

Divisions affected: *Wallingford*

CABINET MEMBER FOR ENVIRONMENT – 24 MARCH 2022

LONG WITTENHAM: DIDCOT ROAD - PROPOSED ZEBRA CROSSING AND TRAFFIC CALMING MEASURES

Report by Corporate Director, Environment and Place

RECOMMENDATION

1. The Cabinet Member for the Environment is RECOMMENDED to approve the proposed introduction of traffic calming measures as advertised.

Executive summary

2. This report presents responses received in the course of the statutory consultation on a proposal to introduce traffic calming measures as shown in **Annex 1** comprising a road hump with adjacent traffic island (within the northbound carriageway) and cycle-by-pass facility, and with priority to be given to traffic travelling south-eastwards out of the village, with traffic travelling north-westwards required to give-way to oncoming vehicles. This design reflects further work carried out as a result of the request by the Cabinet Member for Environment at the decisions meeting on 8 October 2020 in response to objections and concerns including from Long Wittenham Parish Council being raised in respect of a calming scheme consulted on in 2020.

Financial Implications

3. Funding for consultation on the proposals has been provided by the developers of adjacent land, who will fund their implementation if approved.

Equality and Inclusion Implications

4. No implications in respect of equalities or inclusion have been identified in respect of the proposals.

Sustainability Implications

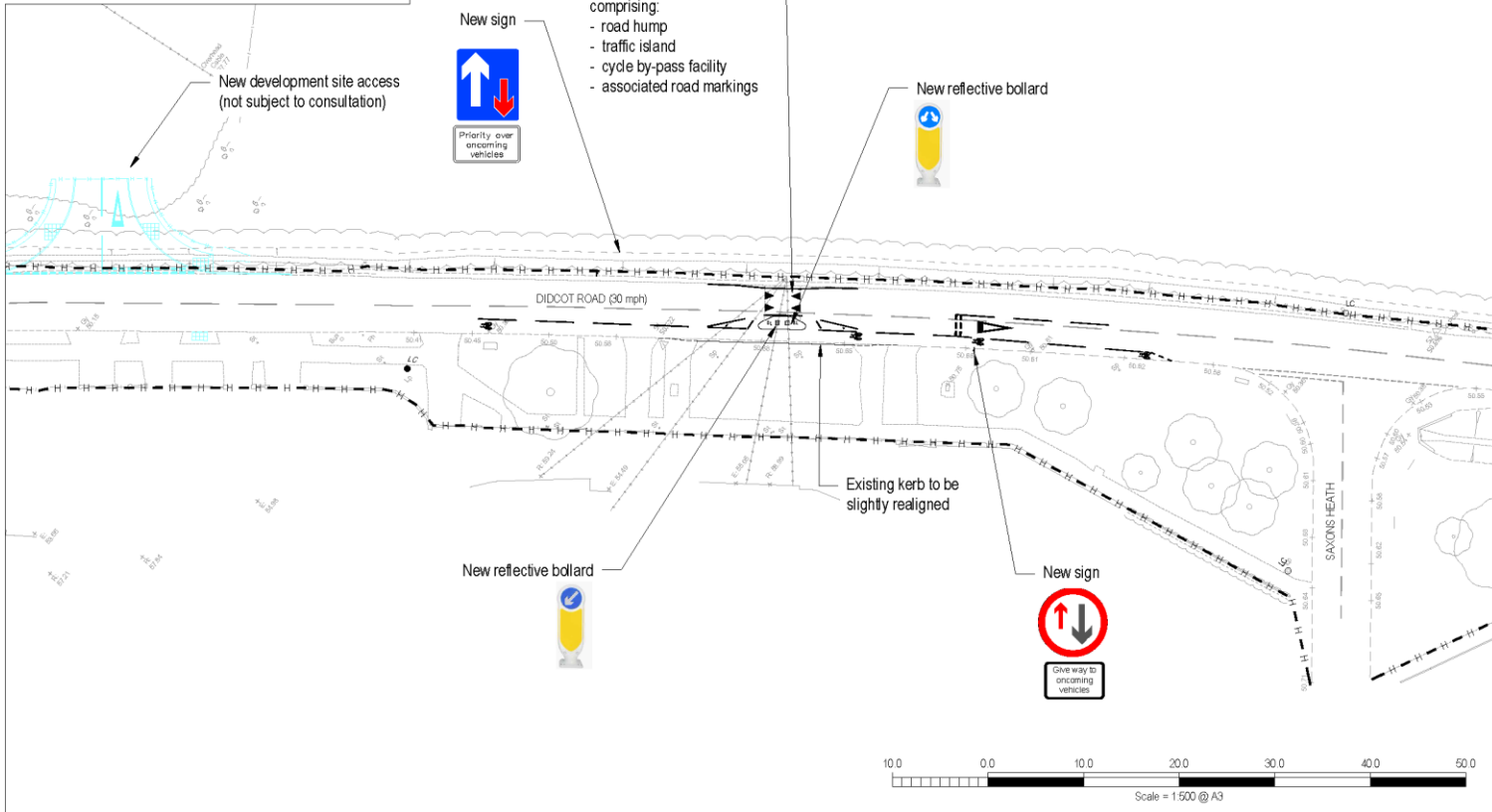
5. The proposals would help facilitate the safe movement of traffic and support the use of sustainable and active travel modes

