

CABINET MEMBER FOR ENVIRONMENT – 7 SEPTEMBER

PROPOSED EXTENSION OF 30MPH SPEED LIMIT, TRAFFIC CALMING MEASURES AND PROHIBITION OF MOTOR VEHICLES - DENCHWORTH ROAD, CANE LANE AND NEWLANDS DRIVE GROVE

Report by Director for Infrastructure Delivery

Introduction

1. This report presents responses received in the course of a statutory consultation on proposals to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road which are superseded by the proposed new road layout at Grove.

Background

2. The above measures are proposed in conjunction with a major new residential development to the west of Denchworth Road and Newlands Drive at Grove. Plans showing the proposals are shown in Annex 1 (traffic calming), Annex 2 (speed limit) and Annex 3 (prohibition of motor vehicles).

Consultation

3. Formal consultation on the proposal was carried out between 13 July and 11 August 2017. A public notice was placed in the Oxford Times newspaper, and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Grove Parish Council and the local County Councillor. Additionally public notices were placed up on site in the vicinity of the proposals and letters were sent to approximately 525 nearby properties.
4. Thirty three responses were received. These are summarised at Annex 4. Copies of the full responses are available for inspection by County Councillors.
5. The table below summaries the responses received for each proposal:

Proposal	Support	Object	Neither
30mph speed limit on Denchworth Road	18	2	13

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Traffic calming measures on Newlands Drive	3	23	7
Prohibition of motor vehicles on parts of Cane Lane and Denchworth Road where the alignment is amended	8	4	21

6. Thames Valley Police objected to the proposed 30mph speed limit on the grounds that the character of the road was at present not-built up and that introducing a 30mph speed limit now in advance of the planned development was premature. However, they would not object to a 40mph speed limit and expressed no objection to the proposed traffic calming measures and prohibition of driving.
7. Grove Parish Council, while supporting the proposed 30mph limit and prohibition of driving proposal, expressed a strong objection to the proposed traffic calming measures considering that the proposed use of junction tables and speed cushions would cause noise and pollution and did not accord with new government guidance on traffic calming. The parish council suggested the use of traffic calming chicanes and traffic signals (including a signalled junction and pedestrian crossing) which they understood could be set to turn to red if speeding vehicles were approaching the signals.
8. The Vale of the White Horse District Council expressed no objection to any of the proposals.
9. The remaining thirty responses were from members of the public. Twenty eight of these were from residents of Grove, one from a resident living outside Oxfordshire and in one case the respondent did not provide an address.
10. A majority of these supported or expressed no objection to the proposed 30mph speed limit. One objection was though received on the grounds that a speed limit reduction was not required.
11. Similarly a majority of the responses from members of the public expressed support or no objection to the proposed prohibition of driving order. However, four objections were received for this proposal, most of those citing concerns over the loss of public space - in particular for recreational purposes – arising from the new road layout as a result of the development.
12. However, twenty two objections to the traffic calming measures were received from members of the public, with only three expressions of support, and seven responses expressing neither support nor objection.
13. The above objections to the proposed traffic calming were primarily on the grounds that the number and type of features were excessive and that the raised junction tables and speed cushions would result in increased vehicle emissions and noise, damage to vehicles, diversion of traffic onto other roads (in particular Brereton Drive, which was noted to have significant use by pedestrians, including school children) and reduce the attractiveness of shops accessed from Newlands Drive. Concerns were also expressed that the safety of pedal cyclists and motor cyclists would be compromised and that

drivers of vehicles with a lower than average ground clearance would be adversely affected. As with the response of Grove Parish Council, many respondents suggested that build-outs or chicanes would be more effective and avoid or reduce the above problems and that other measures – for example speed cameras or traffic signals which turned to red on detecting a speeding vehicle should be used.

Response to the objections on the proposed 30mph speed limit

14. While Thames Valley Police's objection to the speed limit is noted, together with the objection from the member of the public on the grounds of need, this change is judged to be consistent with Department for Transport guidance on setting local speed limits given the planned development of the road.

Response to the objections on the proposed prohibition of driving order

15. The four objections from members of the public on the prohibition of driving order on the parts of Cane Lane and Denchworth Road which are being superseded by the new road primarily relate to concerns over the loss of public recreational space. The revised road layout here was approved by the Vale of the White Horse District Council as part of the wider planning consent for the development and the prohibition of driving order is considered necessary in the interests of safety for pedestrians and cyclists using the superseded lengths of carriageway. Sports pitches are being re-located on site to accommodate the new road layout

Response to the objections on the proposed traffic calming measures

16. The road alignment on Denchworth Road seeks to reduce excessive vehicle speeds. The three proposed traffic islands that incorporate informal pedestrian crossings, along with the increased traffic flows, will have an impact on the overall speed of the road.
17. Build-outs have been shown to increase speeds on roads similar to that of Newlands Drive due to the straight nature of the road and increased visibility of oncoming vehicles and can sometimes encourage drivers to speed up to avoid giving way to oncoming vehicles. Monitoring of build-outs shows that accidents can result from vehicles failing to give way to each other within a single lane section of the road, and also that shunt type accidents can occur behind vehicles stopping to give way. Both noise and emissions as vehicles stop to give way then accelerate have been the source of concern in some schemes. Build-outs are also not a preferred treatment on cycle routes as cyclists can be vulnerable to car drivers attempting to overtake within or on the approach to the build-out.

