

Division(s) affected: *Shrivenham*

## **DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT**

**18 JUNE 2026**

### **SHRIVENHAM: TOWNSEND ROAD – PROPOSED ‘SPEED CUSHION’ TRAFFIC CALMING FEATURES**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the construction of three pairs of speed cushion traffic calming features on Townsend Road in Shrivenham, as advertised.**

#### **Executive Summary**

1. This report presents comments received to a statutory consultation – and the subsequent response to objections from County Council Officers – on proposals to construct three pairs of speed cushion traffic calming features on Townsend Road (with one in each carriageway), with each cushion to be 3.5m long & 1.7m wide, and located 75m northeast, and 30m & 80m southwest of the junction with Buckland Drive – as shown in **Annex 1**.
2. The proposals have been put forward as a result of the residential development adjacent to Townsend Road, and will be accompanied by local signage & road-marking improvements, including 'Dragon's Teeth' on approach to the 30mph speed limit terminal, and a solar powered Speed Indicator Device (SID).

#### **Corporate Policies and Priorities**

3. Of the three priorities identified within the newly adopted 'Oxfordshire Strategic Plan 2025-2028' which are listed below, these proposals actively support priority nos.1 & 3:

(1) Greener Oxfordshire – *“We want our communities to enjoy clean air, access to green space, and safe and sustainable ways to move around. This means reducing traffic congestion and investing in public transport, cycling and walking; protecting our natural environment; and helping Oxfordshire respond and adapt to a changing climate.”*

- (2) Fairer Oxfordshire – *“We want all our residents to benefit from the advantages our county has to offer. This means supporting a local economy that benefits everyone; assisting people who face challenges in finding work; making our services as easy to access as possible; and helping communities in need.”*
- (3) Healthier Oxfordshire – *“We want all our residents to be happy, healthy and safe. This means helping children get the best start in life; creating opportunities for young people to reach their full potential; supporting older people to age well and stay independent for as long as possible; and encouraging everyone to make healthy choices.”*

## **Financial Implications**

4. Funding for consultation on the proposals has been received directly from the developer, with the relevant agreements in place for them to also fund implementation if approved.
5. Finance has completed a high-level review of this report. As no financial figures or costings were included, this sign off is limited to confirming that the narrative is reasonable based on the information provided. Service area Officers therefore take responsibility for confirming the funding arrangements, validating the financial position & underlying data independently from Finance.

*Comments checked by:*

*Andrew Price – Interim Business Partnering Accountant*

[Andrew.Price@Oxfordshire.gov.uk](mailto:Andrew.Price@Oxfordshire.gov.uk)

## **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 – Principal Solicitor (Regulatory)*

[Jennifer.Crouch@Oxfordshire.gov.uk](mailto:Jennifer.Crouch@Oxfordshire.gov.uk)

## **Staff Implications**

8. There are no negative staff implications – with the appraisal of the proposals, as well as the consultation process having been undertaken by Officers from the ‘Highway Agreements North’, and ‘TRO & Schemes’ teams as part of their regular day-to-day duties, with no additional or negative impact on capacity expected.

## **Equality & Inclusion Implications**

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

## **Sustainability Implications**

9. The proposals have been put forward to help improve road safety in the area, specifically for more vulnerable road users.

## **Risk Management**

10. No potential significant health and safety or service provision risks, or potentially significant financial impacts have been identified in these proposals.