Consultation

6. The consultation on the amendments was carried out between 19 January & 18 February 2022. A notice was published in the Oxfordshire Herald Series newspaper, and an email sent to statutory consultees, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, Long Wittenham parish Council, the South Oxfordshire District Council, and the local County Councillor. Letters were sent to approximately 15 premises in the immediate vicinity, and street notices were also placed on site.
7. Thirty-six responses were received during the formal consultation comprising of; 20 objections (56%), 14 expressing concerns (39%), 1 expressions of support, and 1 non-objection.
8. The responses are shown at **Annex 2**, and copies of the original responses are available for inspection by County Councillors.
9. Thames Valley Police expressed no objection.
10. Long Wittenham Parish Council supports the proposal, noting that there has been debate around the village on the merits of various designs of traffic calming, with several residents believe a simple full width road hump would be as effective at slowing traffic and would cause less congestion and reduce vehicle emissions due to queuing traffic whilst waiting to pass the one-way section at busy times. Additionally, some residents are also concerned that, during morning peak traffic, a narrowing could cause a queue of traffic back across the junction of Didcot Road and Saxons Heath making it more difficult for traffic to safely use that junction. While the parish council expressed some sympathy for those views, they also support the proposals so that the roadworks can be implemented without further long delays whilst alternative designs are investigated and yet another consultation is undertaken.
11. However the parish council also expressed the view that the proposals will not be sufficient to properly control speed within the village, and that they wish to see additional traffic calming either at the entrance to the 20mph zone from the Didcot direction or at the Saxons Heath junction (or both), and understand that officers will look at this in conjunction with the monitoring of trial 20mph speed limits (noting that a 20mph speed limit was implemented in the core of the village in December 2021) , and would wish to receive a commitment that further traffic calming will be implemented along this section of road as soon as possible.
12. Noting the above it is confirmed that the operation of the 20mph speed limit will be monitored and that additional traffic calming measures will be investigated and subject to funding and consultation, then implemented on Didcot Road.
13. The remaining responses were from members of the public, comprising twenty objections and fourteen expressions of concern, and focussed on the effectiveness of the scheme and its impact on traffic delays and queuing, and



SITE LOCATION
Scale 1 in 10,000 @ A3




NOTES

1. This drawing is to be read in conjunction with all relevant documents and specifications.
2. Dimensions are not to be scaled.