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18. The raised table's vertical deflection will be a 75mm rise over a distance of 2m mitigating any severe impact but whilst still providing enough deflection to deter speeding vehicles. The raised tables will also be laid in a different material resulting in a visual impact as well.
19. The speed cushions were proposed by the consultant working on behalf of the developer to mitigate the safety concerns raised within the Road Safety Audit carried out on the initial design. These were proposed to prevent motorists from speeding in between the raised tables. If motorists drive to the conditions of the road; damage to the vehicles from the raised tables/speed cushions will not happen.
20. The raised table at the northern end of Newlands Drive is proposed due to a number of accidents that have seen vehicles leave the carriageway and end up within the gardens backing onto Newlands Drive.
21. The raised tables extend approximately 14m from the edge of carriageway into the side roads from Newlands Drive. This will allow two vehicles to stack at the junction without straddling the vertical rise.
22. Monitoring of large traffic calming schemes using road humps and speed cushions has not shown there to be safety problems for pedal or motor cycles.
23. As regards to the request for cycle tracks, a shared cycleway/footway is planned to be provided on Denchworth Road south of Newlands Drive. On Newlands Drive itself, the County Council has requested 1.0m wide advisory cycle lanes either side along the whole length; this request is yet to be confirmed as to whether it can be safely implemented and will be subject to an independent safety review.
24. In respect of the request for speed cameras, the deployment of safety cameras is primarily a matter for Thames Valley Police. Priorities for enforcement are largely determined by the reported accident history and it is highly unlikely that the police would consider the installation of cameras as a preventative measure, noting that the fines income from speed enforcement is paid to central government rather than the police.
25. Taking the above into consideration and noting that the junction tables will have shallow ramp gradients (considerably less than those specified at the existing traffic calming measures on Oxford Lane) it is anticipated that the calming scheme will lead to speeds being moderated but without vehicles having to slow or accelerate significantly when travelling along the road. The design of the scheme therefore should not result in increased pollution or noise (a noise survey will be carried out prior to the works and once completed if necessary to monitor noise levels) and although reference was made in several of the responses to the recent Department for Transport initiative to fund the removal and/or amendment of traffic calming features that are causing issues, this initiative is not considered relevant to this scheme.

How the Project supports LTP4 Objectives

26. The proposals would help facilitate the safe movement of traffic.

Financial and Staff Implications (including Revenue)

27. Funding for proposals has been provided by the developer of land adjacent to Denchworth Road and Newlands Drive.

RECOMMENDATION

The Cabinet Member for Environment is RECOMMENDED to approve proposals to extend the 30mph speed limit on Denchworth Road, provide calming measures on Newlands Drive and prohibit use by motor vehicles of parts of Cane Lane and Denchworth Road which are superseded by the proposed new road layout at Grove as advertised.

