

Division(s) affected: *Grove*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

04 SEPTEMBER 2025

GROVE: AIRFIELD DEVELOPMENT – PROPOSED 20MPH SPEED LIMIT

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a 20mph speed limit on all roads within the wider ‘Grove Airfield’ residential development, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce a 20mph speed limit on the new roads within the ‘Grove Airfield’ residential development leading out to points on Armstrong Avenue, Arnold Way, Byron Avenue, Grasshopper Way, Liberator Lane, and Sentinel Street, as shown in **Annex 1**.
2. The proposals have been put forward as a result of residential development, and will help ensure adherence to the Councils policy that all new residential developments should see a lower speed limit as standard in the area, whilst also conforming with the relevant approved planning applications. The lower limit will cover all roads within the development and coincides with the increased number of new occupations within the estate.
3. These proposals incorporate & supersede those that were advertised in June 2024 for a smaller section of the new estate, but do not impact the proposed one-way restriction which was also promoted then.

Sustainability Implications

4. The proposals will help promote road safety for all road users within the estate, especially for the more vulnerable road users such as pedestrians & pedal cyclists.

Financial Implications

5. Funding for consultation on the proposals (and implementation if approved) has been provided by the developer.

Legal Implications

6. The consultation that has been undertaken complies with the consultation requirements for the various elements as required by law including under the Highways Act 1980, the Road Traffic Regulation Act 1984 and any other relevant legislation.
7. The scheme has been promoted by Oxfordshire County Council as the Highway Authority and Traffic Authority under the Highways Act 1980, and the Road Traffic Regulation Act 1984.

Comments checked by:

Jennifer Crouch (Head of Law - Environmental)

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Equalities and Inclusion Implications

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

Formal Consultation

9. Formal consultation was carried out between 11 June and 11 July 2025. A notice was published in the Oxfordshire Herald Series newspaper, and an email was sent to statutory consultees & key-stakeholders, including Thames Valley Police, the Fire & Rescue Service, Ambulance service, Bus operators, countywide transport/access & disabled peoples user groups, Vale of White Horse District Council, local District Cllr's, Grove Parish Council, and the local County Councillor representing the Grove division.
10. Relevant parish/town councils, and local Cllrs (including County, District, Parish, Town) were also encouraged to use the consultation documents provided to publicise the proposals amongst local residents as necessary
11. 131 responses were received via the online survey during the course of the formal consultation, comprising of 22 objections (17%), 11 partially supporting (8%), 91 in support (70%), and seven non-objections (5%).
12. Additionally, a further seven emails were received directly, with Thames Valley Police raising concerns based on their stance that 20mph speed limits and

zones should be self-enforcing, whilst Thames Travel did not formally object, they did however raise concerns regarding the potential significant implications for parts of the Grove Airfield development, and the future evolution of the bus service offer on the western side of Grove (full response can be seen in **Annex 3**).

13. Three of the email responses objected to the proposals, largely based on the view/belief that it would lead to a wider town-level 20mph speed limit (which wasn't wanted), one further response raised concerns about compliance and the need for physical traffic calming, and one offered their support.
14. The full responses are shown in **Annex 2**, and copies of the original responses are available for inspection by County Councillors. Any comments received that Officers identify as containing personal abuse and/or other personal information will be redacted as appropriate.

Officer Response to Objections/Concerns

15. In response to concerns raised by Thames Valley Police and numerous residents, the roads within the estate have been designed for a 20mph speed limit and include traffic calming measures—raised tables and speed cushions are proposed throughout the development. It is noted, however, that some of the proposed traffic calming features have not yet been installed. The geometry of the roads also lends itself to being self-enforcing for minor/residential roads. Oxfordshire County Council (OCC) will ensure that all traffic calming measures are implemented prior to the introduction of the new 20mph speed limit.
16. It is current OCC policy, when approving or adopting new developments, to implement a 20mph speed limit where appropriate, this is also the planned design speed of the roads in question.
17. In response to the concern requesting speed bumps along Arnold Way, the approved design does include speed cushions on this road, which have not yet been implemented by Persimmon Homes. OCC will ensure that all traffic calming measures are installed prior to implementing the 20mph speed limit.
18. The Grove Airfield development is fully funded by Persimmon Homes, including the consultation and implementation of the 20mph speed limit.
19. Concerns were raised in some responses regarding parking near junctions and within visibility splays. This will be investigated prior to the adoption of the roads, as 'No Waiting at Any Time' parking restrictions (double yellow lines) may be required in certain locations, including along the length of the hybrid cycle lane to prevent parking in these areas.
20. One resident raised concerns regarding pedestrian crossings. There are numerous uncontrolled pedestrian crossings throughout the development, located on pedestrian desire lines. If the comment refers to controlled pedestrian crossings – zebra crossings and parallel crossings are proposed at

both primary school locations. OCC is working with Persimmon Homes to include a new zebra crossing across Liberator Lane at the four-way junction mentioned.

21. Concerns were also raised about the lack of give-way clarity at the four-way junction of Liberator Lane and Arnold Way. Currently, no give-way lining is proposed – however, OCC will take these comments into consideration and raise the issue with Persimmon Homes. The roads will be subject to an independent road safety audit prior to adoption, and any concerns raised must be resolved to the satisfaction of the County Council.

Paul Fermer
Director of Environment and Highways

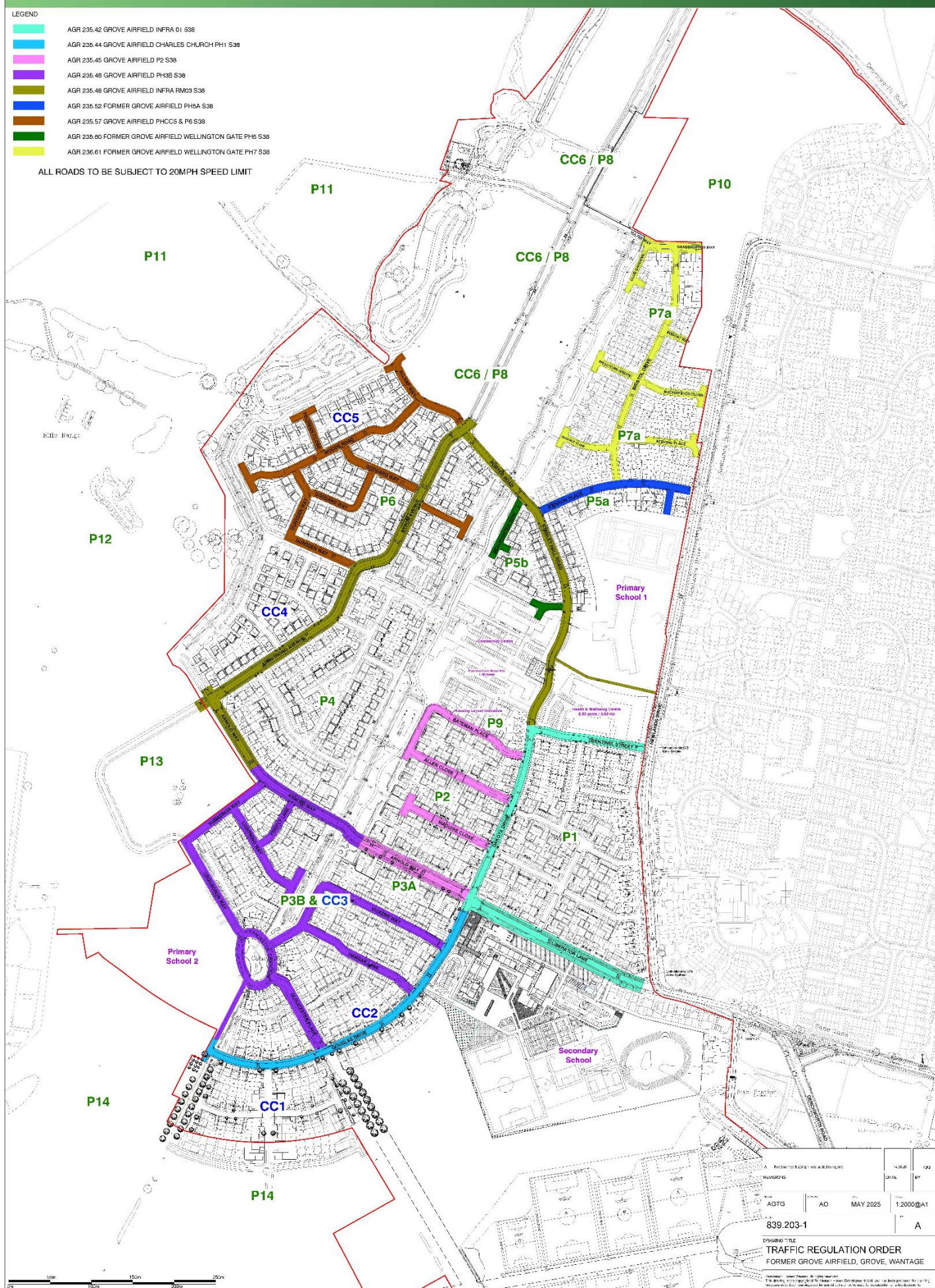
Annexes	Annex 1: Consultation Plan Annex 2: Consultation responses Annex 3: Full Thames Travel consultation response
Contact Officers:	Ryan Moore (Technical Lead Engineer – Regulatory Planning Enforcement)

September 2025



- LEGEND**
- AGR 235.42 GROVE AIRFIELD INFRA 01 S38
 - AGR 235.44 GROVE AIRFIELD CHARLES CHURCH PH1 S38
 - AGR 235.45 GROVE AIRFIELD P2 S38
 - AGR 235.46 GROVE AIRFIELD PH3B S38
 - AGR 235.48 GROVE AIRFIELD INFRA RM03 S38
 - AGR 235.52 FORMER GROVE AIRFIELD PH5A S38
 - AGR 235.57 GROVE AIRFIELD PHCC5 & P6 S38
 - AGR 235.60 FORMER GROVE AIRFIELD WELLINGTON GATE PH5 S38
 - AGR 236.61 FORMER GROVE AIRFIELD WELLINGTON GATE PH7 S38

