

Divisions affected: *Didcot West*

## **CABINET MEMBER FOR HIGHWAYS MANAGEMENT – 29 JULY 2021**

### **DIDCOT: BRASENOSE ROAD & SLADE ROAD AREA - PROPOSED TRAFFIC CALMING MEASURES**

**Report by Corporate Director, Environment and Place**

#### **Recommendation**

1. The Cabinet Member for Highways Management is RECOMMENDED to approve the traffic calming measures in Brasenose Road and Slade Road as originally advertised between 30 September and 30 October 2020 and as shown at Annex 2 to this report.

#### **Executive summary**

2. At the former Cabinet Member for Environment delegated decisions meeting on 19 November 2020, the Cabinet Member approved proposals for a 20mph speed limit as shown in Annex 1 but - taking note of representations being made by residents objecting to or raising concerns about the traffic calming measures as shown at Annex 2 - asked officers to investigate alternative provision of raised tables at junctions on the route (in addition to the 2 proposed at the Churchill Road junctions), namely at Morrells Close with Brasenose Road and possibly Icknield way and Oxford Crescent..

#### **Background**

3. The above proposals as shown at Annex 1 & 2 have been put forward as part of the approved residential development at Great Western Park and, if approved, would be funded by developers.

#### **Financial Implications**

4. Funding for consultation on the proposals has been provided by the developers of land at Great Western Park who will also fund 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

- The proposals will facilitate the safe movement of traffic including cyclists and pedestrians.

## Consultation

- Formal consultation on the proposals as shown at Annex 2 was carried out between 30 September and 30 October 2020. A public notice was placed in the Oxfordshire Herald series newspaper and sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Didcot Town Council, South Oxfordshire District Council and the local County Councillors. A letter was also sent directly to approximately 656 properties in the immediate vicinity.
- 64 responses were received during the course of the consultation and these are summarised in the table below:

Proposal	Object	Support	Concerns	No Opinion/objection	Total
Traffic Calming	20 (31%)	30 (47%)	12 (19%)	2 (3%)	64 (100%)
20mph Speed Limit	10 (16%)	46 (72%)	4 (6%)	4 (6%)	64 (100%)

- All comments are recorded at Annex 3 with copies of the full responses available for inspection by County Councillors.

## Response to objections on the proposed traffic calming measures as shown in Annex 2

- Didcot Town Council support the proposals.
- Cycling UK Oxfordshire expressed support for the speed limit but concerns over the detailing of the proposed traffic calming measures in respect of the effectiveness of speed cushions and the safety and ease of passage of cyclists, including three wheel pedal cycles and requested consideration of cycle bypasses in accordance with current national advice on provision for cyclists.
- Noting the above concerns, the type of calming measures proposed have been very widely used in Oxfordshire including on roads with high cycle flows and found to be effective and not present a difficulty or hazard to cyclists. The scope to adjust lateral positioning of the cushions will be investigated to provide as close to the recommended 1.5m spacing as possible.
- Objections and concerns in respect of the proposed traffic calming measures were received from thirty-one members of the public, all residents of properties adjacent to the proposals. One of the main grounds for specific objection was the perceived difficulty the proposed cushions might cause for

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vehicle turning to and from driveways close to the cushions and the consequent accident risk. More general grounds for the objections included concerns over the need for and cost of the proposals, with some respondents noting that on-street parking in the area was effective in helping to reduce speeds. Other issues raised included increased noise and vibration as vehicles traverse the speed cushions, increased engine emissions as vehicles slowed for the cushions and then accelerated after passing them, resulting in higher levels of pollutants harmful to health and the wider environment, increased maintenance required to keep the cushions in a good state of repair and the effect on property values. Alternative traffic calming measures were suggested that were considered preferable, including speed cameras.

14. Noting the above, the proposals comprise speed cushions which will allow vehicles to travel along the road within the speed limit without significantly adjusting their speeds, resulting, therefore, in no increase in vehicle emissions and – from experience of similar schemes elsewhere - minimal if any change in noise.
15. The suggestions for alternative calming measures are noted but would require detailed assessment and funding and it is doubtful if they are realistically proceedable, noting also that speed cameras – one of the alternative measures being suggested – are a matter for the police.
16. In respect of the difficulties that the proposed cushions might cause for vehicles turning to and from driveways close to the cushions, adjustments have been made where considered appropriate to the placement of the cushions to address specific concerns raised, while also noting that speed cushions have been widely used in similar residential roads with many vehicle accesses, where cushions are sited very close to driveways but with no reported problems.
17. Concerns over the cost of the project are noted but the construction will be funded by the developers of Great Western Park. It is accepted that future maintenance will be the responsibility of the County Council but a commuted sum will be secured from the developers for future maintenance.
18. Expressions of support for the proposed traffic calming were received from 29 members of the public.

### **Investigations into alternative traffic calming measures**

19. Following the Cabinet Member's decision on 19 November, officers requested the developers - Taylor Wimpey - to explore this alternative design and, following the detailed design being completed, the new scheme has been costed with an increase in cost of approximately 655% when compared to the original budget for this scheme.
20. The much higher costs are accounted for by the raised tables as requested having to be designed taking into account existing driveways, level differences, drainage requirements and meeting the minimum distances between each set of speed calming features and has meant the tables are a

## CMDHM8

lot longer than the minimum length ( the latter being 6m due to the bus route). There is also the cost of constructing each table, which is substantially more costly than constructing speed cushions.

21. Noting the effectiveness of the type of traffic calming measures as shown at Annex 2 and their extensive use in other very comparable settings in Oxfordshire with no evidence of any adverse impacts on residents or road users, officers consider that implementation of these measures is highly desirable noting that the developers have no obligation to fund any alternative scheme and there is currently no other budget available for these measures.