OWEN JENKINS
Director for Infrastructure Delivery

Background papers: Plan of proposed restrictions
 Consultation responses

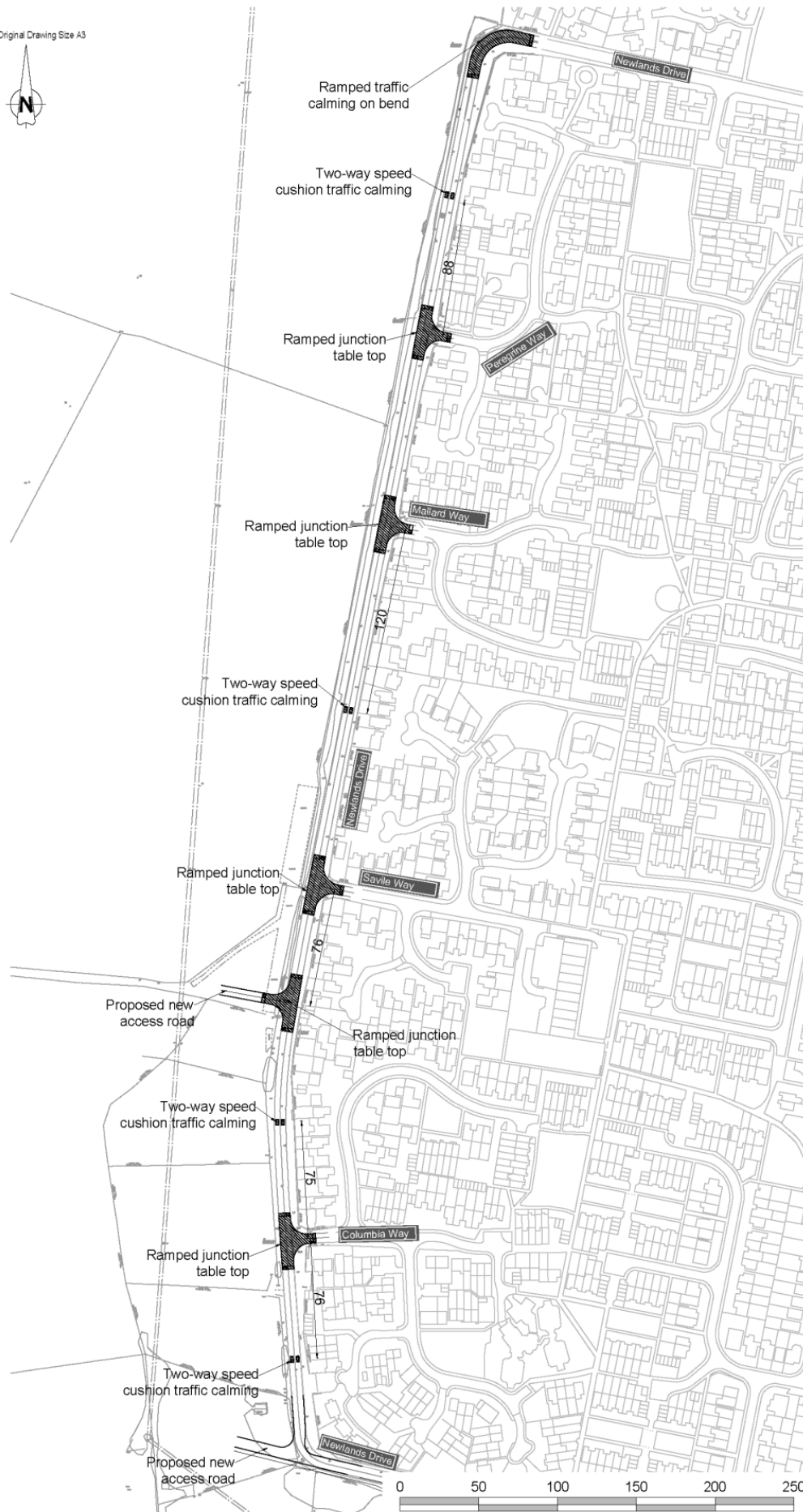
Contact Officers: Hugh Potter 07766 998704