ALL ROADS TO BE SUBJECT TO 20MPH SPEED LIMIT



A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p>Concerns – Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 20mph limits can be a useful tool in road safety. There are other reasons 20mph limits may be desirable for communities, such as environmental concerns, and creating a shared space environment to encourage greater diversity of road users.</p> <p>Compliance with 20mph limits is a challenging issue as there is a difference between the achievable results of the various available schemes. For example a sign-only scheme will only have a limited effect on the mean speeds, as opposed to other schemes that influence the road environment, which is recognised as being key to achieving compliance. If a speed limit is set too low and is ignored then this could result in the vulnerable road user being less safe. It can also cause a dis-proportionate number of drivers to criminalise themselves and could bring the system of speed limits into disrepute.</p> <p>Thames Valley Police have no policy to enforce based on arbitrary speed limits alone but will enforce based on threat of harm, risk and resourcing. 20mph limits are not excluded from this and will be enforced where appropriate. There should be no expectation that the police would be able to provide regular enforcement if a speed limit is set too low as this could result in an unreasonable additional demand on police resources and there are no additional resources available to support extra enforcement. Messages from partners that police will not enforce need to be discouraged. Such messaging can encourage non-compliance and should be avoided.</p> <p>The policy of Thames Valley Police is to use sound practical and realistic criteria (Setting local speed limits - GOV.UK (www.gov.uk)) when responding to Highway Authorities in an effort to promote consistency and to reduce the burden of constant and unnecessary enforcement. The advice shown in Circular Roads 1/2013 states.</p> <p>The key factors that should be taken into account in any decisions on local speed limits are:</p> <ul style="list-style-type: none"> • history of collisions • road geometry and engineering • road function

	<ul style="list-style-type: none"> • composition of road users (including existing and potential levels of vulnerable road users) • existing traffic speeds • road environment <p>However I recognise Oxfordshire County Council now have their own Policy for Setting Speed Limits and I expect full compliance of that policy going forward in relation to both monitoring , future engineering and self-enforcement through Community Speed Watch .</p> <p>Our stance remains that primarily 20 mph speed limits and zones should be self-enforcing</p> <p>Speed limits should be considered as part of a package of measures to manage vehicle speeds and improve road safety. Changes to the highway (for example through narrowing, providing vertical traffic calming or re-aligning the road) may be required to encourage lower speeds in addition to any change in speed limit. Though these may be more expensive, they are more likely to be successful in the long term in achieving lower speeds without the need for increased police enforcement to penalise substantial numbers of motorists.</p> <p>Has this new development been designed as a 20 limit ?</p>
(e2) Managing Director, (Thames Travel)	<p>No objection – We nevertheless set out significant concerns which have a direct bearing on the way the bus offer in Grove evolves. We are therefore going to want to have a dialogue with key officers of the County and LHA and with the LPA about how Grove is best served by the kinds of bus services that can demonstrably support meeting the Councils’ transport policy objectives, including those related to highway safety.</p> <p><i>[see Annex 3 below for full response]</i></p>
(e3) Email response, (unknown)	<p>Object – I'd like to object to the plan to blanket theGrove Airfield Development. I am not totally against 20mph limits, where they're needed and justified, but am against this blanket approach.</p> <p>If you can present evidence that the current limit has caused or was a major contributing factor to accidents that injured people on each road/section of road then please present them. I do mean very specifically the current limit, the accident caused by someone breaking the limit wouldn't have changed with the reduction to 20mph, they'd still break the limit. I also mean the specific road or section of, if there are no accidents changing the limit is wrong.</p>

	<p>If you can't present proper evidence for a road, or section of road, then you shouldn't be reducing the limit, that's just laziness or a knee jerk reaction.</p> <p>I note the comment that the speed limit is being proposed on a new residential estate where the roads have been “designed with the lower limit in mind.” If that is the case, then I would expect the physical layout—such as road narrowing, bends, visibility constraints, and pedestrian features—to already naturally discourage higher speeds. If the road design is sufficient, a blanket speed limit should be unnecessary for compliance.</p> <p>However, if the roads are not self-enforcing and rely solely on signage and legal limit reductions without supporting evidence or accident data, then I would question whether the design truly supports that lower speed—or whether the lower limit is being used to compensate for suboptimal planning.</p> <p>I fully support measures that genuinely increase safety, particularly for vulnerable road users, but again I urge the council to base decisions on evidence, not assumptions or policy generalisations. Each road and section should be justified individually, especially as enforcement and compliance are generally weak without proper justification.</p>
(e4) Email response, (unknown)	<p>Object – There is no question that the OCC will make it a blanket 20 mph area sooner rather than later if these are made active. Its time to stop this authoritarian council, who ignore all the public consultations over anything to do with transportation. They ignored the public consultation over LTNs, they only do what is right for the cyclist and that is evidential with the changes they have made already.</p>
(e5) Local resident, (Wantage, Elizabeth Drive)	<p>Object – As a Wantate resident, please register my opposition to the proposed speed 20mph speed restriction within the Grove Airfield Development and the overall unnecessary 'carpet reduction' of speed limits across my local area.</p> <p>I firmly believe 20mph restrictions are welcome but should only be around specific locations: schools, hospitals etc. and not everywhere; introducing such restrictions by default make them unenforceable and risks an overall devaluation of speed limits, something which I feel would be very unfortunate and dangerous.</p>
(e6) Email response, (unknown)	<p>Concerns – This is NOT a complaint to the proposal for 20 mph speed limit but to say, as a resident of Arnold Way living near a corner that is always driven dangerously down, I think you should actually be putting speed bumps down the road to aid the 20 mph limit.</p>

	<p>It's so dangerous on this road and the people in road behind Arnold way use our road like a damn race track! Id be happy to see speed bumps similar to that on other new constructions; Willowbrook Park, Didcot being a good example.</p>
<p>(e7) Local resident, (Grove, Squadron Way)</p>	<p>Support – I live on this estate and I would like to record that I am very strongly in favour of a 20 mph speed limit for the whole of Wellington Gate. This is for the following reasons:</p> <ul style="list-style-type: none"> • There are a large number of children all over the estate and not just around the schools. • The roads keep changing in their use - so that they might be quiet when families move in and children get used to playing in the street - then that road becomes a feeder road for another one and it suddenly has cars going at speed on it (This has happened to Arnold Way). • Even when it is complete, a 20mph limit would be a more appropriate one for an estate of this type, because of the high level of residential houses, the small gardens and the large number of children. <p>In general terms, I support a 20mph limit because the irrefutable evidence that a person knocked over at 20 mph is far less likely to be killed or have life changing injuries. We had a bad accident recently in Grove and the person is still in hospital with multiple injuries.</p> <p>The case against 20pmh is often that people don't keep it. There are people who break every speed limit but in general the lower the limit, the slower they drive. It really does slow traffic down and again there is evidence for that. In terms of blanket or a mix of 20 and 30 mph - the problem with the latter is that it is really confusing. I would tend to think that, if 20 mph were introduced generally, the only roads that would work at 30 without causing confusion would be Newlands, Denchworth Road, Station Road and Maltby Way. But I would rather have all at 20 mph than have any more than these roads at 30mph.</p> <p>I have lived in villages where 20 mph has been introduced and it is really not a problem. It works well and it makes everything safer, not only for children but for adults.</p> <p>In addition, the junction at Liberator/Arnold/Douglas/Dekota is very confusing and it is not clear if Arnold/Dekota have a primary right of way, or if it is like an American junction (where everyone stops and the first person there then goes first). It would be better and safer to have a mini-roundabout. Another at Liberator/Newlands would also increase safety. So I am very strongly in favour of 20 mph and I hope that view will be recorded as a Wellington Gate resident.</p>

B. Online responses:

RESPONDENT	COMMENTS
(o1) Member of public, (Fritwell, The Lane)	Object – The existing limit is fine .. the 20 mph limit should be used sparingly . It's too slow , unnecessary and save the money The existing limit is fine .. the 20 mph limit should be used sparingly . It's too slow , unnecessary and save the money
(o2) Local resident, (Geove, Gloucester Place)	Object – There is no reason for a 20mph limit There is no reason for a 20mph limit
(o3) Local resident, (Grove, Arnold Way)	Object – I believe a general 30mph speed limit across the estate would be more reasonable than a blanket 20mph. While safety is important, especially in areas with pedestrians and children, applying a 20mph limit everywhere can be overly restrictive and unnecessary on main roads designed for smoother traffic flow. A better approach would be to set 30mph as the default, with targeted 20mph zones on quieter residential streets or near schools and parks, where lower speeds are genuinely needed. I believe a general 30mph speed limit across the estate would be more reasonable than a blanket 20mph. While safety is important, especially in areas with pedestrians and children, applying a 20mph limit everywhere can be overly restrictive and unnecessary on main roads designed for smoother traffic flow. A better approach would be to set 30mph as the default, with targeted 20mph zones on quieter residential streets or near schools and parks, where lower speeds are genuinely needed.
(o4) Local resident, (Grove, Curtiss)	Object – Introducing a blanket 20 mph limit in areas with low accident rates will not yield measurable safety improvement only drivers frustration. Introducing a blanket 20 mph limit in areas with low accident rates will not yield measurable safety improvement only drivers frustration.
(o5) Local resident, (Grove, Curtiss close)	Object – Waste of public spending enforcing and introducing it Waste of public spending enforcing and introducing it
(o6) Local resident, (Grove, Douglas drive)	Object – It does not make the roads safer. People are more distracted looking around when going 20mph because it is so slow. People ignore most 20mph zones anyway. Stop ruining driving It does not make the roads safer. People are

	more distracted looking around when going 20mph because it is so slow. People ignore most 20mph zones anyway. Stop ruining driving
(o7) Local resident, (Grove, Douglas rd)	Object – This slows down traffic and unnecessarily delays travel times. This slows down traffic and unnecessarily delays travel times.
(o8) Local resident, (Grove, Meadow Close)	Object – 20mph is a waste of money which is not enforced. Leave it as 30mph. Use the money better elsewhere. 20mph is a waste of money which is not enforced. Leave it as 30mph. Use the money better elsewhere.
(o9) Local resident, (Grove, Piper Close)	Object – I understand near the school but not needed on other roads on the estate I understand near the school but not needed on other roads on the estate
(o10) Local resident, (Grove, Piper Close)	Object – I don't believe a blanket 20mph speed limit throughout the estate is the best approach. While reducing speed in residential areas is important for safety, a general 20mph limit can lead to frustration and unnecessary delays, especially on wider, well-designed roads. A more balanced solution would be to keep a 30mph limit on the estate's main streets—where visibility is good and pedestrian activity is lower—and apply 20mph limits on secondary roads, cul-de-sacs, and areas with higher foot traffic. This approach improves safety where it's most needed while keeping traffic flow reasonable. I don't believe a blanket 20mph speed limit throughout the estate is the best approach. While reducing speed in residential areas is important for safety, a general 20mph limit can lead to frustration and unnecessary delays, especially on wider, well-designed roads. A more balanced solution would be to keep a 30mph limit on the estate's main streets—where visibility is good and pedestrian activity is lower—and apply 20mph limits on secondary roads, cul-de-sacs, and areas with higher foot traffic. This approach improves safety where it's most needed while keeping traffic flow reasonable.
(o11) Local resident, (Grove, Piper Close)	Object – I don't think a blanket 20mph speed limit across the entire estate is the right solution. While lower speeds are important in residential areas, applying a 20mph limit to all roads—regardless of traffic type or layout—can be excessive and counterproductive. A more practical approach would be to maintain a 30mph limit on the estate's main roads, where traffic flow is key and pedestrian activity is lower, and reduce the limit to 20mph on side streets and areas with higher footfall. This strikes a better balance between safety and efficient movement.