**BILL COTTON**

Corporate Director, Environment and Place

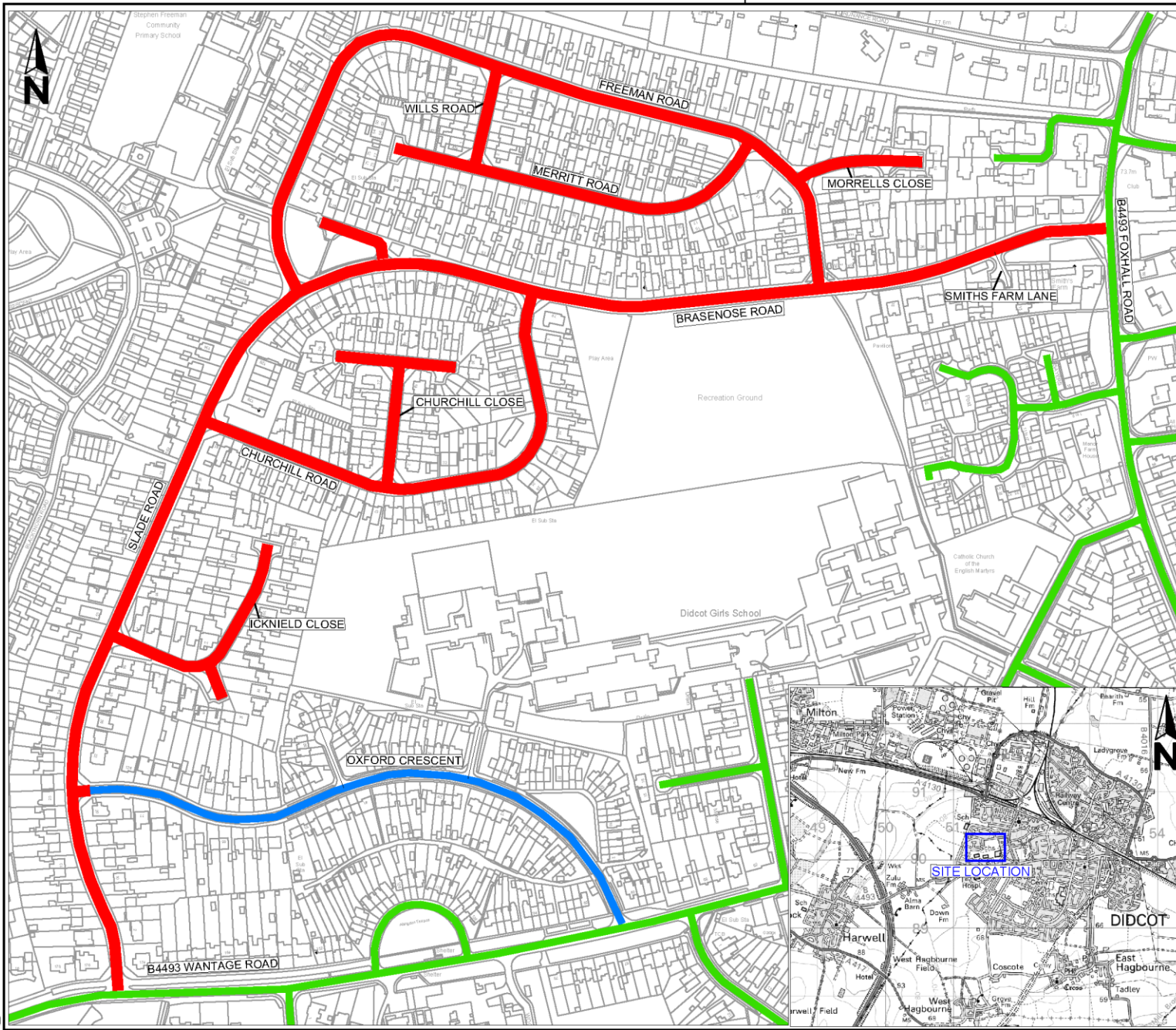
Annexes  
Annex 1: Consultation Plan – 20mph speed limit  
Annex 2: Consultation Plan – traffic calming measures  
Annex 2: Consultation responses

Contact Officers: Tim Shickle 07920 591545  
Ryan Moore 07557 082568

July 2021



Drawing No.		Revision 0			
<b>Key</b>					
<span style="color: red;">█</span>	Proposed 20 MPH speed limit				
<span style="color: blue;">█</span>	Existing 20 MPH speed limit to remain				
<span style="color: green;">█</span>	Existing 30 MPH speed limit to remain				
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Rev.	Date	Purpose of revision	Drawn	Checked	Approved
Owen Jenkins Director for Infrastructure Delivery Communities Oxfordshire County Council County Hall Oxford OX1 1ND Tel: 0345 310 11 11 Fax: (01865) 241577					
Project title					
PROPOSED 20 MPH SPEED LIMIT					
Drawing title					
DIDCOT					
Drawing Status					
Scale @ A3	Drawn by	Checked by	Approved by		
N.T.S.	JaC				
	Date drawn	Date checked	Date approved		
	09/20				
Oxfordshire Project No. & File Ref					
Drawing No.		Revision 0			



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CMDHM8





RESPONDENT	SUMMARISED COMMENTS
<p>(1) Traffic Management Officer, (Thames Valley Police)</p>	<p>Speed Limit – <b>Object</b>                      Traffic Calming – <b>No objection</b></p> <p>I have received some speed data taken in 2012 and 2014 which clearly confirms speeds at that time are clearly too high for a 20 limit. I acknowledge that Traffic Calming has been included but does not extend to all roads within the scheme.</p> <p>If I can us both areas of Great Western Park as a poor example of a 20 limit. Despite Traffic Calming in place this state continues to generate complaints from residents of speeding motorists and I imagine the roads subject to this new proposal will be no different. Can I make it perfectly clear that our own policy concurs with DfT advice that 20 limits should be self- enforcing and will not be subject to any targeted enforcement.</p> <p>Let us hope that the level of engineering included is sufficient to reduce current speeds to below 24mph. Where Traffic Calming is NOT included as part of the scheme, I would object to those roads being included.</p>
<p>(2) Didcot Town Council</p>	<p>Speed Limit - <b>Support</b>                      Traffic Calming - <b>Support</b></p> <p>Didcot Town Council supports the introduction of traffic calming measures and a reduced speed limit in the Slade Rd/Brasenose Rd area of Didcot. The Council is aware that the roads are used as a short cut from Wantage Rd to Station Rd and believes that the measures suggested will reduce the speed the through traffic can achieve and may reduce the number of drivers using it as a short cut.</p>
<p>(3) Local Resident, (Didcot)</p>	<p>Speed Limit – <b>No opinion</b>                      Traffic Calming - <b>Object</b></p>

CMDHM8

	<p>I have lived in Slade Road for many years. I do accept that this road is being used as a cut thru but i believe speed cushions are not the answer as people will just brake hard for a speed hump and then accelerate away from it causing more noise and pollution but the people who drive too fast normally don't care so drive over them as if they weren't there .Would this money and resource be better spent repairing roads in Oxfordshire. As to my knowledge there hasn't been any incidents in these roads apart from oxford crescent where a young boy did sadly die but I am led to believe was not the driver's fault.</p>
<p>(4) Local Resident, (Didcot)</p>	<p><b>Speed Limit – No opinion</b> <b>Traffic Calming - Object</b></p> <p>We personally do not want speed cushions along our road for many reasons as specified below and especially outside our property:</p> <p>Increased noise levels which is already an issue/horrendous enough.</p> <p>They cause ground vibrations when vehicles navigate them and send shockwaves to nearby homes. The cumulative effect has been proven to damage nearby properties.</p> <p>They have a negative effect on the environment, increasing pollution as vehicles slow well below the speed limit then accelerate away.</p> <p>They can reduce property values as prospective home buyers might reject home sited near speed cushions/humps.</p> <p>They can cause damage to vehicles and increase the wear &amp; tear on tyres, brakes, suspension and shock absorbers.</p> <p>Additional to the above, it will increase the difficulty already experienced in trying to reverse/drive in/out of our driveway. This is a potential health &amp; safety issue to an already dangerous manoeuvre.</p> <p>This will also lead to parking difficulties for visitors and again potentially increasing and health &amp; safety issue.</p> <p>We also believe that speed cushions are a very poor substitute for active enforcement and believe that there are simpler and more cost effective solutions that could be implemented instead.</p>