Source: Greenhatch survey drawing number 21569-OGL Rev 1

KEY

- H — H — Existing highway boundary
- New reflective bollard

Rev.	Description	Date	Chkd
 <p>Glanville Cornerstone House 62 Foxhall Road, Didcot Oxon, OX11 7AD Tel: (01235) 515550 Fax: (01235) 517799 post@glanvillegroup.com www.glanvillegroup.com</p>			
Client :		Vanderbilt Homes	
Project :		Didcot Road Long Wittenham	
Title :		Proposed New Traffic Calming Feature Consultation Plan	
Project Engineer :		T. Hart	Scale : As shown @ A3
Project Director :		M. Ford	Date : November 2021
Status :		INFORMATION	
Drawing No. 8190644/6010			Rev

RESPONDENT	COMMENTS
(1) Traffic Management Officer, (Thames Valley Police)	No objection
(2) Long Wittenham Parish Council	<p>Support - The Parish Council has considered these plans at its meeting on 10th February and wishes to respond to this consultation.</p> <p>The PC recognises that this traffic calming feature is a requirement of Vanderbilt's Planning Consent but we have struggled to understand or obtain information on the way this final design has been reached.</p> <p>We finally received some information from Officers on 10th February:-</p> <p>".....we have investigated this matter in a lot of detail with OCC traffic department and the consultant and believe we have come up with a safe calming measure that will effectively slow traffic in both directions. As the traffic calming measure (1 sided build out with road hump) is different to what was previously approved a further public consultation is required to be carried out. As you are aware this ends on 17th February 2022....."</p> <p>There has been some debate around the village on the merits of various designs of traffic calming. Several residents believe a simple full width road hump would be as effective at slowing traffic and would cause less congestion and reduce vehicle emissions due to queuing traffic whilst waiting to pass the one way section at busy times.</p> <p>Some residents are also concerned that, during morning peak traffic, a narrowing could cause a queue of traffic back across the junction of Didcot Road and Saxons Heath making it more difficult for traffic to safely use that junction.</p> <p>The PC fully supports the need for traffic calming at this location and also understands the need for Vanderbilt to complete the roadworks associated with their development in a timely manner.</p> <p>Whilst the PC has some sympathy with residents who would prefer a full width road hump we feel we have to support the narrowing so that the roadworks can be implemented without further long delays whilst alternative designs are investigated and yet another consultation is undertaken.</p>

	<p>The PC has previously been in contact with Traffic Engineers during and following the implementation of the “trial” 20mph zone throughout the village.</p> <p>We do not feel the features currently on offer will be sufficient to properly control speed within the village. We particularly want to see additional traffic calming either at the entrance to the 20mph zone from the Didcot direction or at the Saxons Heath junction (or both). We have been given an assurance by our County Councillor Dr Pete Sudbury that Officers will look at this and because we are a trial zone budgets exist for additional features to support the success of trial 20mph zones.</p> <p>If additional traffic calming , for example an entry restriction at the start of the 20mph zone, were implemented this would go some way to dealing with objections from residents.</p> <p>The PC would like to see a commitment that further traffic calming will be implemented along this section of road as soon as possible.</p>
<p>(3) As an individual, (Long Wittenham, High Street)</p>	<p>Object - Using build-outs or chicanes to narrow the road does not help to improve safety on this road, it serves to increase the risk of accidents and adds additional pollution and noise. However, road humps or similar measures to slow speeds whilst still allowing two-way flow will contribute to improved road safety but you will need to install at least two such "humps" either side of the Saxon's Heath junction.</p> <p>I commute in and out of the village towards/from Didcot every day so I have a good very experience of how the existing one-way chicane system works. It creates anger, altercations and at times, unnecessary build up of queuing traffic, creating noise pollution and inconvenience for those houses with driveways close to the chicane. Cars going northwards into the village speed up to reach the chicane before cars going south can stop them. Cars that are second or third in a queue approaching the chicane from the the south cannot always clearly see beyond the front vehicle to know that the road is free ahead and simply follow the leading vehicle through the chicane without knowing if another vehicle with right of way is approaching from the north. There have been multiple occasions where I have had to avoid an accident by sudden breaking as I start to drive through the chicane with right of way, only to encounter a car trying to squeeze through after the previous vehicle.</p> <p>In contrast, cars leaving the village southwards come round the sharp bend near the cross and then accelerate towards the chicane and continue accelerating out of the village in the restricted speed zone, past the Saxon's Heath junction (that may have poor visibility because of cars queueing going north). If you are approaching the chicane from the south it is quite hard to judge the speed of cars approaching from the north that have just appeared round the corner and to work out if you have enough time to pass through the chicane safely. There have also been multiple</p>