	<p>I don't think a blanket 20mph speed limit across the entire estate is the right solution. While lower speeds are important in residential areas, applying a 20mph limit to all roads—regardless of traffic type or layout—can be excessive and counterproductive. A more practical approach would be to maintain a 30mph limit on the estate's main roads, where traffic flow is key and pedestrian activity is lower, and reduce the limit to 20mph on side streets and areas with higher footfall. This strikes a better balance between safety and efficient movement.</p>
<p>(o12) Local resident, (Grove, Vickers Way)</p>	<p>Object – According to the UK Department for Transport (2018), reducing speed limits to 20mph in most areas showed no statistically significant decrease in collisions or casualties. Imposing this limit without effective enforcement or traffic-calming measures would likely have minimal impact and result in a poor use of council funds. That money could be better spent on proven safety improvements—such as clearer road markings or zebra crossings near new schools—rather than signage</p> <p>According to the UK Department for Transport (2018), reducing speed limits to 20mph in most areas showed no statistically significant decrease in collisions or casualties. Imposing this limit without effective enforcement or traffic-calming measures would likely have minimal impact and result in a poor use of council funds. That money could be better spent on proven safety improvements—such as clearer road markings or zebra crossings near new schools—rather than signage</p>
<p>(o13) Local resident, (Grove, Whitworth Way)</p>	<p>Object – I am objecting because I believe this will have no impact as proven around grove and Wantage where people don't abide by the speed limit where it can be easily enforced. How will this be enforced and if it isn't there's no point in having a limit. Also to make it easier to walk around the site there are plenty of wide paths which allow this and very nice scenic walks where there aren't roads. The point about making it quieter and reduce emissions will not happen because the road noise will be there for longer and cars aren't designed to drive slowly so the emissions released from natural high revving cars will be worse.</p> <p>What is the point of enforcing this when there's not been a problem. I am objecting because I believe this will have no impact as proven around grove and Wantage where people don't abide by the speed limit where it can be easily enforced. How will this be enforced and if it isn't there's no point in having a limit. Also to make it easier to walk around the site there are plenty of wide paths which allow this and very nice scenic walks where there aren't roads. The point about making it quieter and reduce emissions will not happen because the road noise will be there for longer and cars aren't designed to drive slowly so the emissions released from natural high revving cars will be worse.</p> <p>What is the point of enforcing this when there's not been a problem.</p>

(o14) Local resident, (Grove, Whitworth Way)	Object – It's not enforced anyway. It's not enforced anyway.
(o15) Local resident, (Grove, Woods Road)	<p>Object – No evidence to support lower speed increases safety.</p> <p>The estate is too big, little will pay notice to it, and it will just cause frustration and congestion. No evidence to support lower speed increases safety.</p> <p>The estate is too big, little will pay notice to it, and it will just cause frustration and congestion.</p>
(o16) Local resident, (Grove, Armstrong avenue)	<p>Object – It won't be monitored, waste of taxpayer money installing signs etc</p> <p>A speed limit won't suddenly make a bad driver pay attention</p> <p>Make a real difference and get speed bumps</p> <p>It won't be monitored, waste of taxpayer money installing signs etc</p> <p>A speed limit won't suddenly make a bad driver pay attention</p> <p>Make a real difference and get speed bumps</p>
(o17) Local resident, (Grove, Arnold way)	<p>Object – 30mph is adequate for the roads in question. Reducing the limit to 20mph is not actually going to address the issue - those drivers who break the speed limit and put others at risk.</p> <p>If the current limit were enforced and regulated better, this would suffice and negate the need to force all drivers who do obey the current limit and drive sensibly, to drive even slower. A reduced limit can lead to more frustration and in turn more situations which lead to poor decisions and reckless driving. 30mph is adequate for the roads in question. Reducing the limit to 20mph is not actually going to address the issue - those drivers who break the speed limit and put others at risk.</p> <p>If the current limit were enforced and regulated better, this would suffice and negate the need to force all drivers who do obey the current limit and drive sensibly, to drive even slower. A reduced limit can lead to more frustration and in turn more situations which lead to poor decisions and reckless driving.</p>

(o18) Local resident, (Grove, Meier Close)	Object – OverreachingOverreaching
(o19) Local resident, (Grove, Whitley)	Object – Will not stop people and the erratic driving. It needs traffic calming through speed bumps or chicanes along with double yellow lanes to prevent silly parking that contributes to silly driving.Will not stop people and the erratic driving. It needs traffic calming through speed bumps or chicanes along with double yellow lanes to prevent silly parking that contributes to silly driving.
(o20) Local resident, (Grove, Windsor Street)	Object – Speed is not the issue with road safety on the estate. Money would be better spent to have a bigger impact on safety on initiatives that ensure drivers have clear lines of sight at junctions. At present views are blocked by a plague of cars parked directly on junctions.Speed is not the issue with road safety on the estate. Money would be better spent to have a bigger impact on safety on initiatives that ensure drivers have clear lines of sight at junctions. At present views are blocked by a plague of cars parked directly on junctions.
(o21) Local resident, (Grove - Wellington Gate, Arnold Way)	<p>Object – With the implementation of 20mph speed limits around the estate, this will cause many cars (especially older & automatic cars) to stay in lower gears at higher RPMs causing more pollution & exhaust noise (specifically the modified cars around the estate) alongside introducing yet another annoyance for drivers. I have only ever witnessed 1 accident in the estate, and it was caused by someone driving noticeably under the posted 30mph speed limit.</p> <p>I understand that in some areas it would make sense to lower the speed limit, such as outside the new schools, but for the vast majority of the roads in the development, it makes no logical or financial sense to reduce the speed limits to 20, because almost nobody will obey them.</p> <p>With the implementation of 20mph speed limits around the estate, this will cause many cars (especially older & automatic cars) to stay in lower gears at higher RPMs causing more pollution & exhaust noise (specifically the modified cars around the estate) alongside introducing yet another annoyance for drivers. I have only ever witnessed 1 accident in the estate, and it was caused by someone driving noticeably under the posted 30mph speed limit.</p>

	<p>I understand that in some areas it would make sense to lower the speed limit, such as outside the new schools, but for the vast majority of the roads in the development, it makes no logical or financial sense to reduce the speed limits to 20, because almost nobody will obey them.</p>
<p>(o22) Local resident, (Wellington Gate, Vickers Way)</p>	<p>Object – I am writing to formally object to the proposed imposition of a 20mph speed limit in the area. While I fully support initiatives aimed at improving road safety, I have several concerns regarding the practicality, necessity, and potential unintended consequences of this proposal:</p> <ol style="list-style-type: none"> <p>1. Lack of Evidence for Safety Benefit Available data does not conclusively show that blanket 20mph zones significantly reduce accidents or improve safety in areas where existing speeds are already low and accident rates minimal. Targeted safety improvements at accident hotspots may offer greater impact than a blanket restriction.</p> <p>2. Impact on Journey Times and Local Economy The reduction in speed will increase journey times for commuters, delivery vehicles, and emergency services. This could have knock-on effects on local businesses reliant on timely transport and reduce the efficiency of services. This could also lead to fatigue increasing danger in the low speed areas.</p> <p>3. Enforcement and Public Compliance Without consistent enforcement, the 20mph limit risks becoming widely ignored, undermining respect for road laws. Moreover, inconsistent signage and unclear boundaries can confuse drivers and lead to inadvertent violations.</p> <p>4. Increased Emissions and Noise Pollution Studies have shown that vehicles operating at unnecessarily low speeds in higher-gear engines may produce more pollution due to inefficient driving conditions. This runs counter to environmental objectives.</p> <p>5. Inappropriate for Road Type and Usage The roads affected by this proposal are not high-risk residential streets but are key routes with steady traffic flow. Imposing a 20mph limit on such roads could create frustration, congestion, and potential road rage incidents. I urge the council to reconsider a more targeted, evidence-led approach—implementing lower speed limits only in areas with proven need, such as near schools, parks, or pedestrian-heavy zones, and during relevant hours.</p> <p>Thank you for considering this objection. I am writing to formally object to the proposed imposition of a 20mph speed limit in the area.</p>

	<p>While I fully support initiatives aimed at improving road safety, I have several concerns regarding the practicality, necessity, and potential unintended consequences of this proposal:</p> <p>1. Lack of Evidence for Safety Benefit Available data does not conclusively show that blanket 20mph zones significantly reduce accidents or improve safety in areas where existing speeds are already low and accident rates minimal. Targeted safety improvements at accident hotspots may offer greater impact than a blanket restriction.</p> <p>2. Impact on Journey Times and Local Economy The reduction in speed will increase journey times for commuters, delivery vehicles, and emergency services. This could have knock-on effects on local businesses reliant on timely transport and reduce the efficiency of services. This could also lead to fatigue increasing danger in the low speed areas.</p> <p>3. Enforcement and Public Compliance Without consistent enforcement, the 20mph limit risks becoming widely ignored, undermining respect for road laws. Moreover, inconsistent signage and unclear boundaries can confuse drivers and lead to inadvertent violations.</p> <p>4. Increased Emissions and Noise Pollution Studies have shown that vehicles operating at unnecessarily low speeds in higher-gear engines may produce more pollution due to inefficient driving conditions. This runs counter to environmental objectives.</p> <p>5. Inappropriate for Road Type and Usage The roads affected by this proposal are not high-risk residential streets but are key routes with steady traffic flow. Imposing a 20mph limit on such roads could create frustration, congestion, and potential road rage incidents. I urge the council to reconsider a more targeted, evidence-led approach—implementing lower speed limits only in areas with proven need, such as near schools, parks, or pedestrian-heavy zones, and during relevant hours.</p>
(o23) Local resident, (Grove, Bateman Place)	<p>Partially support – I would gully support if I felt like this was going to make a difference to the current speeds some drivers do but putting up so 20mph signs are just going to be ignored by those who already do not do an acceptable speed for the housing estate.I would gully support if I felt like this was going to make a difference to the current speeds some drivers do but putting up so 20mph signs are just going to be ignored by those who already do not do an acceptable speed for the housing estate.</p>