CMDHM8

<p>(5) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Object</b> Traffic Calming - <b>Concerns</b></p> <p>I live in Freeman Road and I cannot understand why you want to put a 20 mile an hour speed limit on ALL of these roads. Most of them you cannot reach 20 miles an hour because of the length of them or the twists in the roads and the amount of cars parked both sides of the roads. You have put for safety reasons but we don't have accidents on these roads so the comment doesn't make sense. Most of the day we don't see much traffic on these roads only at the start and end of the days and at school drop off and pick up times. I appreciate that the entrance by the school has problems at the start and end of the school day but that is through appalling parking by the parents or people parking to then walk to the station. If you try to get out of Freeman Road at 8.30 am you cannot see around the cars that park either side and on corners of Freeman/Brasenose (by the school), it needs double yellow lines to stop dangerous parking, a 20mph speed limit will not help at all. I appreciate the traffic calming in Brasenose will help to stop anyone speeding but do you need so many? The raised ends on Churchill Road will help no end. Surely a speed camera would be more beneficial as we have no police in Didcot to enforce the 20mph. You can see this by looking at the cars parked on double yellow lines in Didcot. This seems to me to be wasting council money for no good reason as other less costly ideas are available.</p>
<p>(6) unknown, (Didcot)</p>	<p>Speed Limit - <b>Object</b> Traffic Calming - <b>Object</b></p> <p>We personally do not want speed cushions along our road for many reasons as specified below and especially outside our property;</p> <p>Increased noise levels which is already an issue/horrendous enough.</p> <p>They cause ground vibrations when vehicles navigate them and send shockwaves to nearby homes. The cumulative effect has been proven to damage nearby properties.</p> <p>They have a negative effect on the environment, increasing pollution as vehicles slow well below the speed limit then accelerate away.</p> <p>They can reduce property values as prospective home buyers might reject home sited near speed cushions/humps.</p>

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(7) Local Resident, (Didcot)	<p>Speed Limit - <b>Object</b> Traffic Calming - <b>Object</b></p> <p>I do not believe that a reduction in the speed limit is required, it is a total waste of money! A better idea would be to enforce the current speed limit and perhaps look at parking issues that are not currently addressed. Perhaps the use of cameras could be used to enforce this if money is an issue.</p>
(8) Local Resident, (Didcot)	<p>Speed Limit - <b>Object</b> Traffic Calming - <b>Object</b></p> <p>My objection to traffic calming in Slade road is based on the traffic calming in oxford crescent Didcot cars brake hard to slow down for speed hump and then speed up after which increases noise and pollution but also hearing the underside of cars scraping and being damaged is not good as i am a sports car enthusiast this does concern me. Slade road and Brasenose road are used as a cut through at peak times , the biggest problem with the roads are inconsiderate parking and parents picking children up from school but have nowhere safe to park. I have lived in this area for 32 years and i do not think traffic calming is the answer.</p>
(9) Local Resident, (Didcot)	<p>Speed Limit - <b>Object</b> Traffic Calming - <b>Object</b></p> <p>If drivers speeding down the roads don't observe the 30mph limit what makes you think they will slow down to 20mph, even with bumps? The local residents will be the ones most affected by the proposed measures and are least likely to</p>

CMDHM8

	<p>be doing the speeding. It is unfair to put in place measures that will inconvenience the innocent whilst failing to address the cause of the problem.</p> <p>Ambulances and various delivery trucks regularly attend houses in Slade Road. Would you wish to be transported by ambulance over speed bumps?</p> <p>For what must be a similar cost, please install a few speed cameras. These will leave residents unaffected, catch those actually doing the speeding and raise money through fines to help pay for the installations. Surely it's a no-brainer.</p>
<p>(10) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Object</b> Traffic Calming - <b>Object</b></p> <p>The speed limit on Brasenose Road is not tackling the real issue - lack of visibility due to that road being consistently filled with parked cars, when it was not designed for that amount of parking. (to see a road designed for parking next to a park see the roads around Parks Tennis Florence Park in Oxford)</p> <p>I think measures to prevent or reduce parking load during busy hours should be considered instead of lowering the limit. It might also be worth adding some warning signs that children and pets are present. Dedicated Zebra crossings would also help A LOT:</p> <ul style="list-style-type: none"> <li>- One between the sidewalk at Freeman Road towards Brasenose Road - next to the Loyd Recreation Park</li> <li>- One starting on the corner at Churchill and Brasenose road, and going to the opposite side of Brasenose</li> <li>- One that extends from the path between Blackthorn Road and Slade Road, towards the other side of Slade Road</li> </ul> <p>There might be one or two more good places for Zebra crossing on the start of Brasenose Road (coming from Slade Road) - e.g. towards the Freeman Primary school.</p> <p>However, if you must lower the speed limit, why not do that during school hours and weekends, instead of a permanent 20 MPH limit? A similar thing is already done on B4493 with flashing lights, which Brasenose Road connects to.</p> <p>I've never seen Slade Road be as busy as Brasenose Road, so I cannot see why a 20 is considered. If anything it might also have an over-parking issue.</p>

CMDHM8

	<p>As mentioned already, during busy hours Brasenose road is filled with parked cars. Adding traffic calming measures seems like a waste, considering that it's impossible for two cars to pass each other without one of them stopping.</p> <p>However, if you must put some speed cushions on Brasenose Road:          - Gradient of 1:8 seems like the terrible cushions in Abingdon, please consider using 1:12 perhaps</p> <p>Similar comment to the speed limit, I don't see a reason as Slade Road does not get as busy.</p> <p>There is NO reason for cushions on or raised tables towards Churchill Road. Getting into Churchill Road already takes a turn off Slade or Brasenose road, reducing the speed of the cars. The shape of the road makes and the parked cars are enough to make it impossible to go fast. I don't see a need to spend the money and time adding those. There's also barely any cars passing here throughout the day.</p>
<p>(11) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Object</b>          Traffic Calming - <b>Object</b></p> <p>This is an unnecessary waste of money and will simply make the road more noisy and polluting than it is, as traffic has to slow down and speed up multiple times. The road has a significant number of vehicles parked along it during the 'busy' school access periods, which actually has the effect to slow traffic down naturally. Visibility is mostly good, so pedestrians can easily see traffic approaching so why reduce the limit from the the national town limit? The people who speed along the road in large SUV will continue to do so despite these measures as they are cushioned from it. More random speed traps would be a better solution, for that issue. These ramps will also cause more problems for people parking on the road.</p>
<p>(12) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Object</b>          Traffic Calming - <b>Object</b></p> <p>The letter explains that the aim of the scheme is to reduce the speed of traffic travelling through the established residential area.</p> <p>Laudable as the letter tries to make this sound, I believe it is the wrong reason to implement a speed limit in the area for its own sake; rather setting a speed limit should serve the higher purpose of increasing safety.</p>