November 2017

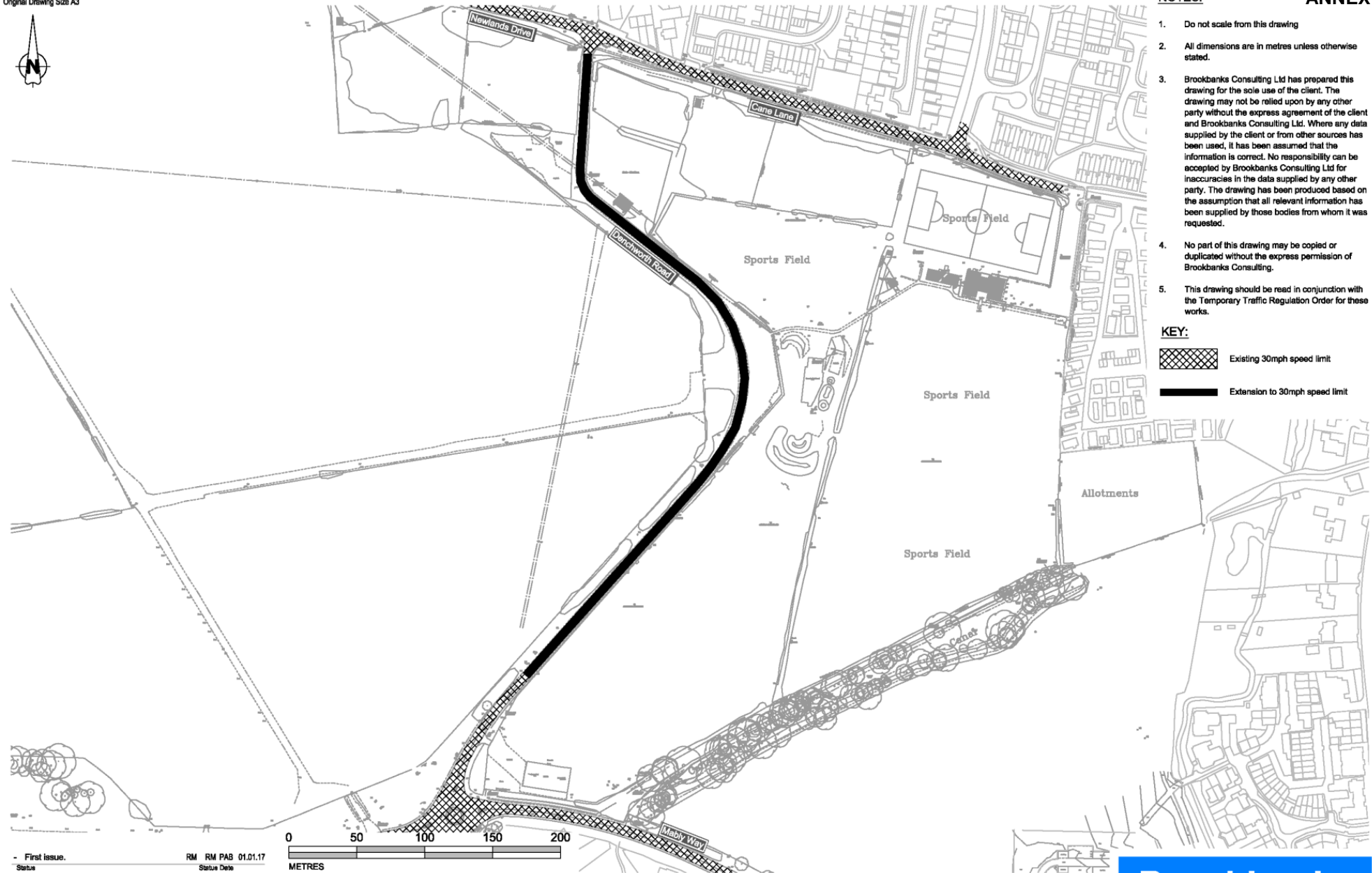


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B	Speed cushions amended and northern ramp added.	SD	SD	RM	09.06.17
A	Updated following OCC comments.	RM	RM	PAB	22.03.17
-	First issue.	RM	RM	PAB	01.01.17
		Status		Date	
	Preliminary				Jan 2017
Drawn	Checked				Date
RM	RM				01.02.17
Scale	Number				Rev
1:2500	10383-050-002				B





NOTES:

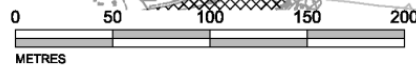
ANNEX 2

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KEY:

-  Existing 30mph speed limit
-  Extension to 30mph speed limit

- First issue.	RM	RM	PAB	01.01.17
Status	Preliminary			
Drawn	RM	Checked	RM	Date
Scale	1:2500	Number	10383-050-001	Rev
				01/02/17