	<p>occasions where I have almost collided when going through the chicane from the south with speeding cars from the north.</p> <p>Whilst the reduction of the speed limit to 20mph has helped generally in some areas of the village and is a positive, it has not greatly helped safety in this part of the Didcot road. Hardly any cars on this stretch obey the 20mph limit and cars going 40mph with the old limit are still going at 40mph with the new lower limit in place. This can make it doubly risky judging if it is safe to enter the chicane from the south. Also, when leaving the village southwards, you are more likely to have speeding cars overtaking those doing 20mph in the region of the Saxon's Heath junction.</p> <p>The only way, in my view to improve the safety of all road users and the environment for the neighbouring houses is to install a first speed reducing road hump between the start of the 20mph limit and the Saxon's Heath junction, and a second speed hump between the Saxon's Heath junction and the new entrance to the Vanderbilt housing development. I would add that a further speed reducing hump is probably also required between the Vanderbilt entrance and the right hand turn (cross) going northwards. Speed humps are not wonderful - there are various different types encountered, some terrible, inducing car damage, others being an acceptable compromise. It would be nice not to have to use them at all but it seems the only way to exert some control on the reckless driving seen on a daily basis on this road. The use of chicanes in this spot is unnecessary and, on balance, they do not work as intended with their negative aspects outweighing any contributions they make. They also detract from the rural nature/aspect of the village.</p>
(4) As an individual, (Long Wittenham, Saxons Heath)	<p>Object - These measures do not take into consideration the LW neighbourhood plan which is due to start development very soon.</p>
(5) As an individual, (Long Wittenham, Westfield Road)	<p>Object - I don't think the proposed traffic calming is effective. A better solution to slow traffic entering Long Wittenham would be a full road width speed hump. This would force traffic to slow. Currently the traffic speeds up as soon as it's through the existing calming measure and if you continue to travel at 20mph you get tooted or overtaken.</p> <p>I also think there should be white lines painted on the road as traffic enters at the Didcot end, the ones that make the road appear to narrow. This wouldn't be too expensive but would give more visual clues about the need to slow down.</p>
(6) As an individual, (Long Wittenham, Fieldside)	<p>Object - The road calming measure under discussion was originally suggested to slow the traffic for the new houses currently under construction. Since the original proposal, the speed limit throughout Long Wittenham has been reduced to 20mph. Is it still necessary for the road calming measures to be put in place when the whole village now has a 20mph limit.</p>

	<p>As at today 31 January there are road works controlled by lights, and it appears that the traffic calming measures are already being installed, so of what use is this consultation? Will the chicane and speed hump currently under construction be removed if the decision is not to go ahead with these measures?</p>
<p>(7) As an individual, (Long Wittenham, Fieldside)</p>	<p>Object - Please can we have one, or more, full width road-humps or speed cushion pairs instead, preferably at least one south of the Saxons Heath turning.</p> <p>We do not want a one-way chicane. We are seeking to moderate speed, not to reduce flow and introduce conflict. The chicane is too close to the driveways and turnings serving multiple properties off Didcot Road: Fieldside (West 20+ properties, East 4 frontages + other rear access), The Crescent (6 properties), new Vanderbilt Estate, Westfield / Saxons Heath (116 properties) - the existing chicane already causes problems with turning traffic and aggressive racing.</p>
<p>(8) As an individual, (Leafield, Fairspear Road)</p>	<p>Object - Sadly this is yet another traffic capacity reduction move to save money on actually addressing the problem of heavy traffic so there is less or it flows more easily. Build more houses, make more traffic, reduce the flow, increase traffic jams, decrease quality of life for working members of the community (those that actually pay council tax). Brilliant move OCC.</p>
<p>(9) As an individual, (Oxford, Rymers Lane)</p>	<p>Object - Partially blocking the road with traffic islands in this way should only be introduced where other measures (e.g. flashing speed limit reminder signs) have failed and this does not appear to be the case here. These reduce the flow of traffic, especially when the road is busy, and lead to additional pollution due to additional, unnecessary, braking and acceleration. During a climate emergency deliberately increasing pollution is extremely foolish.</p>
<p>(10) As an individual, (Oxford)</p>	<p>Object - This intervention will cause delay and increase pollution through stop/start traffic</p>
<p>(11) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Object - we do not want buildouts or chicanes as the cause congestion, pollution and road rage we just want road humps so cars have to slow down not stop!!!!</p>