CMDHM8

	<p>This implies that there currently is a safety issue. If such is the case, then no doubt this can be backed up with the relevant evidence. To my best knowledge, there is currently no safety issue in this area - there is no mention of a single accident in the area affected.</p> <p>Due to the unique loop-like architecture of the area and the amount of double parking going on around it, it's quite impossible to speed at present. To the best of my knowledge, however, no measurements have been carried out in the area to assess this over the past year. (I'd be quite happy to be set straight on this if you have better information, but it may ultimately be immaterial since the existing speed limit doesn't appear to translate to accidents). Since the safety argument doesn't seem to hold water, the only result to be expected from lowering the speed limit is introducing a long-term, minor annoyance to a neighbourhood's worth of people, while spending money in an attempt to solve a problem that is merely hypothetical.</p> <p>The relevant facts available to me suggest that there is no need for this change. It also suggests relevant measurements suggesting otherwise have not been carried out. At best the suggested speed limit change is premature, as the data backing it up have not yet been collected; at worst, it's solving a problem that doesn't exist at the cost of the local population. In the spirit of fact-based government, this would be a poor use of public funds and I find this objectionable.</p>
<p>(13) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Object</b> Traffic Calming - <b>Object</b></p> <p>As a long term resident, I oppose the proposal and a blanket 20mph speed limit on the Brasenose estate and I'm definitely against traffic calming measures. I would go as far to say that the implementation would drive me to move from the area I've not only grown up in but also gone on to raised a family in.</p> <p>However, I also fully understand the need to do something as the building of the Great Western Park development etc. has had the unfortunate knock on effect of making Slade and Brasenose Roads a rat-run for motorists (especially during the long running roadworks on Wantage Road. The rat-run fast traffic, coupled with the school time parking on the bend of Brasenose Road and the recent sport players parking by the park, equates to danger for pedestrians and other road users.</p> <p>Those who speed through our estate, in the main do not live on our estate. Therefore, any measures that are installed would push the rat-runners to find another route, leaving us law abiding residents to bounce over traffic calming for</p>

CMDHM8

	<p>eternity. Plus, after many years of bouncing along the uneven roads of the estate, we have only just finally got a smooth surface to enjoy, the council now want to ruin it for us again!</p> <p>It is known from other areas where a reduced speed limit has been implemented, that those motorists that already ignore 30mph limits would definitely ignore a 20mph limit and would even overtake compliant motorists. In fact, it would be hard to find more that 20% of motorists who would adhere to the limit (for example, the majority of motorists already ignore the 50mph on the new Harwell by-pass, the ridiculous new 40mph limit on Milton Road - where I've been overtaken by an articulated HGV and the recent reduction to a 20mph limit in Milton Park - again, widely ignored). The common factor is the total lack of enforcement (there's very little risk of getting caught). Therefore, I would suggest a counter proposal that would have less impact on the compliant motorists, save money for the council (in fact, it may even pay for itself and make profit) and would penalise those who choose to speed and endanger life.</p> <p>I propose the installation of average speed cameras in strategic locations (Oxford Crescent to Churchill Road west end and then another set from Churchill Road east end to the junction with the B4493 Foxhall Road). Once fines have been issued, this will have the desired affect of slowing traffic as it will hit motorists in the wallet. Average cameras have been proven on Smart Motorways and (by utilising lamp posts for example) should lend themselves to be very useful tools to manage speed in urban areas.</p> <p>Didcot has become a motorists dream where they can speed and park with impunity and as they cannot be trusted to act responsibly, legally or even to have respect for other road users or pedestrians, it's time to start catching and fining them rather than penalising all road users.</p>
<p>(14) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Concerns</b> Traffic Calming - <b>Concerns</b></p> <p>The measures do not extend to Oxford Crescent where an existing 20mph speed limit has proved ineffective. Both commercial and private vehicles daily exceed 30mph at times and ignore any signage. This is a school route which already has one young fatality and is risky to emerge for residents. Further physical traffic calming features are needed including it's junction with the new scheme.</p>
<p>(15) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Concerns</b> Traffic Calming - <b>Concerns</b></p>



## CMDHM8

I believe that the issue of parking for people using Brasenose park is a major contributor to the hazards along Brasenose Road and I must urge your team to address this as part of the proposed improvements. This problem is worst on evenings and weekends because the park is used for football clubs, and there is no space on the park for the 20-40 additional vehicles parking curbside during these times. There is also a constant need for parking because the gates to the little car park are locked when the football finishes, but many people bring their children or dogs to the park by car. If your team is unable to visit to see this, please let me know and I will send video/photo evidence.

Solution:

The roadway from the Smiths Farm Lane junction heading westward is wide enough for 3 vehicles. I believe that it will make the road much safer if the south side was designated and MARKED as parking against the curb on the park side, in addition to two lanes for moving traffic with a marked centre line, and double-yellow on the whole of the opposite north side of the road.

This will maximise the space available for parking, improve visibility, prevent jams, discourage "slalom driving", and ensure that children do not have to cross the road to get to their parents' cars.

What I propose is the double yellow all the way up the side that has houses. These houses all have sufficient garages and driveways for 2-3 cars on their own property, so should not require on-street provision.

As this proposal would affect the alignment of at least 4 pairs of speed cushions, I wanted it considered before those are placed please.

There is also the opportunity to place raised pedestrian crossings, preferably zebra crossings with sufficient illumination, at 4 places used regularly by many children and elderly residents. These are the start of Slade Road about 10m in from Wantage Road Junction (in conjunction with the new cycle path infrastructure along Wantage Road), on Slade/Brasenose Road just west of the western Freeman Road Junction (linking the shops to the primary school), on Brasenose road about 20m east of the Churchill Road northern junction (park exit) and on Brasenose Road just east of the eastern Freeman Road Junction (park exit). Due to the number of schools in this area, shops, park gates, pathways etc, these points are very high risk.

Again, this would affect some of the cushions, and in some instances it may be sensible to replace the nearest pair of proposed cushions with the raised crossing.