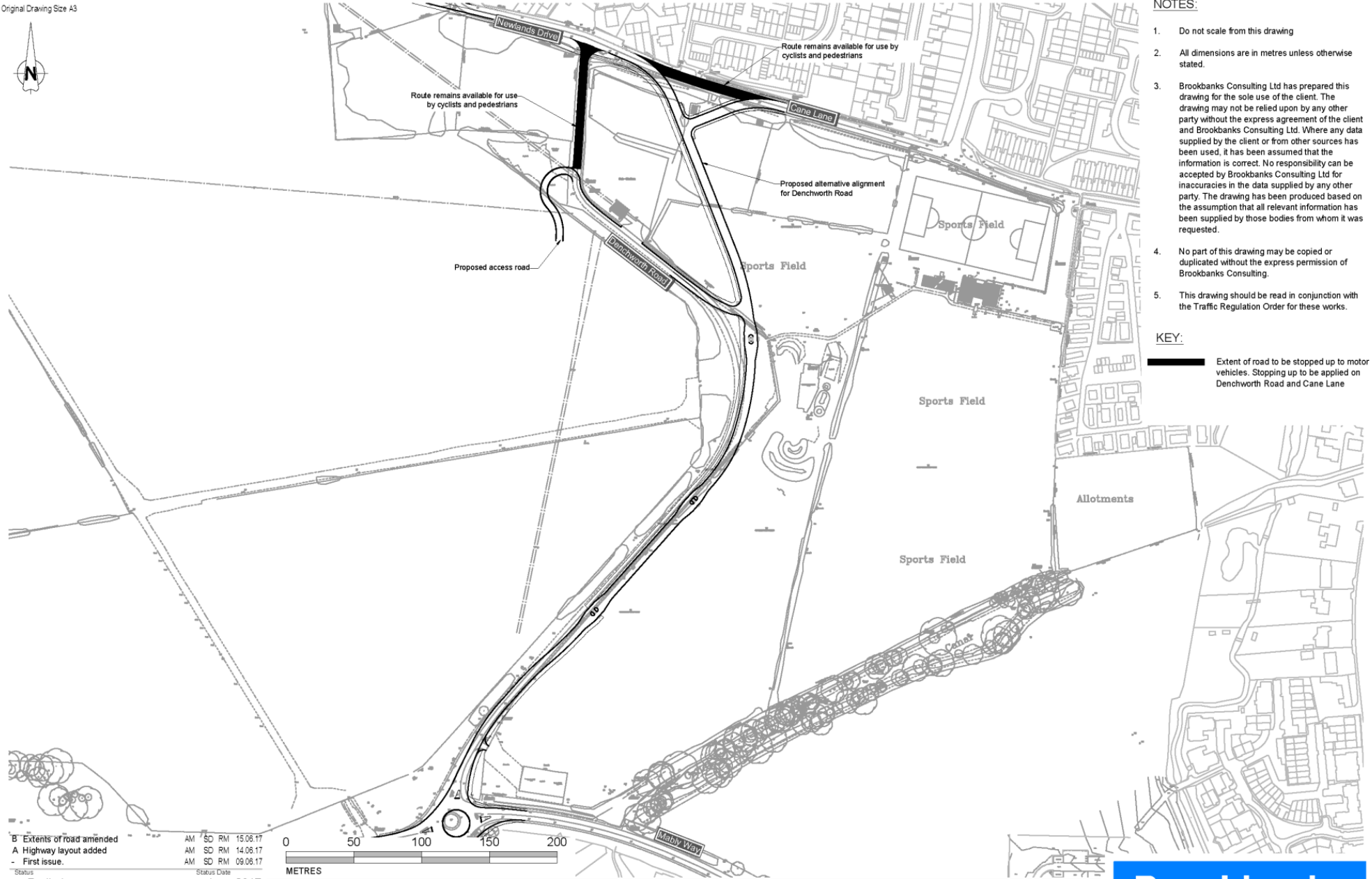
Grove Airfield

Denchworth Road

TTRO Plan



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KEY:

Extent of road to be stopped up to motor vehicles. Stopping up to be applied on Denchworth Road and Cane Lane

B Extends of road amended		AM	SD	RM	15.06.17
A Highway layout added		AM	SD	RM	14.06.17
- First issue.		AM	SD	RM	09.06.17
Status		Date			
Preliminary		June 2017			
Drawn	Checked	Date			
SD	RM	09.06.17			
Scale	Number	Rev			
1:2500	10383-050-003	B			



Grove Airfield

Road Stopping Up
TRO Plan



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RESPONDENT	SUMMARISED COMMENTS
(1) Thames Valley Police	<p><u>Speed Limit</u> – Object - Thames Valley Police are not opposed to lowering speed limits providing they are appropriate to the road environment and likely to have casualty reduction benefits .All aspects of the proposed speed limit are taken into account i.e. collision history ,speed of existing traffic, road environment, enforcement, road character and driver perception etc. In considering this proposal, It is unclear from the consultation documents the level of development/frontage that will appear along this section of road and timescales, and until this road has a level of development that is consistent with a 30mph speed limit, suggest consideration is given to a 40mph speed limit. Also notes no speed data has been received in connection with this proposal.</p> <p><u>Traffic Calming</u> – No objection.</p> <p><u>Stopping-up</u> – No objection.</p>
(2) Grove Parish Council	<p><u>Speed Limit</u> – Support - as long as the section of the Denchworth Road from Grove to the Village of Denchworth is restricted to 30mph in its entirety.</p> <p><u>Traffic Calming</u> – Object - Speed humps should be replaced with chicanes noting that a new government initiative suggests that speed humps should be removed. Humps and raised platforms cause extra pollution with the constant breaking and acceleration, and also noise / vibrations problems for nearby properties, a problem that has been found with the existing calming in Oxford Lane. Would support an earlier proposal we understood for two sets of lights on Newlands Drive. One at the Savile Way junction controlling access into the new estate and another set of pedestrian lights towards the North end of Newlands Drive (and understand that lights can be programmed to detect speeding vehicles and turn red against them). Chicanes would slow vehicles and provide a smoother ride..</p> <p>Drivers will use Brereton Drive and residential roads rather than going along Newlands Drive to access local shops on Savile Way, which ay will become redundant as less shoppers will travel over speed humps to access shopping area."</p> <p><u>Stopping-up</u> – Support - provided that the Denchworth Road is not closed before the new section is built and opened.</p>
(3) Vale of White Horse District Council	<p>No objection - satisfied for Oxfordshire County Council's Traffic Regulation Team to determine the application.</p>
(4) Local Resident, (Blenheim Gardens, Grove)	<p><u>Speed Limit</u> – Support - <i>No comment.</i></p> <p><u>Traffic Calming</u> – Object - I support the traffic calming in terms of speed cushions but not the flat top road humps. These can be damaging to vehicles and cause increased emissions as vehicles slow down and speed up. In addition,</p>