(o24) Local resident, (Grove, Douglas Drive)	Partially support – N/aN/a
(o25) Local resident, (Grove, Hangar Lane)	Partially support – I believe that the 20 mph speed limit can be part time, the reason for this survey is about the safety of children, which I agree with. However, there are no children outside before 6am and after 10pm at night. There is no reason for it not to be a 20mph between those times and 30mph the rest of the time.I believe that the 20 mph speed limit can be part time, the reason for this survey is about the safety of children, which I agree with. However, there are no children outside before 6am and after 10pm at night. There is no reason for it not to be a 20mph between those times and 30mph the rest of the time.
(o26) Local resident, (Grove, Liberator Lane)	Partially support – Whilst a 20mph speed limit should in theory reduce speed it doesn't, there's currently a 30 mph speed limit and I can assure you the speed that drivers go past my house on Liberator Lane is well in excess of 30mph! Drivers have no regard for a sign there needs to be speed calming measures introduced such as chicanes and speed bumps. I don't like chicanes or speed bumps myself as it can damage cars however the speeds people reach is going to kill someone, especially with a school being erected and due to open wi to in a matter of months. Something needs to be done before someone's seriously hurt. I've witnessed multiple car crashes on my road already, one resulting in the cars bursting into flames!Whilst a 20mph speed limit should in theory reduce speed it doesn't, there's currently a 30 mph speed limit and I can assure you the speed that drivers go past my house on Liberator Lane is well in excess of 30mph! Drivers have no regard for a sign there needs to be speed calming measures introduced such as chicanes and speed bumps. I don't like chicanes or speed bumps myself as it can damage cars however the speeds people reach is going to kill someone, especially with a school being erected and due to open wi to in a matter of months. Something needs to be done before someone's seriously hurt. I've witnessed multiple car crashes on my road already, one resulting in the cars bursting into flames!
(o27) Local resident, (Grove, Lightning way)	Partially support – Putting up signs without enforcement won't make a lick of difference. Properly deployed speed enforcement like speed cushions or traffic calming would slow traffic much more effectivelyPutting up signs without enforcement won't make a lick of difference. Properly deployed speed enforcement like speed cushions or traffic calming would slow traffic much more effectively

(o28) Local resident, (Grove, Maguire Close)	<p>Partially support – It's frustrating how much of Wantage and Grove is already 20mph I agree outside the schools should be 20mph however this will not deter motorcyclists who career down our roads at high speeds. Or the speeding cars who are clearly dealing drugs to residents. Maybe sort out the weed problem on the development before you spend thousands on signage. It's frustrating how much of Wantage and Grove is already 20mph I agree outside the schools should be 20mph however this will not deter motorcyclists who career down our roads at high speeds. Or the speeding cars who are clearly dealing drugs to residents. Maybe sort out the weed problem on the development before you spend thousands on signage.</p>
(o29) Local resident, (Grove, Piper close)	<p>Partially support – Do it around the schools/proposed shops area. People won't follow it so it becomes a waste of money. There is no benefit slapping 20mph zones in places that aren't necessary. As said above I agree with them around schools and high pedestrianised areas Do it around the schools/proposed shops area. People won't follow it so it becomes a waste of money. There is no benefit slapping 20mph zones in places that aren't necessary. As said above I agree with them around schools and high pedestrianised areas</p>
(o30) Local resident, (Grove, Vickers Way)	<p>Partially support – This measure alone will not be enough to stop the problem. Speed bumps with suitable designs should be used too, at the least. This measure alone will not be enough to stop the problem. Speed bumps with suitable designs should be used too, at the least.</p>
(o31) Local resident, (Grove, Whitworth Way)	<p>Partially support – Whilst I broadly support the introduction of a 20mph speed limit. I would like to know how it would be enforced.</p> <p>I believe that speed bumps or physical speed calming measures would be much more effective. I live within the development and not only are the residents far too quick, but the builders and contractors drive dangerously fast for residential roads with children.</p> <p>I'd also like to see a proper give way or signing for the four way junction on Liberator Lane/Arnold Way. Currently there is no pedestrian crossing with the school soon to be built, and cars come at 30+ mph from all sides with no signage to who has the right of way. Whilst I broadly support the introduction of a 20mph speed limit. I would like to know how it would be enforced.</p>

	<p>I believe that speed bumps or physical speed calming measures would be much more effective. I live within the development and not only are the residents far too quick, but the builders and contractors drive dangerously fast for residential roads with children.</p> <p>I'd also like to see a proper give way or signing for the four way junction on Liberator Lane/Arnold Way. Currently there is no pedestrian crossing with the school soon to be built, and cars come at 30+ mph from all sides with no signage to who has the right of way.</p>
(o32) Local resident, (Grove, Station Road)	<p>Partially support – Outside schools etc should be 20mph. A blanket reduction in speed is not necessary. Makes it far too easy for motorists to disregard the limits. Smaller areas of restriction outside schools would mean much more respect for the limit</p>
(o33) Local resident, (Wellington Gate, Liberator lane)	<p>Partially support – I agree liberator lane, cane lane and denchworth road should have this, as people constantly drive like they got their driving licence out of a cereal box. It makes it difficult to park onto my drive on liberator lane when your have absolute idiots racing there.</p>
(o34) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	<p>Support – We support this proposal, because 20mph is the normal and appropriate speed limit for residential streets. It is safer than 30mph and encourages people to walk, wheel and cycle in the streets. This response is from CoHSAT, the Coalition for Healthy Streets and Active Travel.</p> <p>We support this proposal, because 20mph is the normal and appropriate speed limit for residential streets. It is safer than 30mph and encourages people to walk, wheel and cycle in the streets.</p>
(o35) Local resident, (Geove, Wellington Street)	<p>Support – Vehicles drive too fast on the estate and it will not be long before an accident occurs</p>

<p>(o36) Local resident, (Grove, Allen Close)</p>	<p>Support – Cars speed down the Wellington Gate estate and it can often be unsafe to cross the road when big vans parked on the road mean it's hard to see approaching cars. Persimmon have said this is meant to be a sustainable community but I don't see that translating when cars with noisy exhausts rev at all hoursCars speed down the Wellington Gate estate and it can often be unsafe to cross the road when big vans parked on the road mean it's hard to see approaching cars. Persimmon have said this is meant to be a sustainable community but I don't see that translating when cars with noisy exhausts rev at all hours</p>
<p>(o37) Local resident, (Grove, Armstrong Avenue)</p>	<p>Support – Safety of children in the area. Children often play on bikes in the road and outside houses. Cars and vans can drive super quickly down the road and make this unsafe for the children.Safety of children in the area. Children often play on bikes in the road and outside houses. Cars and vans can drive super quickly down the road and make this unsafe for the children.</p>
<p>(o38) Local resident, (Grove, Arnold Way)</p>	<p>Support – I live on the crossroads of Arnold Way/Liberator Lane and witness speeding vehicles that don't even slow down for the crossroads. Many times working from home during the week I hear vehicles sounding their horns. A crossing should be marked, or a roundabout painted on the crossroads to enforce slowing down and giving way to the right.</p> <p>It is mainly the construction traffic vehicles and delivery drivers that are the worst offenders for speeding and not giving way.</p> <p>The road is too smooth and flat since it's been resurfaced, maybe humps to the crossroads would have helped slow things down.I live on the crossroads of Arnold Way/Liberator Lane and witness speeding vehicles that don't even slow down for the crossroads. Many times working from home during the week I hear vehicles sounding their horns. A crossing should be marked, or a roundabout painted on the crossroads to enforce slowing down and giving way to the right.</p> <p>It is mainly the construction traffic vehicles and delivery drivers that are the worst offenders for speeding and not giving way.</p> <p>The road is too smooth and flat since it's been resurfaced, maybe humps to the crossroads would have helped slow things down.</p>

(o39) Local resident, (Grove, Arnold Way)	Support – It'd scary with cars speeding with so many young children walking, learning to cycle and playing on the sides of the roadsIt'd scary with cars speeding with so many young children walking, learning to cycle and playing on the sides of the roads
(o40) Local resident, (Grove, Bateman place)	Support – People driving at ridiculous speeds on this estate, especially when it's got one primary school and currently building anotherPeople driving at ridiculous speeds on this estate, especially when it's got one primary school and currently building another
(o41) Local resident, (Grove, Boston Close)	Support – Lots of young children on the estate. Vehicles driving to quickly with lots of blind corners. It will make whole estate safer for people having to cross the roadsLots of young children on the estate. Vehicles driving to quickly with lots of blind corners. It will make whole estate safer for people having to cross the roads
(o42) Local resident, (Grove, Boston Close)	Support – Safety of children walking to school.Safety of children walking to school.
(o43) Local resident, (Grove, Carlton Close)	Support – We have young children who walk/scoot to school daily on the estateWe have young children who walk/scoot to school daily on the estate
(o44) Local resident, (Grove, Curtiss Close)	Support – When secondary school is complete I am concerned about safety for students on bicyclesWhen secondary school is complete I am concerned about safety for students on bicycles
(o45) Local resident, (Grove, Curtiss Close)	Support – Cars are travelling much too fast already! In addition, a mini roundabout is needed at the Liberator Lane, Douglas Drive, Arnold Way, Dakota Drive crossroads. There is much confusion there and is an accident waiting to happen! Cars are travelling much too fast already! In addition, a mini roundabout is needed at the Liberator Lane, Douglas Drive, Arnold Way, Dakota Drive crossroads. There is much confusion there and is an accident waiting to happen!

(o46) Local resident, (Grove, Dakota Drive)	Support – I love on Dakota drive and the speeds cars drive is so dangerous. I'm worried about pets and children constantly love on Dakota drive and the speeds cars drive is so dangerous. I'm worried about pets and children constantly
(o47) Local resident, (Grove, Dakota drive)	Support – I live on Dakota drive and regularly witness speeding cars in excess of 40mph in the evenings as its a wide straight road absolute lunacy.in my opinion a serious accident is inevitable i....I live on Dakota drive and regularly witness speeding cars in excess of 40mph in the evenings as its a wide straight road absolute lunacy.in my opinion a serious accident is inevitable i....
(o48) Local resident, (Grove, Dakota Drive)	Support – I live on Dakota Drive close to the primary school. The speed people drive up this road is unacceptable and it's an accident waiting to happen! I always drive slow on housing estates anyway as it is common sense and courtesy. I think speed bumps and 20 mph limit is better option I live on Dakota Drive close to the primary school. The speed people drive up this road is unacceptable and it's an accident waiting to happen! I always drive slow on housing estates anyway as it is common sense and courtesy. I think speed bumps and 20 mph limit is better option
(o49) Local resident, (Grove, Dakota Drive)	Support – Cars speed down the road 30mph plus and there are lots of families with children using the road now for school. There will be more when the high school opens. I am worried someone will get run over and seriously injured or killed Cars speed down the road 30mph plus and there are lots of families with children using the road now for school. There will be more when the high school opens. I am worried someone will get run over and seriously injured or killed
(o50) Local resident, (Grove, Douglas Drive)	Support – Long roads and pedestrians are scared to cross as cars speed up and down Long roads and pedestrians are scared to cross as cars speed up and down
(o51) Local resident, (Grove, Douglas drive)	Support – Safety of local children who live there and go to the schools there. It is a new build which means a higher density of houses and tighter turns, leading to more people using the roads. Of its 20mph it makes people's reaction times better therefore fewer accidents or near misses Safety of local children who live there and go to the schools there. It is a new build which means a higher density of houses and tighter turns, leading to more people using the roads. Of its 20mph it makes people's reaction times better therefore fewer accidents or near misses