Lastly, I must appeal for better road markings please - especially double yellow lines in all the intersections. We struggle with cars parking on or too close to the corners, or with T-junctions cars often park directly opposite the side

CMDHM8

	<p>roads, making turning in and out of junctions hazardous.</p>
<p>(16) Local Resident, (Didcot)</p>	<p><b>Speed Limit - Concerns</b> <b>Traffic Calming - Object</b></p> <p>I live on slade road putting in the calming measures will be damaging my vehicles suspension and is unnecessary I don't notice that there are many speeding vehicles yes there are a few but everyone gets that everywhere does that mean we need to put in speed bumps on every road NO but lowering the speed limit works. Would the Council lower the Council tax in the areas that live on these road to compensate for the extra wear caused to everyone's vehicles.</p>
<p>(17) Local Resident, (Didcot)</p>	<p><b>Speed Limit - Concerns</b> <b>Traffic Calming - Object</b></p> <p>The 20mph speed limit seems to indicate that at school times such a speed is possible. This is most unwise as it will encourage drivers to assume that they can proceed far faster than at present. The area is noted for being difficult to negotiate due to parked vehicles and most vehicles proceed with great caution as they have to. Indeed along most of the length of road the speeds are reduced due to the parking.</p> <p>Most vehicles appear to proceed below 20 mph due to the number of parked vehicles and frequent side entrances.</p> <p>The traffic calming measures proposed seem to be using a sledgehammer to crack a nut! I have noticed few incidents along here and the sight of youths doing wheelies in the middle of the road seems to indicate no one perceives an issue.</p> <p>It would surely be a better idea to cut the number of HGV along the road by simply installing a bus gate (similar to the ones at Orchard Centre) at the junction of Slade Road and Brasenose Road. This would have the advantage of reducing the number of cars and lorries using the combined roads as shortcut avoiding the problems of the Wantage Road.</p> <p>Finally I note that no figures are given for the number of accidents along the road now is there any indication of speed measurements. Providing these to the public would go some way towards reducing the perception that the Council is</p>

CMDHM8

	<p>not spending money wisely with this scheme.</p>
<p>(18) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>No opinion</b> Traffic Calming - <b>Object</b></p> <p>I object for the following reasons:</p> <ol style="list-style-type: none"> <li>1) The extra noise caused to residents by cars braking and then accelerating.</li> <li>2) The detrimental effect on the environment by increased CO2 emissions as cars accelerate after each speed cushions.</li> <li>3) These are residential roads with many parked cars making speeding quite difficult in normal circumstances.</li> <li>4) Cyclists may have to pull out onto the speed cushions to get round parked cars which could be dangerous.</li> <li>5) No evidence has been provided that any residents requested this. We have lived on Slade Road for 20 years and speeding has not been a problem.</li> <li>6) This is an unnecessary and (subject to my remarks in 4 above) unwanted.</li> <li>7) The money would be better spent on mending potholes, improving the safety of cyclists in particular.</li> </ol>
<p>(19) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Object</b></p> <p>Action to reduce traffic using Slade Road as a short cut to Foxhall Road has been long overdue, plus reducing the speed measures along this residential road.</p> <p>I agree with the 20mph speed limit but the speed cushions create noise pollution and environmental pollution as drivers brake, slow down, bump over the cushion, then accelerate to the next one to repeat the process.</p> <p>At a time where funds are limited for councils it makes sense to introduce the 20mph first, measure the effects / success then install the cushions if the desired effect is not achieved .. Of which I'm sure it will ..</p> <p>Slower speed limits calms traffic, humps, islands, cushions create more noise, more pollution and congestion. Please apply some common sense and introduce the 20mph first and monitor it's effects. Don't waste our money.</p>

CMDHM8

<p>(20) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Object</b></p> <p>I don't think speed bumps or speed cushions would be good for the roads being affected. 20mph would be my choice.</p>
<p>(21) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Object</b></p> <p>I live on slade road and I feel the speed bumps will cause more traffic noise and disruption to the road. I feel that a lot of people use slade road as a cut through and the speed bumps will not slow traffic down at all</p>
<p>(22) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Object</b></p> <p>As a resident living on Slade rd I fully support the proposed new speed limit of 20mph and the instalment of repeater signs along the road as I along with others, believe that all residential roads such as Slade rd for example should be and would benefit from a 20mph speed limit. I do however object to the proposal of speed bumps for a few good reasons. Speed restricting bumps will only cause more noise from vehicle's not only going over them but from engine noise from accelerating away from them and the enviromental impact this also creates. I am not familiar with Larch Drive but I have the same concerns for that area also but would welcome a 20mph speed limit as Im sure the resident's of Larch Drive would agree.</p>
<p>(23) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Object</b></p> <p>I have had experience of traffic calming on roads for 20 years including time in the Police Service and as a local resident. Speed humps can be more comfortably crossed at excess speed. The humps deteriorate and damage tyres whilst parking nearby forces crossing the humps in a way that is likely to damage suspension. The best example of these issues is Hayden Road. In my view the LA could reduce traffic by making the road access only to stop the rat run as well as being made safer by making the bend by Brasenose Road shops No Parking. An additional help would be to increase the size of the car park in the park and make one side of the road passing the park No Parking to</p>

CMDHM8

	<p>improve safety when this popular park is in use for sporting events and when pupils from the Girls' school are being collected by parents.</p>
<p>(24) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Object</b></p> <p>Please note we completely object to road humps being installed anywhere along Slade Road. May we please ask why cushions are being considered when:</p> <ol style="list-style-type: none"> <li>1) They are expensive to install and maintain, not to mention unsightly and cause other problems</li> <li>2) Speed bumps / cushions are bad for the environment</li> <li>3) They cause increased noise (acceleration / deceleration between bumps and noise of vehicles crossing bump)</li> </ol> <p>Would it not be better to put up 20mph signage, in the first instance, and monitor if this? Perhaps signage at the top of Slade Road and Brasenose road saying 'access only' could be an option?</p> <p><i>[note: dropped kerb at property will need to be taken into consideration if implemented – possible use of staggered cushions]</i></p>
<p>(25) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Object</b></p> <p>The cost of speed cushions to Slade Road/Brasenose Road (12adjacent pairs) The cost of speed cushions to Churchill Road (4 staggered pairs) Far too expensive !!!!! Surely one speed camera placed in the right position would be more beneficial - if people exceed limit - they pay a fine !!!</p> <p>Raised Tables - with ramps - cost not too great - and does slow vehicles down. Have lived here for nine years and drive so know the roads quite well.</p>
<p>(26) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p>

CMDHM8

	<p>while I am agreement with your proposal as a motorcyclist I am concerned as to the height of the speed bumps as a potential danger so could this be looked into.</p> <p>As a resident of Freeman road near the bend adjacent to the junction with Brasenose opposite the Playing fields surly this should be included in the 20 MPH limit as this road will be used to as a 'Rat Run' for some motorist to avoid the speed bumps. At the far end of Freeman road is a school entrance, has your survey considered this? Also may I suggest that you send someone to look at the potential dangers of cars parking on pavements to cyclist and pedestrians on some Saturday and Sunday mornings during the Football season Practice and matches.</p>
<p>(27) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p> <p>I have no issue with reducing the speed limit but as a long term resident I observe most of the “fast traffic” is “through traffic” which is cutting the corner between Wantage Road and Foxhall Road. Residents traffic and school traffic is typically respectful of a residential area. Could not an “access only” restriction, with occasional enforcement checks, be a better proposition?</p> <p>I do however have concerns over the proposed humps. They will have significant cost to install AND MAINTAIN, creating an ongoing drain on limited resources. Having previously lived in The High Peak, directly on a Road with humps, I observed</p> <ul style="list-style-type: none"> <li>- significant potholes and failure of the ramps around the humps, requiring what appeared to be significant annual repairs</li> <li>- “Boy racers” with their lowered cars creeping over each hump and then accelerating hard to the next hump causing significant ongoing nuisance problems of noise and additional pollution, entirely because of the humps existence.</li> </ul> <p>I hope you find this feedback useful. On the grounds on ongoing additional maintenance costs and environmental nuisance (noise and additional exhaust emissions), I respectfully request you consider a 20mph speed limit only, perhaps augmented with “access only” restrictions.</p>
<p>(28) Resident, (Harwell)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p>