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	<p>living on the approach road to the Co-op supermarket means that there will be increased noise as delivery lorries mount and dismount the humps, often at unsociable times of the day. <u>Stopping-up</u> – Support – <i>No comment.</i></p>
(5) Local Resident, (Mandarin Place, Grove)	<p><u>Speed Limit</u> – Support – also requests a footway here and a safer pedestrian crossing at the west end of Mably Way given the volume and speed of traffic. <u>Traffic Calming</u> – Object - I think money would be better spent elsewhere e.g. on crossings in other parts of the village given the additional foot traffic from the new development. <u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(6) Local Resident, (Membury Way, Grove)	<p><u>Speed Limit</u> – Neither - There is not enough distance to increase speed much past 30 miles an hour any way. Waste of money. <u>Traffic Calming</u> – Object – no justification and poor use of money; humps would increase vehicle emissions and frustrate law abiding drivers. <u>Stopping-up</u> – Object – <i>No comment.</i></p>
(7) Local Resident, (Mandarin Place, Grove)	<p><u>Speed Limit</u> – Support - <u>Traffic Calming</u> – Support - As someone who backs onto Newlands Drive, I am very aware of cars and particularly motorbikes speeding on the road, but express a query on how far the humps would extend into the side roads, and a possible concern over noise as vehicles travel over the humps. <u>Stopping-up</u> – Neither – The loss of playing fields which are part of the realignment of the road is regrettable. However, if that realignment happens then the two road closures make sense with the proviso that there is some sort of staggered entrance/exit to prevent cyclists riding straight on to the main carriageway with no regard for traffic already travelling past those junctions. The potential for accident is high.</p>
(8) Resident, (Swindon)	<p><u>Speed Limit</u> – Support - but also notes that maintenance – including of the zebra crossings - and other measures are needed on the Denchworth Road south of Mably Way to better control speeds given the schools in the area. <u>Traffic Calming</u> – Support – <i>No comment.</i> <u>Stopping-up</u> – Neither – <i>No comment.</i></p>
(9) Local Resident, (Saville Way, Grove)	<p><u>Speed Limit</u> – Support - This will be very necessary when the new houses are built . <u>Traffic Calming</u> – Neither – Agree that calming measures here are needed but the current plans seem excessive <u>Stopping-up</u> – Support – This seems sensible redirection of the road.</p>
(10) Local Resident, (Mallard Way, Grove)	<p><u>Speed Limit</u> – Support – <i>No comment.</i> <u>Traffic Calming</u> – Object – the proposed junction tables will damage vehicles and the number of features seems very excessive. Safety cameras, virtual road humps, chicanes and coloured patches would be better. <u>Stopping-up</u> – Object – This means using land currently used as green space for football, walking and other out door</p>

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	<p>activities would be lost. Also the stop area which is used by many vehicles including a business would be lost. With the new housing development Grove will lose even more of this outside space, therefore I believe that this should be reconsidered or revised.</p>
<p>(11) Local Resident, (Mandarin Place, Grove)</p>	<p><u>Speed Limit</u> – Support – <i>No comment.</i> <u>Traffic Calming</u> – Object - the proposed calming is very excessive with a lot of raised areas and speed bumps, which have been proved to be bad for the environment and the government is proposing advising against using them. Also expresses concerns over noise, especially with the additional traffic – including goods vehicles - using the road. . The raised area is shown on the bend at the northern end is not needed given its natural calming effect. Traffic will divert to Brereton Drive and this could mean that businesses will not be viable in the new centre on the airfield development. Alternatives to humps should be investigated such as the small raised roundabouts similar as used on Denchworth south of Mably Way. A toucan crossing would also be helpful – this could be set to change to red if it detected speeding traffic. <u>Stopping-up</u> – Neither – <i>No comment.</i></p>
<p>(12) Local Resident, (White Horse Crescent, Grove)</p>	<p><u>Speed Limit</u> – Neither – <i>No comment.</i> <u>Traffic Calming</u> – Object - A separate cycleway along the whole length of Newlands Drive and across Grove airfield that links with the cycle network in Wantage is needed (respondent has strong interest in this matter following the death of a family member in a cycling accident). Installing traffic calming along Newlands Drive will increase risk to cyclists as follows:- 1) Traffic will not have chance to safely overtake cyclists in between traffic calming points and will potentially be forced to pull in and brake in front of cyclists creating additional risk. 2) Traffic will becomes bunched up which will reduce visibility of cyclists to any vehicles following others. 3) Traffic will decelerate suddenly at calming points causing a 'domino' effect at the back of a queue creating additional danger to any cyclists. 4) The traffic calming points will create potential slip hazards for cyclists, especially in adverse weather conditions and particularly if turning at junctions. Additional objections to traffic calming are: the increased congestion, noise and pollution which will be exacerbated as traffic increases as a result of the development; humps and cushions also adversely impact vehicles with limited ground clearance. Also concerned about the safety of motorcyclists, particularly in wet or slippery conditions. It should be noted that the junction onto Newlands Drive is already on a slope so raising this further should be avoided. Additionally calming tends to cause roads to deteriorate and fall into disrepair more quickly . <u>Stopping-up</u> – Neither – <i>No comment.</i></p>