(o52) Local resident, (Grove, Douglas Drive)	Support – People drive too quickly around the estate and past the school - I am concerned that without additional traffic calming, however, it will have little difference. Also without sufficient road-markings rights of way are not clearly defined People drive too quickly around the estate and past the school - I am concerned that without additional traffic calming, however, it will have little difference. Also without sufficient road-markings rights of way are not clearly defined
(o53) Local resident, (Grove, Douglas Drive)	Support – Making roads safe for we residents. Making roads safe for we residents.
(o54) Local resident, (Grove, Douglas Drive)	Support – We live on an estate where there are a lot of young children walking to and from the primary school site. I believe a 20mph speed limit is required for their safety. We live on an estate where there are a lot of young children walking to and from the primary school site. I believe a 20mph speed limit is required for their safety.
(o55) Local resident, (Grove, Douglas driveox12)	Support – Lots of children, two schools, wide roads, sharp corners with poor visibility. Lots of children, two schools, wide roads, sharp corners with poor visibility.
(o56) Local resident, (Grove, Goddard Way)	Support – Cars drive way too fast around here; there are too many cars, pedestrians and more importantly, children, for the speed limit not to be 20mph. Cars drive way too fast around here; there are too many cars, pedestrians and more importantly, children, for the speed limit not to be 20mph.
(o57) Local resident, (Grove, Hangar lane)	Support – Will make the developent safer Will make the developent safer
(o58) Local resident, (Grove, Hawthorn Crescent)	Support – Many young children playing around lots of cars parked on path , roads and drives Many young children playing around lots of cars parked on path , roads and drives

(o59) Local resident, (Grove, Lancaster)	Support – Safety especially for the children.Safety especially for the children.
(o60) Local resident, (Grove, Lancaster crescent)	Support – Lots of families live on the development and cars drive at unsafe speeds. A speed limit would be the first step which will then need to be supported by traffic calming and enforced.Lots of families live on the development and cars drive at unsafe speeds. A speed limit would be the first step which will then need to be supported by traffic calming and enforced.
(o61) Local resident, (Grove, Liberator Lane)	Support – The speed some cars & motorbikes drive is dangerous & selfishThe speed some cars & motorbikes drive is dangerous & selfish
(o62) Local resident, (Grove, Liberator Lane)	<p>Support – I believe that residential areas should be restricted to 20mph speed limits. However, it is already within law that one should drive suitable to the conditions of the road regardless, there are many who fail to slow in smaller/tighter road irrespective of the implementation of speed restrictions.</p> <p>I fully support the introduction of the restriction on speed in the residential area of Grove Airfield to be 20mph, but do not support the implementation of road artifacts such as chicanes and speed bumps.I believe that residential areas should be restricted to 20mph speed limits. However, it is already within law that one should drive suitable to the conditions of the road regardless, there are many who fail to slow in smaller/tighter road irrespective of the implementation of speed restrictions.</p> <p>I fully support the introduction of the restriction on speed in the residential area of Grove Airfield to be 20mph, but do not support the implementation of road artifacts such as chicanes and speed bumps.</p>
(o63) Local resident, (Grove, Lightning Way)	Support – Road safety, air pollution reduction and consistency with other Oxfordshire housing estatesRoad safety, air pollution reduction and consistency with other Oxfordshire housing estates
(o64) Local resident, (Grove, Lightning Way)	Support – I live on the estate & I want it to be safe for my children to play, ride bikes/scooters, walk to school.I live on the estate & I want it to be safe for my children to play, ride bikes/scooters, walk to school.

(o65) Local resident, (Grove, Maguire Close)	Support – My cat got run over on liberator lane due to a car speeding down the roadMy cat got run over on liberator lane due to a car speeding down the road
(o66) Local resident, (Grove, Martin way)	<p>Support – Supporting- Cars and vans drive down Douglas drive and Norseman way far too fast. The crossroads going straight on to Arnold way is an accident waiting to happen as traffic zooms across without looking.</p> <p>Whilst I support 20mph I wonder whether people will stick to it and how it will be enforced. Speed bumps would be more effective in my opinion.Supporting- Cars and vans drive down Douglas drive and Norseman way far too fast.</p> <p>The crossroads going straight on to Arnold way is an accident waiting to happen as traffic zooms across without looking.</p> <p>Whilst I support 20mph I wonder whether people will stick to it and how it will be enforced. Speed bumps would be more effective in my opinion.</p>
(o67) Local resident, (GROVE, Martin Way)	<p>Support – Its a residential area around school with mamy children around.</p> <p>In addition a clear right of way marking on Douglas & Arnold wpuld help as cars often force their way causing dangerous situation.</p> <p>The right hand rule is often not followed and created high number of near misses.Its a residential area around school with mamy children around.</p> <p>In addition a clear right of way marking on Douglas & Arnold wpuld help as cars often force their way causing dangerous situation.</p> <p>The right hand rule is often not followed and created high number of near misses.</p>
(o68) Local resident, (Grove, Mustang road)	Support – Consistent offenders driving at speed around the entire estate putting everyone (especially children) in danger!Consistent offenders driving at speed around the entire estate putting everyone (especially children) in danger!

(o69) Local resident, (Grove, Mustang road)	Support – Safe roadsSafe roads
(o70) Local resident, (Grove, Norseman road)	Support – Many small residential roads on the estate that people drive in excess of 50 mphMany small residential roads on the estate that people drive in excess of 50 mph
(o71) Local resident, (Grove, Norseman Road)	Support – Lots of children on the estate, there is only going to be more, especially with the secondary school opening in the future. Some cars severely exceed the speed limits already. This should also be said a lot of builders vans pre-8am and post-4pm are breaking the speed limit.Lots of children on the estate, there is only going to be more, especially with the secondary school opening in the future. Some cars severely exceed the speed limits already. This should also be said a lot of builders vans pre-8am and post-4pm are breaking the speed limit.
(o72) Local resident, (Grove, Vickers Way)	Support – Many cars drive much faster than 30mph. There are lots of children that plan on the estateMany cars drive much faster than 30mph. There are lots of children that plan on the estate
(o73) Local resident, (Grove, Vickers way)	Support – I support this speed restriction cars travel too fastI support this speed restriction cars travel too fast
(o74) Local resident, (Grove, Vickers Way)	<p>Support – Many people drive in excess of the 30mph speed limit around the estate, including construction traffic. I believe some other traffic calming measures would be necessary to increase safety on the estate, for example right of way junctions, double yellows to stop parking on junctions, speed bumps. A mini roundabout on liberator lane cross roads will also enhance the safety of road users.Many people drive in excess of the 30mph speed limit around the estate, including construction traffic.</p> <p>I believe some other traffic calming measures would be necessary to increase safety on the estate, for example right of way junctions, double yellows to stop parking on junctions, speed bumps. A mini roundabout on liberator lane cross roads will also enhance the safety of road users.</p>

<p>(o75) Local resident, (Grove, Wellington Gate - Dakota Drive)</p>	<p>Support – Living on Dakota Drive for over four years we've seen many of cars speeding up and down the road. The road leads directly to the primary school and towards the secondary school so is often frequented by children in the mornings and late afternoon as well as many children walking through to the park. The road would benefit from a 20mph speed limit as well as possible speed bumps to slow drivers down. Being a long stretch of flat road it often get used at high speeds which isn't safe, Living on Dakota Drive for over four years we've seen many of cars speeding up and down the road. The road leads directly to the primary school and towards the secondary school so is often frequented by children in the mornings and late afternoon as well as many children walking through to the park. The road would benefit from a 20mph speed limit as well as possible speed bumps to slow drivers down. Being a long stretch of flat road it often get used at high speeds which isn't safe,</p>
<p>(o76) Local resident, (Grove, Whitley Close)</p>	<p>Support – The roads are too small and narrow and the visibility of the compact estate on junctions insufficient to allow fast moving traffic - add in schools, lots of pets (cats) and elderly near by as well as kids playing on the roads and nearby bus stops (with an estate that has a lot of people who don't drive therefore on the pavers etc) it makes sense to keep it slower. It also prevents the creep up to 40mph, excessive noise etc. inadequate parking in the estate means vehicles acting like chicanes and causing issues with visibility- tackling this with double yellow lines as an additional measure is strongly suggested.</p> <p>I'm sick of people already busting 30mph on the estate, taking no regard for anyone but themselves. There was an incident where someone was deliberately trying to mow pet cats down; I believe on one occasion they killed one so I think it helps curb or at least better highlight associated anti social behaviours. The roads are too small and narrow and the visibility of the compact estate on junctions insufficient to allow fast moving traffic - add in schools, lots of pets (cats) and elderly near by as well as kids playing on the roads and nearby bus stops (with an estate that has a lot of people who don't drive therefore on the pavers etc) it makes sense to keep it slower. It also prevents the creep up to 40mph, excessive noise etc. inadequate parking in the estate means vehicles acting like chicanes and causing issues with visibility- tackling this with double yellow lines as an additional measure is strongly suggested.</p> <p>I'm sick of people already busting 30mph on the estate, taking no regard for anyone but themselves. There was an incident where someone was deliberately trying to mow pet cats down; I believe on one occasion they killed one so I think it helps curb or at least better highlight associated anti social behaviours.</p>
<p>(o77) Local resident, (Grove, Whitworth way)</p>	<p>Support – I'm a resident in this area, it's very built up, children playing, dog walkers, walkers, runners even workers around at the moment so I support the 20mph limit as it's a safe speed. I'm a resident in this area, it's very built up,</p>

	children playing, dog walkers, walkers, runners even workers around at the moment so I support the 20mph limit as it's a safe speed.
(o78) Local resident, (Grove, Whitworth Way)	Support – I support but I firmly believe further traffic calming measures are required including the use of speed bumps the signage alone unless with associated action for speed cameras etc will not reduce the speed of motorists.I support but I firmly believe further traffic calming measures are required including the use of speed bumps the signage alone unless with associated action for speed cameras etc will not reduce the speed of motorists.
(o79) Local resident, (Grove, Whitworth way)	Support – It is a residential area so the speed limit needs to be 20mph.It is a residential area so the speed limit needs to be 20mph.
(o80) Local resident, (Grove, Woodgate close)	Support – I am supporting this proposal in the hopes that the slower speed limit will enable me to cross the road without the fear of being knocked over.I am supporting this proposal in the hopes that the slower speed limit will enable me to cross the road without the fear of being knocked over.
(o81) Local resident, (Grove, woodhill drive)	Support – ALL residential areas should fall under the 20 mph proposal for this area. Grove and Wantage though are somewhat confusing when 20's turn to 30's and back again in short distancesALL residential areas should fall under the 20 mph proposal for this area. Grove and Wantage though are somewhat confusing when 20's turn to 30's and back again in short distances
(o82) Local resident, (Grove, Armstrong avenue)	Support – People drive too fast on the estate. Hopefully a reduced speed limit will allow authorities to prosecute those who are not respecting the safety and peace of the local residentsPeople drive too fast on the estate. Hopefully a reduced speed limit will allow authorities to prosecute those who are not respecting the safety and peace of the local residents
(o83) Local resident, (Grove, Arnold Way)	Support – I live on Arnold Way on the development and witness dangerous and inconsiderate speeding everyday. I've witnessed countless near misses and cars going way over 30+ miles an hour down the road.I live on Arnold Way on the development and witness dangerous and inconsiderate speeding everyday. I've witnessed countless near misses and cars going way over 30+ miles an hour down the road.