CMDHM8

	<p>Speed cushions direct cyclists into the gutter and pose issues for cycle trailers. This route is popular to/from Didcot station as a way of avoiding Foxhall roundabout. A better solution would be to replace the cushions with sinusoidal ramps. The concerns regarding this style of calming are recognised in LTN 1/20, sec 7.6.8:</p> <p>"Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles."</p>
<p>(29) Local Group/Organisation, (Cycling UK Oxfordshire)</p>	<p><b>Speed Limit - Support</b> <b>Traffic Calming - Concerns</b></p> <p>We support the 20mph speed limits. Speed reduction has a proven benefit on people's safety and creating places that are more pleasant to be in. Our only concern would be that the 20mph limit is frequently exceeded.</p> <p>We support traffic calming in principle, but are concerned that the cushions proposed will be insufficient. Speed cushions of the proposed design have 3 problems: they do not effectively slow traffic (particularly larger vehicles including increasingly common SUVs which are more dangerous in a collision with vulnerable road users), they push people cycling towards the gutter - an unsafe road position for several reasons, and they can destabilise a three-wheeled cycle. As a result, LTN 1/20 recommends humps with a 1.5m cycle bypass:</p> <p>7.6.7 A separate cycle bypass allows the hump to be avoided altogether (with 1.5m spacing between any kerbs). Where cyclists have no choice but to travel over humps, care should be taken to ensure that the transition from road to hump has no upstand.</p> <p>7.6.8 Speed cushions are a form of road hump and are therefore subject to The Highways (Road Hump) Regulations 1999. The dimensions allow wide tracked vehicles such as buses, ambulances and HGVs to straddle them. Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles.</p> <p>A more effective scheme would include (1) tightening the geometry and narrowing the width with signs, trees or planters at the entries to give a sense that you are entering a residential area and people, not driving fast is most important. (2) humps with bypasses as per LTN 1/20.</p>

CMDHM8

<p>(30) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p> <p>I am in support of the traffic calming idea but I do have a concern that this will increase the congestion from parked cars when the park is in use such as when football is being played or the girl school buses are parked when dropping off/ picking up. This is already very congested during these times.</p> <p>Would it not be a good idea at the same time to also create some dedicated parking bays which would remove the on road parking.</p> <p>This could be carried out by;</p> <ol style="list-style-type: none"> <li>1) New footpath which runs inside the park fence line</li> <li>2) Digging up current footpath and turn this into dedicated parking bays allowing for traffic to run freely.</li> </ol>
<p>(31) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p> <p>I am concerned that to avoid some of the speed bumps on Brasenose Road Freeman road will be used as a rat run . Given that this is due to the increased traffic using the estate as a short cut to go hall road is it not time a roundabout was installed at either end of this link ? It is becoming increasingly difficult to leave the Slade road junction onto the Wantage road and onto Fox Hall road</p>
<p>(32) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p> <p>We live in Slade Close so are not so directly affected by speeding traffic but can hear it racing past from our house. Churchill Road is pretty quiet as far as I can tell, parked cars make it difficult to speed. I am not so keen on raised cushions or tables, larger vehicles can straddle cushions and I don't think they are that effective. I would rather see 20mph signs and cameras which are less intrusive. My daughter lives in supported living in Slade Road and I am told by the staff that cars come steaming past in the night and disturb the residents. I have not noticed such a problem during the day, there are usually sufficient parked vehicles to slow the traffic. Having said all that if cushions and tables are the only option I would support the proposal.</p>



CMDHM8

<p>(33) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p> <p>I am a resident in the Brasenose area and am frequently concerned about the speed I see/encounter some driving through, certainly above 30mph. I do support the 20mph speed limit and I'm very curious to see the effect it has, even if it reduced the average speed to close to under 30mph I think it'd be a big win. I would like to suggest there is time to see this effect BEFORE looking at the more drastic action that I have concerns about - the speed cushions. For smaller cars these can be particularly uncomfortable to drive over and I'd think with the long length proposed this would be worse(?) In other places that I've driven over speed cushions I've noticed some drivers in larger vehicles not seeminly to slow down for them anyway (as I guess they feel less of an impact), so not sure they are the answer.</p> <p>In summary - why not put the 20mph limit in first and study the effect it has before implementing more drastic measures?</p>
<p>(34) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>There has been an increase of traffic on Slade/Brasenose Road and I know a lot of this is drivers cutting the corner out instead of driving down to the roundabout by the Mulberry. The speed of the traffic has increased considerably at all times of day or night. We recently lost one of our cats due to being hit by a car outside our house. With the proposed changes we will be able to enter and leave our property safely both by car and foot. We will be able to cross the road safely and these new restrictions might deter drivers from using it as a thoroughfare, or "rat run".</p>
<p>(35) Local Group/Organisation, (Harwell Campus Bicycle Users Group (HarBUG))</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>We believe that slowing the traffic down will make it safer to cycle along the routes and encourage more sustainable modes of transport.</p>

CMDHM8

	<p>Could a raised junction be added to where there is a link from Great Western Park (Blackthorn Road) to Slade Road (near Churchill Road junction) to allow better integration with new housing.</p>
<p>(36) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>Because there are several schools in the area.</p>
<p>(37) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I support the proposal as long as, the width of each pad is WIDE enough to not allow CARS to straddle the pad, which as "we all know is possible" in some places in Didcot thereby NOT causing a slowing down of the car.</p>
<p>(38) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I am supporting this proposal as I live on Freeman Road and am fully aware of how fast some traffic travels up and down the road with no thought to it being a residential area.</p> <p>There are lots of young children who live on all the roads mentioned in the consultation plus a school. These proposals would seriously slow down all traffic and make a safer environment for all residents in this area of Didcot.</p>
<p>(39) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>My husband &amp; myself are quite content with the proposals, we live on Brasenose Road.</p>

CMDHM8

<p>(40) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Concerns</b></p> <p>I am broadly in favour of schemes that make our roads safer for the residents and other users. It concerns me that “speed cushions” in pairs and staggered are being considered rather than speed humps that span the entire width of road. A number of vehicles are able to straddle “speed cushions” thus resulting in drivers being nonchalant about them.</p>
<p>(41) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I am in agreement with the measures suggested in your letter of 29/9/2020. However, I am far more concerned about the parking situation in Brasenose Rd. on Saturdays when football is being played in the recreation ground. Cones are placed alongside the park presumably to limit parking to one side. However, these only cover the area between Morrels Close and around number 68. After that there is likely to be parking on both sides of the road right up to Freeman Rd. or beyond. This is especially dangerous as this section of the road includes the children's playground.</p> <p>People with large cars or vans park on the pavement in order to leave space for traffic to pass between the parked cars. Last week I saw a young woman with a buggy and another small child at her side, trying to squeeze between a van on the pavement and a garden wall. Her alternative would have been to walk in the road between the parked cars.</p>
<p>(42) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I am in favour of the traffic calming measures that you are proposing.</p>
<p>(43) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I would like to support this proposal. I think this is a great idea and welcome it gladly. It has become a cut through race track.</p>