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<p>(13) Resident, (Grove)</p>	<p><u>Speed Limit</u> – Support - "Speed restriction alone will not achieve the goal of making this road safer - a proper cycle/pedestrian path with street lighting is needed. <u>Traffic Calming</u> – Object – the proposed junction tables and speed cushions will cause unnecessary congestion during their construction, and when in place will increase emissions and add to pollution, increased vehicle wear, delays to emergency services and discomfort to patients, and the diversion of traffic to Brereton Drive where there is more pedestrian usage including by school children. The plans do not align with current government initiatives. Alternative measures such as speed cameras, improved speed limit signing, road markings , and the provision of a cycle track <u>Stopping-up</u> – Object – If this is an extension of the current vehicle prohibited area there is simply no need for the change. Retaining the current situation with option to open the road in the event of rugby tournaments, festivals etc..is preferred.</p>
<p>(14) Local Resident, Mandarin Place (, Grove)</p>	<p><u>Speed Limit</u> – Support – <i>No comment.</i> <u>Traffic Calming</u> – Object – while supporting the principle of traffic calming, very strongly opposed to the provision of raised junctions or speed cushions (and also queried the point of the proposed feature on the bend at the north end of Newlands Drive. Raised mini would achieve the same outcome as raised junctions, and build outs / chicanes would be more suitable than cushions. Speed enforcement by the police would also be an option. Traffic will divert to Brereton Drive where there are more pedestrians and cyclists. <u>Stopping-up</u> – Support – <i>No comment.</i></p>
<p>(15) Local Resident, (Hunters Close, Grove)</p>	<p><u>Speed Limit</u> – Support – <i>No comment.</i> <u>Traffic Calming</u> – Object - concerned over the number of humps- will be uncomfortable for elderly people and cause extra wear for vehicles and lead to traffic diverting to other roads, and will also adversely affect delivery vehicles and emergency vehicles that will be slowed. Speed cameras would be a better option, or speed sensitive traffic lights and stop traffic that is approaching the area too quickly. <u>Stopping-up</u> – Neither –sceptical of the safety of the shape of the proposed new access road off Denchworth Road due to concerns over the visibility that will be available.</p>
<p>(16) Local Resident, (Blenheim Gardens, Grove)</p>	<p><u>Speed Limit</u> – Object - I feel the limit should be set at 40mph. <u>Traffic Calming</u> – Object - The proposed scheme is far more than is required and appears contrary to the latest Government thinking on this matter, and may lead to traffic diverting to Brereton Drive. <u>Stopping-up</u> – Support – <i>No comment.</i></p>
<p>(17) Local Resident, (Brunel Crescent, Grove)</p>	<p><u>Speed Limit</u> – Support – <i>No comment.</i> <u>Traffic Calming</u> – Object - Speed humps and cushions are an entirely inappropriate way to manage traffic at speeds, and will cause noise and damage to vehicles. Speed cameras would be a much better option <u>Stopping-up</u> – Neither – <i>No comment.</i></p>

CMDE4

<p>(18) Local Resident, (Blenheim Gardens, Grove)</p>	<p><u>Speed Limit</u> – Support - It makes perfect sense and I have never understood why it has never changed. <u>Traffic Calming</u> – Object – strongly opposed to this measures – concerned about response times for the emergency services and the additional pollution; money far better spent on maintenance. <u>Stopping-up</u> – Support</p>
<p>(19) Local Resident, (Mallard Way, Grove)</p>	<p><u>Speed Limit</u> – Support - The current speed limit is excessive and is not consistent with other speed limits in the area. <u>Traffic Calming</u> – Object - The proposals are extremely excessive I object very strongly to these measures. There is no need to install speed humps. Speed humps are damaging to the environment, damaging to motor vehicles and to local property. It would be far better to install chicanes and traffic lights and a pedestrian crossing close to Saville Way and to Peregrine Close. <u>Stopping-up</u> – Support – These proposals are in line with the master plan for the new development.</p>
<p>(20) Local Resident, (White Horse Crescent, Grove)</p>	<p><u>Speed Limit</u> – Support - This road is used by many school children cycling to and from school. <u>Traffic Calming</u> – Object – will create a hazard for car drivers and cyclists.; disappointed that a cycle lane or path is not proposed for Newlands Drive, especially given the likely use by school children. Cyclists will be forced to ride on a road that will have vehicles overtaking them whilst both cyclist and the other vehicle driver are negotiating speed ramps along the length of the road. has been confirmed as unacceptable in built up areas. The scheme will need to more noise and pollution which in particular will impact on adjacent properties, and also affect driver of vehicles with low ground clearance. Speed cameras would be a better option. <u>Stopping-up</u> – Neither – <i>No comment.</i></p>
<p>(21) Local Resident, (White Horse Crescent, Grove)</p>	<p><u>Speed Limit</u> – Neither – <i>No comment.</i> <u>Traffic Calming</u> – Object – speeding is not a major issue, and speed limit reminder signs would be far cheaper to address a small problem. The government has recently decreed that speed humps are environmentally unfriendly due to vehicles slowing down and then accelerating, and also lead to more noise.. Flat top road humps at junctions and bends are extremely dangerous for bicycles and motorcycles as they are de-stabilised during cornering, and prove to be very difficult to properly construct and maintain. <u>Stopping-up</u> – Neither – <i>No comment.</i></p>
<p>(22) Local Resident, (White Horse Crescent, Grove)</p>	<p><u>Speed Limit</u> – Neither – <i>No comment.</i> <u>Traffic Calming</u> – Object - The proposed traffic calming is excessive and will lead to more emissions, noise and vehicle wear. Chicanes or build-outs would be preferable. <u>Stopping-up</u> – Neither – <i>No comment.</i></p>
<p>(23) Local Resident, (Manor Gardens, Grove)</p>	<p><u>Speed Limit</u> – Support – <i>No comment.</i> <u>Traffic Calming</u> – Object - Please find an alternative to speed cushions, they have been proven to cause dangerous, potentially fatal, damage to tyre sidewalls especially once the cushions wear and their edges break up. <u>Stopping-up</u> – Support – <i>No comment.</i></p>