(o84) Local resident, (Grove, Arnold Way)	Support – Every road is house fronted and lots of kids and animals around the estate. Every road is house fronted and lots of kids and animals around the estate.
(o85) Local resident, (Grove, Douglas drive)	Support – To keep children safe!!!!To keep children safe!!!!
(o86) Local resident, (Grove, Douglas Drive)	Support – Residential area wResidential area w
(o87) Local resident, (Grove, Gloucester place)	Support – People drive dangerously around the estate. Parked cars in the roads everywhere and children playing in the street. There are also no clear white lines so no one knows who has right of way. People drive dangerously around the estate. Parked cars in the roads everywhere and children playing in the street. There are also no clear white lines so no one knows who has right of way.
(o88) Local resident, (Grove, Gloucester Place)	Support – Lots of children, lots of animals, lots of houses and lots of small roads into other small roads. Lots of bumps etc. an accident waiting to happen which it already has a couple of times Lots of children, lots of animals, lots of houses and lots of small roads into other small roads. Lots of bumps etc. an accident waiting to happen which it already has a couple of times
(o89) Local resident, (Grove, Hangar Lane)	Support – I have children and use this route daily to school, I have often seen cars speeding and dangerously driving around the area, cars also do not stop at the cross roads so I personally think zebra crossings there would be a good addition to allow children to cross safely and encourage cars to stop and give way to pedestrians. We do definitely need a 20mph speed limit around the estate as something needs to drastically change. I feel it is only a matter of time especially when the new secondary schools opens before we sadly have a tragedy, therefore if we can implement a lower speed limit and enforce some traffic control systems we can hopefully prevent some future issues occurring. I really hope this will happen. I have children and use this route daily to school, I have often seen cars speeding and dangerously driving around the area, cars also do not stop at the cross roads so I personally think zebra crossings there would be a good addition to allow children to cross safely and encourage cars to stop and give way to pedestrians.

	<p>We do definitely need a 20mph speed limit around the estate as something needs to drastically change. I feel it is only a matter of time especially when the new secondary schools opens before we sadly have a tragedy, therefore if we can implement a lower speed limit and enforce some traffic control systems we can hopefully prevent some future issues occurring. I really hope this will happen.</p>
(o90) Local resident, (Grove, Lancaster Crescent)	<p>Support – We have cats, and the drivers just don't care !We have cats, and the drivers just don't care !</p>
(o91) Local resident, (Grove, Liberator lane)	<p>Support – We live on liberator lane and have young childrenWe live on liberator lane and have young children</p>
(o92) Local resident, (Grove, Martin way)	<p>Support – It is so dangerous as people speed, even near crossing areas. There needs to be an obvious sign where Douglas drive meets liberator road, I have nearly been hit three time, even though my right of way. It's so dangerous - please put up clear signs or an obvious roundabout. Simple resolution. Thank youIt is so dangerous as people speed, even near crossing areas. There needs to be an obvious sign where Douglas drive meets liberator road, I have nearly been hit three time, even though my right of way. It's so dangerous - please put up clear signs or an obvious roundabout. Simple resolution.</p>
(o93) Local resident, (Grove, Martin Way)	<p>Support – 20mph is the correct speed for this area.20mph is the correct speed for this area.</p>
(o94) Local resident, (Grove, Norseman Road)	<p>Support – Because we have kids so we support 20 mphBecause we have kids so we support 20 mph</p>
(o95) Local resident, (Grove, Reeher Place)	<p>Support – People always drive too fast on estates and it's dangerous with children.People always drive too fast on estates and it's dangerous with children.</p>
(o96) Local resident, (Grove, Squadron way)	<p>Support – Some of the roads on Wellington gate feel like a race track. Arnold way and liberator way are awful. The crossroads are dangerous and don't stop at the giveaway. Speed bumps would also help as you have to slow</p>

	down. Some of the roads on Wellington gate feel like a race track. Arnold way and liberator way are awful. The crossroads are dangerous and don't stop at the giveaway. Speed bumps would also help as you have to slow down.
(o97) Local resident, (Grove, Squadron Way)	Support – There are many children on the estate and sooner or later one will be killed if we can't control car speeds. Need traffic calming as well! There are many children on the estate and sooner or later one will be killed if we can't control car speeds. Need traffic calming as well!
(o98) Local resident, (Grove, Squadron Way)	Support – There are many children on the estate and the evidence for greater safety with a 20 mph speed limit is irrefutable. I'd support it on all roads including Arnold way etc. There are many children on the estate and the evidence for greater safety with a 20 mph speed limit is irrefutable. I'd support it on all roads including Arnold way etc.
(o99) Local resident, (Grove, Windsor Street)	Support – Too many cars speeding around the estate especially by the school. Also cars parked on corners of junctions doesn't help either. Too many cars speeding around the estate especially by the school. Also cars parked on corners of junctions doesn't help either.
(o100) Local resident, (Grove, Windsor street)	Support – The speeds in which people drive around the estate are awful. We also need correct signposting of give way signs etc. The speeds in which people drive around the estate are awful. We also need correct signposting of give way signs etc.
(o101) Local resident, (Grove airfield, Arnold way)	Support – People do 40-50 mph down my road where my kids live it's so dangerous People do 40-50 mph down my road where my kids live it's so dangerous
(o102) Local resident, (Grove airfield, Norseman Road)	Support – There seems to be a hard core minority who I believe are breaking the existing speed limit and it may bring the overall speed limit down if the legal speed limit is reduced. There seems to be a hard core minority who I believe are breaking the existing speed limit and it may bring the overall speed limit down if the legal speed limit is reduced.

<p>(o103) Local resident, (Grove Wellington gate, 21 Norsemen Road)</p>	<p>Support – because so many drive around the estate at crazy speeds it is really really badbecause so many drive around the estate at crazy speeds it is really really bad</p>
<p>(o104) Local resident, (Grove Wellington gate, Arnold way)</p>	<p>Support – I live on Arnold way and see kids running across road towards and away from park and I've seen 9 near misses where speeding cars have nearly hit kidsI live on Arnold way and see kids running across road towards and away from park and I've seen 9 near misses where speeding cars have nearly hit kids</p>
<p>(o105) Local resident, (Grove wellington gate, Maguire Close)</p>	<p>Support – Because of the inconsiderate idiots that don't know how to park on the estates, they all park on the corners and bends cars should be going slow as can't see anyone coming and a lot of the time people have walk on the roadBecause of the inconsiderate idiots that don't know how to park on the estates, they all park on the corners and bends cars should be going slow as can't see anyone coming and a lot of the time people have walk on the road</p>
<p>(o106) As part of a group/organisation, (Grove, Wantage, I don't formally represent them in this response but support Wantage & Grove Active Travel group. I live in Glebe Gardens.)</p>	<p>Support – As I understand this proposal it is for a 20mph limit on all roads within the Wellington Gate development, including the more major route(s) through the estate.</p> <p>I strongly support the 20mph sones in all roads through the estate including the more major roads. The latter are still residential streets. There are uni-directional cycle paths along the main route through the estate but they are too narrow (not meeting the specification in LTN 1/20) and are already consistently occupied by parked cars. Furthermore there is currently no plan for a pedestrian crossing outside the secondary school on Liberator Lane. Although this specific omission may (hopefully) be rectified it further illustrates the need for a 20 (rather than 30) mph limit there. The Travel Plan for the Wellington Gate development specifically states in its objective that it aims to "improve the modal split of trips" made by walking, cycling and public transport. These aims are supported by this proposal. The experience of the reduction in speed limits from 30 to 20mph in Wales has clearly shown the significant reduction in deaths and injuries achieved by such a reduced speed limit.</p> <p>My only disappointment is that this is not being proposed for the whole of the Grove residential area. I am both a local resident and a member of the Wantage and Grove Active Travel group.As I understand this proposal it is for a 20mph limit on all roads within the Wellington Gate development, including the more major route(s) through the estate.</p>

	<p>I strongly support the 20mph zones in all roads through the estate including the more major roads. The latter are still residential streets. There are uni-directional cycle paths along the main route through the estate but they are too narrow (not meeting the specification in LTN 1/20) and are already consistently occupied by parked cars. Furthermore there is currently no plan for a pedestrian crossing outside the secondary school on Liberator Lane. Although this specific omission may (hopefully) be rectified it further illustrates the need for a 20 (rather than 30) mph limit there. The Travel Plan for the Wellington Gate development specifically states in its objective that it aims to "improve the modal split of trips" made by walking, cycling and public transport. These aims are supported by this proposal. The experience of the reduction in speed limits from 30 to 20mph in Wales has clearly shown the significant reduction in deaths and injuries achieved by such a reduced speed limit.</p> <p>My only disappointment is that this is not being proposed for the whole of the Grove residential area. I am both a local resident and a member of the Wantage and Grove Active Travel group.</p>
(o107) Local resident, (Grove, Wantage, Meteor Row)	<p>Support – I have witnessed too many cars at reckless speed in the development. Children are playing outside and it is very dangerous. I have witnessed too many cars at reckless speed in the development. Children are playing outside and it is very dangerous.</p>
(o108) Local resident, (Grove, Wantage & Grove Active Travel (WAGAT), Main Street)	<p>Support – I am both a local resident and Chair of the Wantage and Grove Active Travel group. I am also a Trustee of the Cambrian Learning Trust which oversees the new secondary and primary schools on the development. Therefore the safety of children is paramount, as is their comfort and convenience in feeling able to walk, scoot or cycle to and from the schools (and between the schools as St John's Academy is an all-through school).</p> <p>I strongly support the 20mph limits in all roads through the estate including the more major roads. The latter are still residential streets. Although there are cycle paths along the main route through the estate, they are too narrow (not meeting the specification in LTN 1/20) and are already consistently occupied by parked cars. Furthermore there is currently no plan for a pedestrian crossing outside the secondary school on Liberator Lane. Although this specific omission may (hopefully) be rectified it further illustrates the need for a 20 (rather than 30) mph limit there. Please note that this crossing point is where many children will need to cross to get between the secondary and primary school sites.</p> <p>The Travel Plan for the Wellington Gate development specifically states in its objective that it aims to "improve the modal split of trips" made by walking, cycling and public transport. These aims are supported by this proposal.</p>