CMDHM8

	<p>I would like to comment that the Didcot Girls Buses now drop off and pick up on Brasenose road. This is very dangerous and I dont think thought went into this. For a long time parents have used Brasenose road to park and collect their children safely. Now the buses are along here it has become very dangerous and school children are having to walk out from behind buses and I have seen lots of near misses with traffic and children. Its easier to see round a car than a bus.</p> <p>Secondly on the weekends the park is used for football with cars being parked quite often both side of the road the length of Brasenose and surrounding streets causing traffic chaos at times. Although slowing traffic down which is safer for pedestrians but creating heightened agitation for car drivers.</p> <p>I feel the above two issue also need tackling to make the roads safer for all users especially children crossing to go to the local schools and park. I dont think the propped traffic measures will make these two issues better. It might possilby hinder measures that are proposed.</p> <p>I am more than happy to be contacted by email or on my mobile to discuss this further and welcome your feedback.</p>
<p>(44) Local Resident, (Didcot)</p>	<p><b>Speed Limit - Support</b> <b>Traffic Calming - Support</b></p> <p>Being a resident of Slade Road I welcome these proposals, as the volume of traffic using both Slade and Brasenose roads has increased a considerable amount over the last few years being used as a cut through from Wantage Road and Foxhall Road, with some vehicles/Motorbikes travelling at above the speed limit.</p> <p>However I am surprised that no provision has been made for a Pelican/Zebra Crossing near the Junction of Freeman Road, Brasenose Road and Slade Road given that there is a School close to that junction/Bend and a parade of shops on the opposite side. Although the calming measures should have the desired effect, having a crossing there would also make it safer for children, parents and the general public to cross from one side to the other also that can be a blind bend from both directions.</p> <p>One other point, we lived in Haydon Road for over 25 years, so before and after calming measures were introduced, they were Speed Cushions with no change to the speed limit. Initially they seemed to have the desired effect to slow the traffic down, as Haydon Rd could be used as a fast road, but Motor Bikes, Cyclists would drive between the speed bumps and some Vehicles would straddle them thus making them redundant and not having the effect they were</p>

CMDHM8

	<p>intended for. Wouldn't it be a better solution and have more effect to have Speed Bumps that go completely across the road from one side to the other, thus slowing all road users down.</p> <p>I do understand that on both my points it could be a cost issue or not practical, but thank you for letting me voice my comments and just hope that the planned proposals do have an effect on the traffic using the roads in this immediate area.</p>
(45) Local Resident, (Didcot)	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>Totally in favour of the proposals for 20mph speed limit and traffic calming. The speed at which some vehicles travel is frightening especially when there are parked cars at school drop off times and when sports events are taking place on the recreation ground. In my opinion these measures are long overdue and would be welcomed wholeheartedly.</p>
(46) Local Resident, (Didcot)	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I am pleased to see that this scheme is now going to be implemented at long last. I recall that the Great Western Park 'Roads Consent' document of 2011 promised these (and other) measures to cater for the inhibition of 'rat runs' around the area. Hopefully speeds on Slade Road, Brasenose Road and Churchill Road will now decrease.</p>
(47) Local Resident, (Didcot)	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>Thoroughly in favour of the proposed Traffic calming – the sooner the better.</p>
(48) Local Resident, (Didcot)	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>We support this scheme completely as we have seen a considerable increase in the number, speed &amp; size of the vehicles using the roads for access. If left unchecked, the risk of an accident near the School &amp; Park area are very</p>

CMDHM8

	<p>high &amp; the access &amp; egress from our own drive has become difficult.</p>
<p>(49) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I voice my support for the proposal to introduce traffic calming measures and a speed reduction for Brasenose Road and the surrounding roads to 20mph.</p> <p>Brasenose Road provides a cut-through / rat-run between the new estate at Great Western Park and access to Didcot town centre and the train station.</p> <p>The cut through along Brasenose Road is utilised by an ever-increasing quantity of vehicles which regularly speed along Brasenose Road in excess of 50mph. This cut through allows those with a propensity for speeding to avoid the two local fixed speed cameras - one on Wantage Road, the other on Foxhall Road.</p> <p>Since Covid started in March of this year I have been working from home and have set my desk up overlooking the road and park beyond. Since March I can clearly recall observing three very near misses. Two of which involved school children.</p> <p>The sooner you can implement these measures the better it will be for all. It is no exaggeration to say these measures are necessary to save lives.</p>
<p>(50) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I fully support your proposal for traffic calming measures. I also feel there should be speed humps at Merritt Road where I live. Cars roar up the road to the flats at the top near the garage blocks and urgent action needs taking at this point. A cat was recently run over due to a speeding car, it could have been a child and they do cycle training with young kids at the junction with wills road.</p>

CMDHM8

<p>(51) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>We live in Brasenose Road, and endorse the proposed plans to reduce the speed limit from 30 to 20 mph. Also the other traffic calming measures at other points.</p>
<p>(52) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>So glad that OCC have decided to implement this new proposed 20mph speed limit at Brasenose road and Slade Road area. We live on Churchill rd, Didcot for 16years now and have noticed a vast increase of traffic that uses Churchill road and these cars are not hanging about, I'm surprised that there has not been any traffic accidents the speed that these vehicles are doing especially at the exit junction of Churchill Close as there are no Give way or stop lines at this Junction.</p>
<p>(53) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>Anything that slows people down on these roads that are used a rat run is very welcome.</p>
<p>(54) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>I am delighted this proposal is going to be put up for approval. I have been living in 34, Brasenose Road for over 40yrs and over the past years the traffic along our road has increase twofold due to new development at GWP and the speed of vehicles is horrendous and lucky no one has been injured, hurt or killed. Therefore I'm all for the new speed limit of 20mph.</p>
<p>(55) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p>