<p>(12) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Object - This will not calm or slow traffic down . The only thing that will work is a road hump before Saxons Heath . Not after Saxon's Heath. We will never be able to get out of Saxon's Heath if you continue with this build out where it is . It's being place in the most Ridiculous place. Why are we as local residents not being listened to regarding the safety of this road and the extensive traffic that comes through the village already. Road hump not build out and certainly not where it's being placed at the moment.</p>
<p>(13) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Object - The new traffic calming measures need to be placed south of the entrance to Saxons Heath. Otherwise it will cause problems for people who live on Saxons Heath and Westfield Road, who after all number over 100 properties to get onto Didcot Road to continue their journey. It will also slow people down so they are less likely to exceed the speed limit. Ideally a mini roundabout would be less intrusive so a better option.</p>
<p>(14) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Object - Too close to the entrance/exit to Saxons Heath - traffic will back up and block the access so snarling up the whole village</p> <p>Cycle lanes through humps etc do not work as the cyclists do not use them. Better to have a straightforward hump which slows the traffic but does not stop it. Plus a chicane outside the village as you come in on the Didcot road. There will be pedestrian crossing close by which will control the flow when needed for pedestrians to cross.</p>
<p>(15) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Object - Living at number 62 Saxons Heath you get to see some very unusual and very dangerous driving. The build outs, and now the 20 mph speed limits just seem to enhance some drivers frustration trying to overtake especially at the Saxons Heath junction</p> <p>I feel that speed humps through the village would improve drivers perceptions of traffic flow and congestion at peek times especially when driving towards Didcot and definitely keeping their speed down until our of the village</p>
<p>(16) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Object - Moving the traffic calming to the proposed location will do nothing to improve the situation. The traffic calming must be on the far side of Saxons Heath to slow traffic entering the village before reaching the Saxons Heath junction. In addition, a road hump is preferable to the proposed build out, which only works if there is traffic coming in the opposite direction, forcing a slow down.</p>

<p>(17) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Object - The chicanes cause traffic jams and pollution. We don't want any let alone more of them. One chicane leading into Long Wittenham from Didcot where the speed limit changes, then road humps periodically thorough the village will keep the traffic flowing, reduce pollution and keep speeding to a minimum.</p>
<p>(18) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Object - We need speed humps, across the whole road not a chicane this does not slow down the traffic and just causes traffic congestion. With vehicles sat with idle engines all this does is causes more emissions and is not good for the environment. Speed humps will slow traffic down but will not cause traffic congestion.</p>
<p>(19) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Object - I am objecting to the build outs that are in Long Wittenham, traffic doesn't flow properly through the village and because of this a lot of drivers get impatient and speed. There have been times when driving up to the Saxon's Heath turning coming through the village when cars have sped past me just before I indicated to turn, this has happened so many times that I tend to indicate even sooner than I need to.</p> <p>I would like to see road humps so the traffic could flow easier and the speed limit changed to 30mph speed limit back up the Didcot road so traffic don't go from 60mph to 20mph</p>
<p>(20) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Object - The proposed traffic calming measures which will cause cars to give way to traffic going south out of the village are to close to the entrance to Saxons Heath Road. We have already had taste of the issues they will cause with the traffic lights that are being used while road works take place along this stretch of road. When the traffic build up car are unable to get out of Saxons heath unless somebody lets them out. If somebody does let you out it is the dangerous if you are turning right out of Saxons heath as you can't see what traffic is coming southbound out of the village. I really don't understand the thought behind chicane style traffic calming measures. All the do is frustrate motorist and generally make the motorist accelerate hard to get round them before the next car comes the other way. They also stop traffic which then causes pollution in built up areas. The best solution would be to fit full width speed humps at regular intervals along this stretch of road and through the rest of the village removing the existing traffic calming chicanes.</p>