	<p>The experience of the reduction in speed limits from 30 to 20mph in Wales and elsewhere across the UK and Europe has clearly shown the significant reduction in deaths and injuries achieved by such a reduced speed limit.</p> <p>My only disappointment is that this is not being proposed for the whole of the Grove residential area at this time. I am both a local resident and Chair of the Wantage and Grove Active Travel group. I am also a Trustee of the Cambrian Learning Trust which oversees the new secondary and primary schools on the development. Therefore the safety of children is paramount, as is their comfort and convenience in feeling able to walk, scoot or cycle to and from the schools (and between the schools as St John's Academy is an all-through school).</p> <p>I strongly support the 20mph limits in all roads through the estate including the more major roads. The latter are still residential streets. Although there are cycle paths along the main route through the estate, they are too narrow (not meeting the specification in LTN 1/20) and are already consistently occupied by parked cars. Furthermore there is currently no plan for a pedestrian crossing outside the secondary school on Liberator Lane. Although this specific omission may (hopefully) be rectified it further illustrates the need for a 20 (rather than 30) mph limit there. Please note that this crossing point is where many children will need to cross to get between the secondary and primary school sites.</p> <p>The Travel Plan for the Wellington Gate development specifically states in its objective that it aims to "improve the modal split of trips" made by walking, cycling and public transport. These aims are supported by this proposal. The experience of the reduction in speed limits from 30 to 20mph in Wales and elsewhere across the UK and Europe has clearly shown the significant reduction in deaths and injuries achieved by such a reduced speed limit. My only disappointment is that this is not being proposed for the whole of the Grove residential area at this time.</p>
(o109) Local resident, (Grove, Wellington Gate, Meier Close)	<p>Support – I'm fed up of cars speeding past my windows and the noise of them. Speed bumps are required to slow people down on Armstrong Avenue! Someone is going to get killed. I'm fed up of cars speeding past my windows and the noise of them. Speed bumps are required to slow people down on Armstrong Avenue! Someone is going to get killed.</p>
(o110) Local resident, (Grove/Wantage, Bateman Place)	<p>Support – There are a lot of children on the estate and with 2 schools also now on the estate a lot more children and cars will be here. Some people seem to use the straightest roads (and even some of the smaller roads) as race courses.</p>

	<p>Is it possible to let us know if and when there will be whitelines painted at the junctions in particular the main ones at Liberator Ln/Douglas Dr/Dakota Dr/Arnold Wy and at Dakota Dr/Sentinel St/Stanley Hall Rd as there is a lot of confusion as to has the right of way at these types of junctions. Thanks. There are a lot of children on the estate and with 2 schools also now on the estate a lot more children and cars will be here. Some people seem to use the straightest roads (and even some of the smaller roads) as race courses.</p> <p>Is it possible to let us know if and when there will be whitelines painted at the junctions in particular the main ones at Liberator Ln/Douglas Dr/Dakota Dr/Arnold Wy and at Dakota Dr/Sentinel St/Stanley Hall Rd as there is a lot of confusion as to has the right of way at these types of junctions. Thanks.</p>
(o111) Member of public, (Oxfordshire, Liberty close)	Support – Because I've had my car clipped twice by people driving Irrationally and additionally had to go out my way to avoid getting knocked over by boy racers Because I've had my car clipped twice by people driving Irrationally and additionally had to go out my way to avoid getting knocked over by boy racers
(o112) Member of public, (Steventon, Milbank Way)	Support – To hopefully prevent the dangerous driving that happens in the area To hopefully prevent the dangerous driving that happens in the area
(o113) Member of public, (Wanborough, Redlands Way)	Support – Safer on a new development where there is many young families Safer on a new development where there is many young families
(o114) Local resident, (Wantage, Fitzwaryn Place)	Support – The speed vehicles drive on this estate is significant, all 3 of my children go to St John's primary and walking to school fill me with fear. The lack of road markings at junctions and lack of any traffic calming measures is worrying. The speed vehicles drive on this estate is significant, all 3 of my children go to St John's primary and walking to school fill me with fear. The lack of road markings at junctions and lack of any traffic calming measures is worrying.
(o115) Local resident, (Wantage, Foliat Drive)	Support – This is a very reseidential area and it's important to keep it as safe as possible for all road users. I usually travel by foot or pushbike and would like to see active transport encouraged as much as possible, with the roads safe and quiet. I would hope that steps are taken to make sure active transport is actively encouraged too. This is a very reseidential area and it's important to keep it as safe as possible for all road users. I usually travel by foot or pushbike

	and would like to see active transport encouraged as much as possible, with the roads safe and quiet. I would hope that steps are taken to make sure active transport is actively encouraged too.
(o116) Local resident, (Wantage, Liberator lane)	Support – People are speeding through the estate. Plenty of children playing around or riding bikes, accident is just a matter of time. 20 MPH limit should also be supported by speed limiting bumps. Main crossing signing is shocking and lines are missing on the roads. People are speeding through the estate. Plenty of children playing around or riding bikes, accident is just a matter of time. 20 MPH limit should also be supported by speed limiting bumps. Main crossing signing is shocking and lines are missing on the roads.
(o117) County Cllr, (Wantage, Wallingford st)	Support – Proven 20s slow traffic in built up areas keeping people safe Proven 20s slow traffic in built up areas keeping people safe
(o118) Local resident, (Wantage, Douglas Drive)	Support – Drivers are driving dangerous and fast. Lots of kids are currently there, running and playing which is normal! It's just dangerous to drive fast Drivers are driving dangerous and fast. Lots of kids are currently there, running and playing which is normal! It's just dangerous to drive fast
(o119) Local resident, (Wantage, Whitworth Way)	Support – Slower cars, less noise, safe. Needs proper enforcement. Slower cars, less noise, safe. Needs proper enforcement.
(o120) Local resident, (Wantage grove, Dakota drive)	Support – Constantly people speeding up and down Dakota drive scared one day my kids will get hurt and it will happen 1 day with some drivers around here Constantly people speeding up and down Dakota drive scared one day my kids will get hurt and it will happen 1 day with some drivers around here
(o121) Local resident, (Wellington Gate, Armstrong Avenue)	Support – Construction traffic drive too fast and it scary with young children Construction traffic drive too fast and it scary with young children

(o122) Local resident, (Wellington gate, Armstrong Avenue)	Support – Speeding and i had a large crash on the main road in to the estate where the cars become of fire because of someone driving too fastSpeeding and i had a large crash on the main road in to the estate where the cars become of fire because of someone driving too fast
(o123) Local resident, (Wellington gate, Whitworth Way)	Support – I reside on Wellington gate estate, I'm a former police officer , and I am hugely concerned about the amount of cats speeding at all times of day and night. This includes residents taking their own children to school in the morning... and also delivery drivers. I am concerned that a child is going to get hurt or even worse. I was also considering putting signs near my house warning drivers there are young children playing.I reside on Wellington gate estate, I'm a former police officer , and I am hugely concerned about the amount of cats speeding at all times of day and night. This includes residents taking their own children to school in the morning... and also delivery drivers. I am concerned that a child is going to get hurt or even worse. I was also considering putting signs near my house warning drivers there are young children playing.
(o124) Local resident, (Wellington Gate, grove, Adams Row)	Support – I live on the estate and people drive around far too fast. There are young children and animals around that will get hurt if people do not slow downI live on the estate and people drive around far too fast. There are young children and animals around that will get hurt if people do not slow down
(o125) Local resident, (Grove, Arnold Way)	No objection – Because people use Arnold Way as a racetrack and it's very concerning as a resident. We have many young children and cats on the estate and many people who don't know the speed limit it highway code!Because people use Arnold Way as a racetrack and it's very concerning as a resident. We have many young children and cats on the estate and many people who don't know the speed limit it highway code!
(o126) Local resident, (Grove, Horsa close)	No objection – There is no need for a blanket 20 mile an hour zone, I do agree that a 20 mile an hour zone past the schools is a good ideaThere is no need for a blanket 20 mile an hour zone, I do agree that a 20 mile an hour zone past the schools is a good idea
(o127) Local resident, (Grove, Meier Close)	No objection – Supporting as have 2 young children who like to play outdoors but I am a nervous wreck at times when I see the speeds some individuals drive. I worry a child is going to get knocked down on the estate and want to prevent that happening.Supporting as have 2 young children who like to play outdoors but I am a nervous wreck at

	times when I see the speeds some individuals drive. I worry a child is going to get knocked down on the estate and want to prevent that happening.
(o128) Local resident, (Grove, Vickers way)	No objection – I've had many near misses with my children and when they don't stop at the cross roads and almost take out pedestrians, a roundabout could be useful as well. The water is full of families and young children.I've had many near misses with my children and when they don't stop at the cross roads and almost take out pedestrians, a roundabout could be useful as well. The water is full of families and young children.
(o129) Local resident, (Grove- Wellington Gate, Martin Way)	No objection – Traffic in the area does really need to slow down. Some residents and contractors drive incredibly fast. Children are walking home from school and out playing and need to be safe. I as a resident fully support the 20mph zone on the whole estate.Traffic in the area does really need to slow down. Some residents and contractors drive incredibly fast. Children are walking home from school and out playing and need to be safe. I as a resident fully support the 20mph zone on the whole estate.
(o130) Local resident, (Wantage, Denchworth Rd)	No objection – I worry for my Grandchildren's safety playing on that estate, as traffic is very heavy and fast. The main worry is the earth Lorries driving to fast every day from 5am until at least 5.30. Something must be doneI worry for my Grandchildren's safety playing on that estate, as traffic is very heavy and fast. The main worry is the earth Lorries driving to fast every day from 5am until at least 5.30. Something must be done
(o131) Local resident, (Wellington gate, Grove, Gloucester place)	No objection – There are too many cars driving too fast in areas of the estate and when you consider the number of junctions particularly the one where Dakota drive and Douglas drive meet then a serious accident is imminentThere are too many cars driving too fast in areas of the estate and when you consider the number of junctions particularly the one where Dakota drive and Douglas drive meet then a serious accident is imminent

ANNEX 4



Please reply to:
Oxford Bus Company
Cowley House
Watlington Road
Oxford
OX4 6GA

13th June 2025

By email only: christian.mauz@oxfordshire.gov.uk

Attn: Christian Mauz

Senior Officer (TRO and Schemes), Network Management

Director of Environment & Place
Oxfordshire County Council
County Hall
New Road
Oxford
OX1 1ND

Dear Mr. Mauz,

**STATUTORY CONSULTATION – Ref: CM/12.6.235/P032 – Grove Airfield
proposed 20mph Speed Limits**

Thank you for your consultation on this proposal. I refer to the proposed Traffic Regulation Order changes referenced above. I note that these proposals incorporate & supersede those that were advertised in June 2024 for a smaller section of the new estate, but do not impact the proposed one-way restriction which was also promoted then.