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<p>(24) Local Resident, (Grove Road, Grove)</p>	<p><u>Speed Limit – Support</u> - A 30mph speed limit on this road will not inconvenience motorists, and will potentially save the lives of others using the road and pavements. <u>Traffic Calming – Support</u> - Having lived next to Newlands Drive I can attest from personal experience the traffic definitely needs calming, to reduce noise as well as prevent accidents. <u>Stopping-up – Object</u> – I don't accept the need to arbitrarily alter the road layout, which will not only cost money which could more usefully be spent on other improvements, but will also unnecessarily deprive people of yet another sports facility.</p>
<p>(25) Local Resident, (Swan Close, Grove)</p>	<p><u>Traffic Calming – Object</u> – the proposed humps will increase vehicle emissions and noise pollution and have an adverse effect on law abiding motorists, and also emergency service vehicles, in particular ambulances. Speed cameras would be a much better option.</p>
<p>(26) Local Resident, (Denchworth Road, Grove)</p>	<p><u>Traffic Calming – Object</u> – Concerned about noise pollution and damage to the surrounding road surface, and that the scheme will lead to traffic diverting away from the road, reducing the trade of the businesses at Savile Way.</p>
<p>(27) Email response, (unknown)</p>	<p><u>Traffic Calming – Neither</u> - I feel we need some calming bumps. Is it necessary for so many and in fact that the Government is stopping them as they make cars have more emissions.</p>
<p>(28) Local Resident, (White Horse Crescent, Grove)</p>	<p><u>Traffic Calming – Neither</u> - concerned that the number of calming features is excessive and will make driving difficult/uncomfortable, and potentially lead to more pollution and noise disturbance for nearby properties, and also encourage drivers to divert down Brereton Drive. Enforcement of the speed limit would be a better option.</p>
<p>(29) Local Resident, (Carlton Close, Grove)</p>	<p><u>Traffic Calming – Object</u> – the junction tables will cause significant discomfort especially for those with medical conditions, and lead to additional noise and pollution as vehicles slow and accelerate, and to damage to vehicles and the surrounding road surface. Better alternatives might include traffic lights which turned red on detecting speeding vehicles or chicanes.</p>
<p>(30) Local Resident, (Grove)</p>	<p><u>Traffic Calming – Object</u> -have concerns regarding the installation of more speed ramps in Grove in addition to those on Oxford Lane. These ramps do not slow down persistent speeders' especially late at night & everyone else will suffer even more damage to their vehicles already inflicted by the vast amount of pot holes on our roads. I carry a large amount of tools, materials & liquids in my work van & spillage of liquids' is a risk regardless of how careful you pass over the ramps. Chicanes would be more vehicle friendly & more effective at slowing every vehicle down including motorcycles .</p>
<p>(31) Local Resident, (Blenheim Gardens, Grove)</p>	<p><u>Speed Limit – Support</u> – fully support that, long overdue. <u>Traffic Calming – Neither</u> - not really a fan of traffic calming but probably necessary. If you have funding for traffic calming, I would like to see a cycle / pavement installed (ideally all the way down Newlands Drive to the Airplane Roundabout, meeting up with the Cycle lane installed on the Wantage side of Denchworth Road).</p>

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<p>(32) Local Resident, (Mandarin Place, Grove)</p>	<p><u>Traffic Calming</u> – Neither - The calming measures will cause braking and accelerating that increase noise and air pollution for residents; motorcycles will not be deterred from speeding and drivers will find the scheme frustrating and potentially vehicle damaging. A high proportion of accidents are at the sharp bend at the north end , and the approaches to this bend are where measures are needed most; please can you reconsider your proposals and at least reduce the number of humps that are planned.</p>
<p>(33) Local Resident, (Mandarin Place, Grove)</p>	<p><u>Speed Limit</u> – No objection – A speed limit of 30mph to join with the existing restricted sections makes sense. <u>Traffic Calming</u> – Object – We object most strongly to the proposal. This would inconvenience all of the (mainly law abiding) residents and lead to more traffic on Brereton Drive, a road where children and adults need to cross on a regular basis. The main speeding offenders on Newlands Drive are motor cyclists who would not be affected by the proposed speed cushions; a “Speed Camera” be a better option, especially taking account of the income raised from offenders. Also queried these plans given their understanding that in the longer term Newlands Drive was to be closed midway along its length.</p>