<p>(21) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Object - This Traffic Calming feature is right outside my house at no.5. During the recent unauthorised work, I can already see that I is going to make getting in and out of my drive much more difficult. I often use a large trailer for my work which I reverse onto my drive requiring the space that will now be taken up by this feature to do so safely. The street light that has not been consulted about is also right on the corner of my drive which will be shining in my windows and potentially making access more difficult. Futhermore, the village hub proposal for the village is proposing an access exactly opposite my drive and therefore this feature would need to be changed in the near future should that go through as expected. If this traffic calming feature was moved to the other side of Saxons heath junction it may even make that junction safer instead of causing queues past the junction with cars having to exit that junction in between waiting vehicles which completely obscures your view and is incredibly dangerous.</p>
<p>(22) As an individual, (Long Wittenham)</p>	<p>Object – The reason being the calming measures need to focus on the traffic COMING FROM DIDCOT in to Long Wittenham.!</p> <p>What the village needs is full Speed Humps to start before the Saxons Heath Turning and all along the Didcot Road to the new builds Vanderbelt site.!</p> <p>Even having the 20mph signs have NOT SLOWED TRAFFIC DOWN, traffic didn't slow when it was 30mph, so why you think 20mph will make any difference, I don't know.</p> <p>This is our formal OBJECTION to chicane/buildout. WHAT WE NEED ARE SPEED HUMPS.</p>
<p>(23) As an individual, (Long Wittenham, Westfield)</p>	<p>Concerns - Recently the speed limit has been decreased to 20mph, this has had no or very little effect. The chicane has little effect too. If the road is clear it encourages cars to accelerate to get through quickly, many see it as a challenge. The traffic needs to be slowed down as you enter the village from Didcot, before the Saxons Heath turning and continue until the turning into Fieldside. The only effective way to do this would be by a series of road bumps to physically slow down traffic. Whilst walking our dog we consistently see road users flaunting the Highway Code. Just recently a van sped through the temporary traffic lights whilst red at high speed in an attempt to get through before the oncoming traffic.</p> <p>In addition to these measures something urgently needs to be done with the 90 degree bend by the road to Sires Hill. There are regular RTAs due to speeding cars, especially when the road is wet or icy.</p>