Thames Travel (Wallingford) Limited (“Thames Travel”, “TTW”) has considered these proposals very carefully, having regard to the full suite of the County’s current policies. This includes the UK’s among the most ambitious targets in the UK to drive travel behaviour towards walking, cycling and public transport, set out in the County’s Local Transport and Connectivity Plan. This aligns with national transport policy, including that in the National Bus Strategy for England (“NBSE”) “Bus Back Better” (April 2021) which sets a clear expectation that for bus services to present a more relevant and attractive choice over car use, these should become faster, more frequent and more reliable.

We recognise, of course, that difficult tensions exist in the implementation of sustainable transport policies, that often pull in opposing directions. We have always sought to carefully weigh up such tensions, having regard to the wider policy context

and specific local characteristics of the highway in question. However, it is clearly the case that to date, in vigorous pursuit of certain policy goals, the actions of the County Council have demonstrably served in broad terms to make bus services significantly slower, and less reliable.

Thames Travel continues to have fundamental concerns about the blanket imposition of 20mph limits in the County. This includes proposals on extensive stretches of primary street in large urban extensions, intended for use by buses. This must also be viewed within the wider context of extensive application of 20mph limits across almost all the settlements in the County.

In essence, the cumulative effect is to make bus services so slow and unproductive that they become entirely irrelevant, for almost every kind of resident apart from the very frail and visually impaired. Far from making car use less attractive, it makes it more likely that when travel choices are made, the balance of advantage is tipped still further away from bus towards the motor car, or, even worse for safety given the level of serious accidents per person-km travelled, powered microbility, such as mopeds and e- scooters.

Notwithstanding this, having undertaken a balanced evaluation, Thames Travel offers **no objection** in this important instance. This is only because local factors, including the location of the development, the alignment of the primary street as part of the wider bus network, and the longer term delivery of an attractive and efficient bus offer in Wantage and Grove, are not, in our view, fundamentally compromised by these proposals.

However, we urge officers to consider and fully understand the contents of this letter, which have significant implications for parts of the Grove Airfield development, and the future evolution of the bus service offer on the western side of Grove. They also raise important points that have a wider bearing on how large urban extensions and new settlements are effectively served by bus.

Background

Grove Airfield benefits from a consent for up to 2500 dwellings issued in 2017. It is among the largest allocations in the Vale of White Horse Local Plan 2031 Part 1. However, it has been identified in successive statutory development plans as a key strategic site since the 1990s including the preceding Local Plan 2011. It is now delivering new homes at scale and at pace. Detailed consents are now in place for about 1300 dwellings, and about 1000 homes are now occupied.

In effect it represents the second major wave of post-war redevelopment of the former RAF Airfield, which covered substantially all the land west of the Letcombe Brook in Grove.

The area between the brook and the active airfield was redeveloped first, much of it by the UK Atomic Energy Authority for staff housing to support Harwell. This initial master- planned redevelopment was bounded by a new peripheral road on its western edge, known today as Newlands Drive; with a parallel internal distributor road running parallel on a similar north-south alignment today known as Brereton

Drive. In keeping with the design orthodoxy of the day, neither road was intended to serve pedestrian or active travel movements. No direct vehicular access to properties is provided from these roads either. These are purpose designed for motor vehicles, and width and alignment reflects this also. Therefore, they offer direct and efficient routes for buses to use.

To the east of the airfield, the Letcombe Brook has acted as a long-standing “fracture line” along which Grove village historically developed on a linear alignment on the eastern bank. The result is that there are almost no east-west vehicular crossings; and pedestrian and active travel permeability is also quite limited. The development has its own local centre and primary school, reinforcing an inward focus. The brook has tended to sever the initial airfield development from the village core, and the historic main bus route running north-south along the High Street, that has been in existence since before World War 2. In fact this pattern of bus service, biased almost entirely east of the Brook through the old village proved to be very enduring, with very limited provision along Brereton Drive indeed. This was addressed by the diversion of one of the two main bus routes in Grove onto Brereton Drive, only in 2018. This is now operated as Oxford Bus Co. route X1, following a network review led by Oxfordshire County Council in 2021.. The most frequent trunk route to Oxford and Wantage - Stagecoach S9 running every 20 minutes - still runs along Main Street. The shortest walking route from Sentinel Street on the eastern edge of the Airfield development to the Bosley Orchard stops on Main Street is 1200m via a far from legible and direct route. Most homes on the development are, or will be, well over a mile distant.

The exceptionally long period before Breton Drive benefited from a major inter-urban bus service highlights the challenges of effectively serving residential areas with two parallel services, without undermining the quality of service offered overall. In effect, given that service frequency is a critical part of the attractiveness of any bus service, there is a great reluctance to “rob Peter to pay Paul”, leaving each with an equally poor low frequency offer.

Moving on in time, the current Airfield development represents and even larger development, extending substantially further west. Moreover, it should be considered in conjunction with subsequent housing allocations immediately to the north made in the Local Plan Part 1 and 2, that together provide a further 600 dwellings at Monks Farm across three permissions, 200 at Grove Wick Farm, and up to another 600 on land North West of Grove between the Airfield and Denchworth Road. These are all reliant upon construction of a continuous primary street extending from the Airfield development across Denchworth Road, and linking east to the A338 Station Road, referred to as the Grove Northern Link Road (“GNLR”). This is intended to act as the bus route through all these developments. Upon completion it will run through continuous development over a distance of about 3.5km.

The portion of primary street through the Airfield creates a fourth parallel north-south bus route. Splitting finite public transport demand between up to four separate parallel bus route corridors in Grove has long been recognised as a problem by County public transport officers. However, the decision to allocate the Airfield site was made almost 30 years ago, before such considerations would materially influence the development strategy.

It is unclear if even the 4000 or more homes served directly by the GNLR would, on their own sustain more than a single 30-minute frequency local bus service to Wantage and perhaps to Milton Park, Abingdon or Harwell Campus.

It is much more certain that it would never sustain independent demand sufficient to support longer distance services to Oxford or Didcot, which would either duplicate existing services, or end up with a spilt between multiple unattractive low-frequency services.

Rather, to provide such services relies upon a routing that effectively combines demands from a much wider hinterland, combining the Airfield development with existing established development east of Newlands Drive as far as possible.

Importantly, the whole length of GNLR now has planning permission and is notionally deliverable, including the extensive length through the Airfield site covered by the proposed TRO. However, it is very unclear when it will actually be made available. History leads to a conclusion that this may not be until close to, or even after, the final occupation of all dwellings not only on the Airfield, but also on Monks Farm. The use of the primary street by buses on the Airfield looks likely to be a considerable way off, during which time, the current Thames Travel X36 bus service on Newlands Drive, intended initially to be a temporary expedient, is the only option.

The proposals

The proposed order covers almost the entirety of the Airfield development including the primary street and bus route. This runs from the junction and tie-in with Newlands Drive/Denchworth Road, along the streets named, in succession, Liberator Lane, Arnold Avenue, Armstrong Avenue, and Byron Avenue. Just two bus stops are to be installed on this 1600m long stretch.

The northern continuation to the site boundary through Phase 8 will include a third bus stop. It is expected that this too will ultimately be restricted to 20mph, though its straight alignment makes it hard to envisage that this will be generally complied with by personal motorised vehicles of all kinds, including e-bikes and e-scooters.

The street design is such that it involves multiple offsets and displaced priorities. There is a deliberate intent to maximise the number of private driveway crossovers, from which private cars will be reversed onto the primary street, in the same way as on the streets lower down the movement hierarchy. Indeed, apart from a slightly greater carriageway width, there is no material difference between the primary street and the design approach to secondary and tertiary streets. The extensive use of tandem driveways and high car ownership is demonstrably leading to a high level of pressure to park on the primary street. This is further encouraged by the additional width of 1.5m continuous with-flow cycle tracks. However, even with the added carriageway width these offer to be misappropriated by local residents - cars and vans parked on both sides will impinge on the carriageway sufficient to make it hard for two large vehicles to pass.

Cycles therefore even today, need to make regular excursions on and off the tracks. Furthermore, there is already observable high levels of non-compliant use of the tracks, including in the wrong direction, and erratic rider behaviour zig-zagging between the tracks, across the carriageway, responding to the opportunities and obstacles presented to them. Irrespective, it is far from clear that the cycle provision will ever be useable as intended by cyclists due to uncontrolled parking. As such, this provision does not facilitate effective segregation for cycles, and it should be assumed these will generally be in the carriageway. Perversely, this design approach tends to support even higher levels of car ownership and use.

All the above leads us to draw the conclusion that even in free-flowing conditions, it will be practically impossible and certainly inappropriate for buses to materially exceed 20mph. **As such, in this specific instance, the 20mph limit is considered appropriate, in practical terms.**

We should stress, that the design orthodoxy of the GNLR north of Denchworth Road, through Monks Farm, is quite different. Alignment, width and the treatment of built frontage indicates a clear recognition this stretch has a much greater movement function. A 20mph limit here is neither likely to be appropriate, nor credibly effective. Thames Travel will therefore certainly object to any proposed imposition of 20mph limits on the GNLR between Denchworth Road and Station Road, should this be proposed in due course.

The conclusion of Thames Travel

The primary street through Grove Airfield in its design and use, is not considered capable of safely supporting bus operations much above 20mph.

We have a wider fundamental concern, that a combination of this, and the limited hinterland served by the primary street, does not offer a suitable or commercially sustainable bus route, looking at the optimum evolution of the bus network in the wider Grove area, which requires a much greater density of flow to be achieved, on any given route corridor. No more than two parallel route corridors can realistically be commercially sustained in Grove as a whole, for routes serving key destinations beyond Wantage and Grove. One of these certainly should remain Main Street, through the old village.

The primary street through Grove Airfield seems unlikely to be made available for buses for a number of years to come, during which time other forms of travel behaviour will have become established by the majority of residents, as no bus service will have been on offer on the street.

Thus, we offer **no objection** to these proposals.

This is without prejudice to our wider position, which continues to be that primary public transport corridors should only be restricted to 20mph on specific stretches where there is a high congruence with the principles set out in the Stockholm Declaration, and in line with the principles set out in updated National Guidance LTN 01/13 Local Speed Limits (April 2024).

We will separately approach the Council's public transport officers and the Local Planning Authority to consider with us a suitable way forward, having regard to the matters raised in this response.

Yours sincerely,

Managing Director