CMDHM8

	<p>I totally agree with the proposals for speed restriction measures in this area.</p>
<p>(56) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>We live on Freeman Road, and totally support your proposal for the reduction of the speed limit, and traffic calming measures.</p> <p>My wife and I were surprised, and disappointed though that you have not included Freeman Road for the traffic calming speed cushions, even though Churchill Road has proposed measures. I acknowledge that the speed restriction will be implemented here, but we often have cars and vans traveling at excessive speed on our road. As you are aware, there is a primary school on Freeman Road, so there is a fair amount of families, young children and parents walking, needing to be safe, and cross the road at various points. The comparatively wide, and straight section of Freeman Road, from the terraced houses near the old back gate of the school, passing Wills Road, past the dangerous junction with Merritt Road, and to the corner with Morrells Close (where you can often meet a car in the middle of the road), very often seems to have cars accelerating, and travelling as fast as possible from one end to the other, irrespective of time or pedestrians.</p> <p>It would also be a concern that Freeman Road may become an easy "rat-run" to avoid the speed cushions on Brasenose Road.</p>
<p>(57) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>Having lived opposite the Brasenose park east entrance for the last 15 years it is with great pleasure and immense relief that I receive your letter regarding the proposed speed limit reduction and traffic calming measures. Over the years I have noticed the increased use of children crossing the road to the entrance as the football team has grown, use by the girl school walking to and from school and the amount of children and family's using and crossing to the park as Didcot has grown.</p> <p>The entrances fall on the straightest stretch of the road an area that has become something of a race track with the long straight along the park constantly used at speeds by far in excess of the speed limit and an area for overtaking,</p>



CMDHM8

	<p>the sound of screeching brakes as become a regular occurrence and over the last few weeks alone I am aware of 1 cat being ran over and killed and 1 dog being hit along this stretch.</p> <p>I cannot express my relief to be informed of the proposals as I fear without the measures and the increase in traffic along with the increase in pedestrians crossing to the park it's a matter of time before the cat and the dog turn into a child.</p>
<p>(58) Local Resident, (Didcot)</p>	<p><b>Speed Limit - Support</b> <b>Traffic Calming - Support</b></p> <p>We have lived on Brasenose Road for nearly 30 years now, and I have to say that speeding has become more of a problem recently as the road is used as a rat run now. I am in favour of speed calming, but I feel that the council needs to do the job properly by placing restrictions on car parking in the area as well. Our problems in Brasenose are twofold. Inconsiderate and selfish parking by commuters makes the road very congested at times with coaches and large vehicles having to weave between lines of cars. Where we live is close to the Foxhall Road junction, and , although the situation has eased slightly due to the lockdown, in the past it has been very dangerous for us to try to get out of our drive, as our views have been severely restricted in both directions. I have had some near misses with speeding cars that have been out of my vision because of the visual obstruction. One of my neighbours cars was written off by a passing car, which did not stop, as well as a few others being damaged by passing cars, none of which stopped. We fear that when the country gets back to normal, whenever that is, the situation with commuter parking will return. In 2018 alone, we had cars directly outside our property for 145 days and several nights and weekends. The record is 14 days, all over Christmas and New Year.</p> <p>We feel that just addressing the speeding is only part of the safety issue. There was a proposal last year to paint double yellow lines on the junction of Brasenose and Foxhall roads, as well as several other junctions. We responded to Jane Clarke about these proposals, as we felt that the road outside here should also be made into residents only area with appropriate signage and visible passes in visitors cars. We have had a response from Ms Clarke but nothing since December last year.</p> <p>We would like you to consider our proposals, I am sure that if I went to all the neighbours with a petition, we would get a massive response, as we are all fed up of it.</p>

CMDHM8

<p>(59) Local Resident, (Didcot)</p>	<p>Speed Limit - <b>Support</b> Traffic Calming - <b>Support</b></p> <p>As residents of Smiths Farm Lane, we support the proposed traffic calming measures, especially the proposed speed cushions to be located 60m west of the junction of Foxhall Road and Brasenose Road. Traffic speeds up that section, and we know of at least one cat that has been killed by a car in that section in the last couple of years. Slade Road and Brasenose Road have become a rat run since the building of Great Western Park, and the current default speed limit of 30 mph is often totally disregarded. The sound of screeching brakes is a common occurrence.</p> <p>We would mention that Smiths Farm Lane is a very small cul de sac. Odd numbers 1-9 are not on the roadway; numbers 11,15 and all the even numbers surround a small forecourt. We would be surprised if anyone can even achieve 30mph in such a small space, and a reduction to 20 mph seems irrelevant.</p> <p>We have a major concern as to how the proposed 20mph limit will be enforced. There is currently no enforcement mechanism, e.g. speed camera, on Slade Road/Brasenose Road, or in the Freeman Road area. We would welcome the County Council's proposals for enforcing the proposed limit robustly.</p>
<p>(60) Local Resident, (Didcot)</p>	<p>Speed Limit – <b>Support</b> Traffic Calming – <b>Support</b></p> <p>The proposed areas, of necessity, do have to have cars 'parked on both sides of the road; coupled with this , the Pandemic has seen more very necessary heavy vehicles delivering ' on line ' food and other goods.</p> <p>The greatest hazard is the number of children coming from the Stephen Freeman School (Freeman Road) and the Playing Field (Brasenose Road) where it is an Exit for the Didcot Girls ' School , plus week-end childrens ' Sport.</p> <p>As a driver myself , I think this is an excellent proposal in ensuring children and others safety; I am sure this will be the view of many.</p>
<p>(61) Local Resident, (Didcot)</p>	<p>Speed Limit – <b>Support</b> Traffic Calming – <b>Support</b></p>

CMDHM8

	<p>We would like to register our strong support for the proposals which hopefully will stop the speeding down Brasenose Road which is being increasingly used as a "Rat Run". We lost our dear Cat due to being hit by a speeding car near the junction of Smiths Farm Lane which could so easily have been a young child.</p> <p>Our only reservation is what steps will be taken to ensure strict adherence to the new speed limits.</p>
<p>(62) Local Resident, (Didcot)</p>	<p>Speed Limit – <b>Support</b> Traffic Calming – <b>Support</b></p> <p>We fully support these measures as we are aware of several nasty accidents over the years in the area (including one opposite our house). These should reduce traffic speeds and dissuade drivers from bypassing the B4493 as a rat run.</p> <p>We look forward to the progress on this application and hope it goes smoothly.</p>
<p>(63) Local Resident, (Didcot)</p>	<p>Speed Limit – <b>Support</b> Traffic Calming – <b>Support</b></p> <p>My wife and I wholeheartedly support the proposals outlined in your letter. Any scheme that reduces the speed of traffic along Brasenose Road will be welcome because, at present, cars regularly exceed 30mph.</p> <p>I would also like to mention the danger caused by parked cars on match days at the playing field on Brasenose Road (Loyd Recreational Park). Strangely, cars are prevented by cones from parking adjacent to the park. Hence they park from on the unconed section of Brasenose Road towards Foxhall Road.</p> <p>This makes exiting our bungalow very hazardous because our view of oncoming traffic is obstructed by vehicles parked on both sides of the entrance to our drive. We have to follow the dangerous procedure of inching out and hoping nobody smashes into our car.</p> <p>Would you please consider continuing the cones from the playing field to the end of the four bungalows towards Foxhall Road on match days to prevent us feeling imperilled when driving out. Alternatively, double yellow lines on the South side of Brasenose from Smith's Farm to the park would be a permanent solution.</p>

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<p>(64) Local Resident, (Didcot)</p>	<p>Speed Limit – <b>No objection</b> Traffic Calming – <b>No objection</b></p>
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