<p>(24) As an individual, (Long Wittengam)</p>	<p>Concerns - Long Wittenham is unusual in that the village opens up when you approach from Didcot rather than narrowing. The traffic calming needs to be moved south of Saxon's Heath, or a second hump/chicane put in. Otherwise this build out will have exactly the same problem as the existing chicanes, cars constantly riding over the chicane and hitting the bollards. This both presumably is expensive for the council & makes the village look untidy, quite before the danger of speeding drivers and the effects on nearby homes.</p> <p>This is in line with policy: SLP1 "Oxfordshire County Council will promote 20mph as the default limit for roads through residential, villages and retail areas to ensure speeds are appropriate for the nature of the road, environment and location"</p> <p>Clearly part of any promotion needs to be providing adequate measures to slow vehicles at entry points. Extensive research has shown that narrowing roads, or creating the impression of a narrowed road, decreases vehicle speed. In instances like here where existing vegetation means the road feels wider and sight lines are extended, contrary to most villages, logically an innovative approach is needed. To protect vulnerable road users and promote active travel the council's promotion should extend to extra traffic calming above what would usually be required.</p> <p>Additionally at other chicanes in the village where the lanes have been narrowed to accommodate cycle bypasses compliance with vehicles using the correct lane rather than driving with nearside wheels in the cycle lane is poor. This leads to a very scary experience where a driver misjudged an overtake approaching queuing traffic and nearly crushed myself and my two children against the kerb on our way to an after school club. Only by banging on the side of the car did they move back out of the cycle lane. They then started shouting and swearing which upset the kids.</p> <p>To avoid such conflict the cycle lane should be made clearer, e.g. coloured tarmac, raised kerbing, an island to protect cyclists or similar. You only need to visit and watch the majority of traffic driving in the cycle lane currently at other chicanes to show how important this is for cycle safety.</p>
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<p>(25) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Concerns - The previous chicane on the Didcot Rd was a traffic pinch point which only slowed vehicles down at times of peak traffic flow. At 'out of hours', drivers of cars and vans saw it as an irritation and accelerated out of it, to quickly exceed the old and new speed limits.</p> <p>The proposed new chicane with hump is a marginal improvement. Speed humps are essential to slow the traffic down on this road. But one on its own is not enough. Driving at 20mph causes some drivers great frustration which they relieve by exceeding the speed limits between traffic calming measures, and overtaking dangerously at the Saxons Heath Rd entrance.</p> <p>The proposed chicane is too close to this Saxons Heath and Westfield Rd access. They are re no through roads with no alternative means of entering or exiting from their roads. Over half the village live in Saxons Heath and Westfield Rd, these residents are finding it increasingly difficult and dangerous to exit onto the Didcot Rd because of other driver's speeds entering and leaving the village.</p> <p>There can only be increased volumes of traffic using the road with the Didcot housing developments and those within the village itself. So the difficulty mentioned can only increase.</p> <p>Several Traffic calming speed humps on the Didcot Rd would have greater effect than the proposed chicane alone. As there are plans for a further housing development within the village also accessing the Didcot Rd it would be better to move the start of the traffic calming further out of the village towards Didcot (on the Didcot side of Saxons Heath), and include a small raised roundabout as well. This would be a preventative measure before a very serious accident occurs.</p>
<p>(26) As an individual, (Long Wittenham, High Street)</p>	<p>Concerns - The calming measure/pinch-point needs to be south of the Saxons Heath junction, as this will be the major pedestrian route from all the dwellings in Saxons Heath and Westfield Road to the proposed school and village hall located at the southern end of the Neighbourhood Plan development.</p>
<p>(27) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Concerns - I can't see that this option will be any improvement on the chicane that is already there, this road is getting very busy since the new Didcot housing development, I think the best & safest option is a mini roundabout at Saxons Heath. The 20mph is only making matters worse & drivers more aggressive as people are overtaking just before we turn into Saxons Heath (despite us indicating), myself & others have had a few near misses.</p>

<p>(28) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Concerns - The Saxons Heath end of the village needs full speed humps not just a chicane. The entrance/exit to Saxons Heath is dangerous, I am fed up of being over taken as I slow down to enter the 20mph speed limit, fed up of the verbal abuse, fed up of the speeding traffic - it is dangerous. What is going to take to get this actioned??? A child to do? Where is the TVP mobile speed unit? Why isn't TVP not doing speed checks? They would make a fortune. The High Street you can't speed as there is so many parked cars, then 20mph then moves to 30mph then NSL. Why is it NSL TO 20mph at our end of the village this is ridiculous. SORT IT OUT!!!</p>
<p>(29) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Concerns - The proposal is in completely the wrong place, it needs to be before you come into the village and shouldn't be a stand alone solution. Saxons Heath already has problems getting out of their road because of speeding cars, this won't improve it. It also looks like you have already done the work so not sure why this survey is still open. As usual, no consultation with the villagers and the parish council claim to know what is happening but are just useless, aggressive and shouldn't be in post! They don't represent the villagers and because they don't live by the new homes, don't really care.</p>
<p>(30) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Concerns - The proposed chicane plus hump, will be treated by those entering the village and those motorists exiting the village, as a chequered flag/starting grid in a dangerous game of chicken. It happened at the now removed traffic calming measure, particularly by those entering the village from the south. The unenforcable, unsupported by TVP, 20mph speed restriction, has had little effect upon motorists entering the village, although those vehicles slowed by the sharp right hand bend exiting the village seem to be more aware and more responsive to the new speed limit. Given the one hundred plus vehicles that exit/enter Saxons Heath on a daily basis it seems bizarre that no consideration has been given to the impact the proposed traffic calming measures will have on these vehicles. For every household on Saxons Heath, Sinodun Close and Westfield Road that doesn't have a vehicle there will be others that have two or three. Add delivery and utility vehicles to the occupants vehicles, that's a large amount of traffic to completely ignore. The recent temporary traffic lights, just North of Saxons Heath, demonstrated motorists reluctance to let traffic out of Saxons Heath, the chicane will be no different, and potentially worse. A speed hump before or at the white fencing, that's a largely ignored indication to motorists that they are entering a village, could potentially leave a workable interval for traffic to egress from Saxons Heath.</p> <p>The High street benefits from two, natural, near right handed bends, plus chicane and humps rightly protecting the school. Speeding does occur here, but to a lesser extent. There is little in this proposal to remove the chequered flag, waving at those motorists entering the village from the south, determined to get to the chicane first. These motorists are oblivious to the traffic hoping to exit Saxons Heath safely.</p>

