would become a rat run for all vehicles to the south west of the estate. Currently it is a very peaceful road and the majority have young children who play outside their houses on the street. When residents purchased houses on this street it was never in the layout that this would become a busy main road, many may not have purchased if this was known</p>
(66) As an individual, (Wantage, Clover Close)	<p>Concerns - Will cause massive problems with the traffic in the estate</p>
(67) As an individual, (Wantage, Clover Close)	<p>Concerns - As I live on Kingsgrove I would like to better understand the impact for residents</p>

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<p>(68) As an individual, (Wantage, Appletons)</p>	<p>Concerns - What evidence is there that the bus gate is required. What safety issues have been documented?</p> <p>Speed of traffic along the A417 remains a greater safety issue from my daily observations. Keen to understand how these are being tackled in parallel.</p>
<p>(69) As an individual, (Wantage, Appletons)</p>	<p>Support - I previously selected object as I was confused by the plan, but I now support.</p>
<p>(70) As an individual, (Wantage, Appletons)</p>	<p>Support - Because I support this good idea</p>
<p>(71) As an individual, (Wantage, Appletons)</p>	<p>Support - The a417 in respect of the section where it is adjacent to the new development should have a speed camera installed to force drivers to comply with the speed limit for safety reasons and reduce noise pollution.</p>
<p>(72) As an individual, (Wantage, Armitage Drive)</p>	<p>Support - I regularly walk on the Kingsgrove estate for exercise and already feel unsafe with the number of cars along elder way despite the estate not being completed. The air quality would be enhanced limiting access to certain vehicles only.</p>
<p>(73) As an individual, (Wantage, Charlton Road)</p>	<p>Support - Keep traffic off/away from the A417 near Wantage as much as possible</p>
<p>(74) As an individual, (Wantage, Cherry Croft)</p>	<p>Support - I have been aware that this was happening for some time and do not have any objections. I overall support the measure to support flowing traffic and the change has a negligible impact on me.</p>
<p>(75) As an individual, (Wantage, Coates Close)</p>	<p>Support - Improve flow of traffic in A417 and decrease traffic within main roads within Kingsgrove estate</p>

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<p>(76) As part of a group/organisation, (Grove, Main Street)</p>	<p>Support - I am very much in favour of supporting and facilitating active travel in Wantage and the surrounding area. Especially for new developments like Crab Hill, it is essential to limit the assumed dominance of the car as a mode of transport for every journey. Anything like this which restricts the flow of motorised traffic is a good thing. We hope that the new east-west road will reduce motorised traffic through the centre of Wantage and this proposal will help towards that. I would add that, alongside this, OCC and the developers need to do more to improve cycling and walking links into the centre of Wantage - in other words don't just be seen to 'punish' drivers but be seen to be supporting and facilitating other modes of transport locally.</p>
<p>(77) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - I think restricting the access is a good idea and I was aware of the proposals when I purchased my property from Cala in august 20. Currently a large of amount of traffic accesses the development from the main A417 via Elder Way and many drivers have little or no regard for the local speed limits on the estate. Primrose Avenue and Elder Way are used as access roads to the primary school from non residents and many of these drivers drive at speed along Primrose Avenue. Maintaining the Elder Way access for buses/taxis only and requesting all other vehicular access to drive via the main link road would ensure only main roads are use by the majority of the cars/delivery drivers. To ensure that smaller roads do not become short cuts and rat runs, perhaps the council could consider speed humps on smaller roads too.</p>
<p>(78) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - To quieten traffic heading into the Kingsgrove development via Elder Way. - Rerouting of school traffic away from residential roads eg Primrose Avenue - We were advised by the housing developer that this was part of the plans and it did influence our purchase</p>
<p>(79) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - Calming traffic on Elder Way and connecting residential roads Re-routing school traffic away from Primrose Avenue. This is a very good idea but I do wonder if it is possible to include traffic calming to some (all) of the residential roads. In the 18 months we have been here we have been surprised at the speed at which people travel along Primrose Avenue</p>
<p>(802) As an individual, (Wantage, Primrose Avenue)</p>	<p>Support - It will reduce the amount of traffic going past our house to the school</p>

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(81) As an individual,
(Wantage, Wilkins Way)

Support - I think it's a great example to try and reduce car usage in the development as well as increasing the level of public transport available! Really hope this comes forward as a way to set an example to future developments across the county.