	<p>If expense is a consideration a tin of paint and a "Keep clear" box would at least, potentially, allow traffic safely onto and off of the main road, speeding vehicles permitting.</p>
<p>(31) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Concerns - I think the traffic will be worse with chicanes which stops traffic ,rather than speed bumps which will slow but keep traffic moving. Cars will block Saxons heath while waiting for them to be able to move .</p>
<p>(32) As an individual, (Long Wittenham , Westfield Road)</p>	<p>Concerns - Exiting from Sinodun road onto Didcot road is very dangerous. Traffic very rarely gives way and traffic builds up in front of the junction. Traffic approaching from Didcot is still travelling far too fast and is dangerous. Traffic approaching through the village has become congested since the 20 mile limit has been imposed. Traffic tries to overtake, drivers are very impatient and turning into Sinodun is very difficult. Surely the traffic calming would be better on the other side of the junction making it easier for local traffic to clear the road first. A hump would keep the traffic moving better.</p>
<p>(33) As an individual, (Long Wittenham, Westfield Road)</p>	<p>Concerns - Local resident. Concern as to type of calming measure</p>
<p>(34) As an individual, (Long Wittenham, Saxons heath)</p>	<p>Concerns - Exiting Saxons heath is a lottery. Cars are frequently 60+ mph past the mouth of the junction towards didcot. Even since the 20 limit. Bikes are even faster. Needs a speed bump. It's the only safe way of keeping vehicles at a reasonable speed. There will be a serious collision at this location if some sensible speed reduction method isnt installed.</p>
<p>(35) As an individual, (Long Wittenham, Northfield Lane, High Street)</p>	<p>Concerns - I generally support the installation of one or more chicanes with humps to reduce traffic speed in Didcot Road but feel that the proposed position is NOT most appropriate. There will be a problem for residents exiting (and possibly entering) Saxons Heath - since the junction for this road will become blocked by queuing traffic on Didcot Road waiting to enter the village. One solution would be to site the chicane/hump to the South of the junction with Saxons Heath. A minimum solution would be to install a "Box Junction" road marking across Saxons Heath junction - to allow free passage for vehicles from/to Saxons Heath. The best solution would be a combination of raised roundabout forming the junction with Saxons Heath, preceded by a chicane immediately after entering the village 20mph speed restriction.</p>

<p>(36) As an individual, (Long Wittenham, Saxons Heath)</p>	<p>Concerns – The build out on Didcot Rd will help slow traffic down entering the village but does not slow traffic exiting the village. It would also stop traffic exiting Saxons Heath & Westfield Rd.</p> <p>I feel as a resident of Didcot Rd for the past 50 years and witnessing this day after day, that a better solution would be.</p> <p>To put a build out on the south side of the Saxons Heath turn then have a full width speed hump (60mtrs north west of its junction with Saxons Heath) so that all vehicles exiting and entering the village have to obey the speed limits.</p>
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