## **Formal Consultation**

11. Formal consultation was carried out between 26 February and 27 March 2026. A notice was published in the Oxford Times 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, relevant local District Councillors, Shrivenham and Bourton (Faringdon) Parish Councils, and the local County Councillor representing the Shrivenham division.
12. During the course of the formal consultation, 33 responses were received via the online survey, with 14 objections (43%), eight partially supporting/raising concerns (24%), and 11 in support (33).
13. Additionally, a further three emails were received directly – with Thames Valley Police not objecting, Oxford Bus Company raising concerns about the positioning of the cushions within the carriageway, and Oxfordshire Liveable Streets (a not-for-profit campaign organisation) supporting, but raising concerns about the specific form of traffic calming being used on cycle routes.
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. The proposed speed cushions are to be formed from asphalt surface course, which should avoid the majority of noise created from speed cushions. Alternate calming measures have been considered, however these are most suitable due to the constraints of this location. Any required warning signage is to be implemented by the developer prior to sign off.
16. Traffic calming measures are being implemented by the developer, under planning conditions for their site. The works are not being funded by Oxfordshire County Council, and as such are unrelated to general pothole maintenance.
17. The Section 278 works were designed in accordance with a 30mph speed limit, and planning permission was given on this basis – therefore it is not necessarily in the scope for the developer to implement a 20mph speed. Once the works are complete, Officers will monitor the works, and if any further measures are required, the developer will be required to address this.
18. The aim of the cushions is to reduce speeds and address the road safety concerns of all parties. The design of the speed cushions is such that the ramps to front, rear and sides allow for a soft transition between the running lane and the traffic calming. They are designed to be able to be straddled by larger vehicles, including buses & HGVs, and thus reducing the noise and vibration generated by those vehicles. Smaller domestic cars should be travelling at an appropriate speed to navigate the cushions that noise and vibration is minimal, aided by the soft transition ramps.
19. Other options for speed reduction have been considered, but a large number of design and engineering constraints exist that make other solutions unviable.
20. The effectiveness of the cushions and their impact on surrounding properties will be monitored, and it has been agreed for them to be centralised within the running lane to avoid the bus operator needing to over run the opposing side of the carriageway.

**Paul Fermer**  
**Director of Environment and Highways**

Annex(es):                      Annex 1: Consultation plan  
    Annex 2: Consultation responses

Background papers:        n/a  
Other Documents:         n/a

Contact Officer(s): Daniel Mowlem (Engineer – Highway Agreements North)  
Adam Barrett (Technical Lead Engineer – Highway Agreements North)

June 2026

# ANNEX 1

- Notes:**
- Do not scale from this.
  - All dimensions in metres unless otherwise stated.
  - The design speed for Townsend Road is 30mph / 48kph (Manual for Streets 1).
  - All works within the public highway shall be in accordance with the Local Highway Authority's specification for adoptable roads.
  - All road markings affected by the proposed works shall be refreshed at the end of the works to the satisfaction of the Local Highway Authority.
  - All road markings to be in accordance with 'Traffic Signs Regulations and General Directions 2016' and the Traffic Sign Manuals Chapters 1 to 8.
  - Locations of signs to be agreed with the Local Highway Authority.

- Legend**
- Extent of Oxfordshire Council Highway Boundary maintained at the public expense.
  - 60m Visibility Splay to VAS Sign.
  - New raised table / cushion construction.
  - Existing private access drop kerbs.
  - Diagram 1062, 0.6m cushion ramp length. Triangle marking to extend over length of ramp in direction of travel.

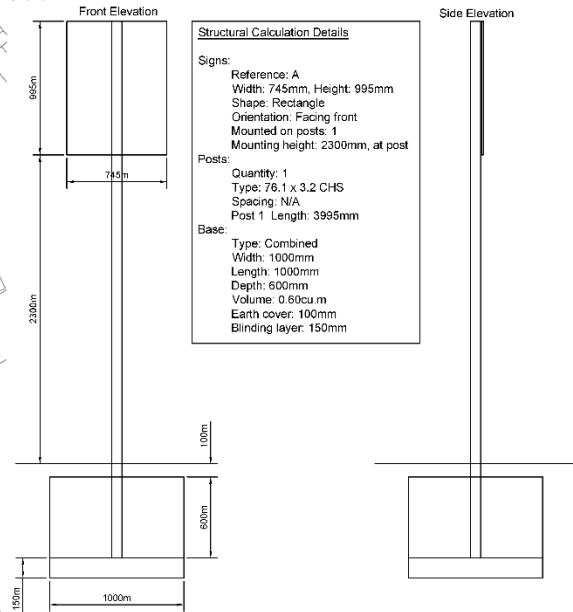
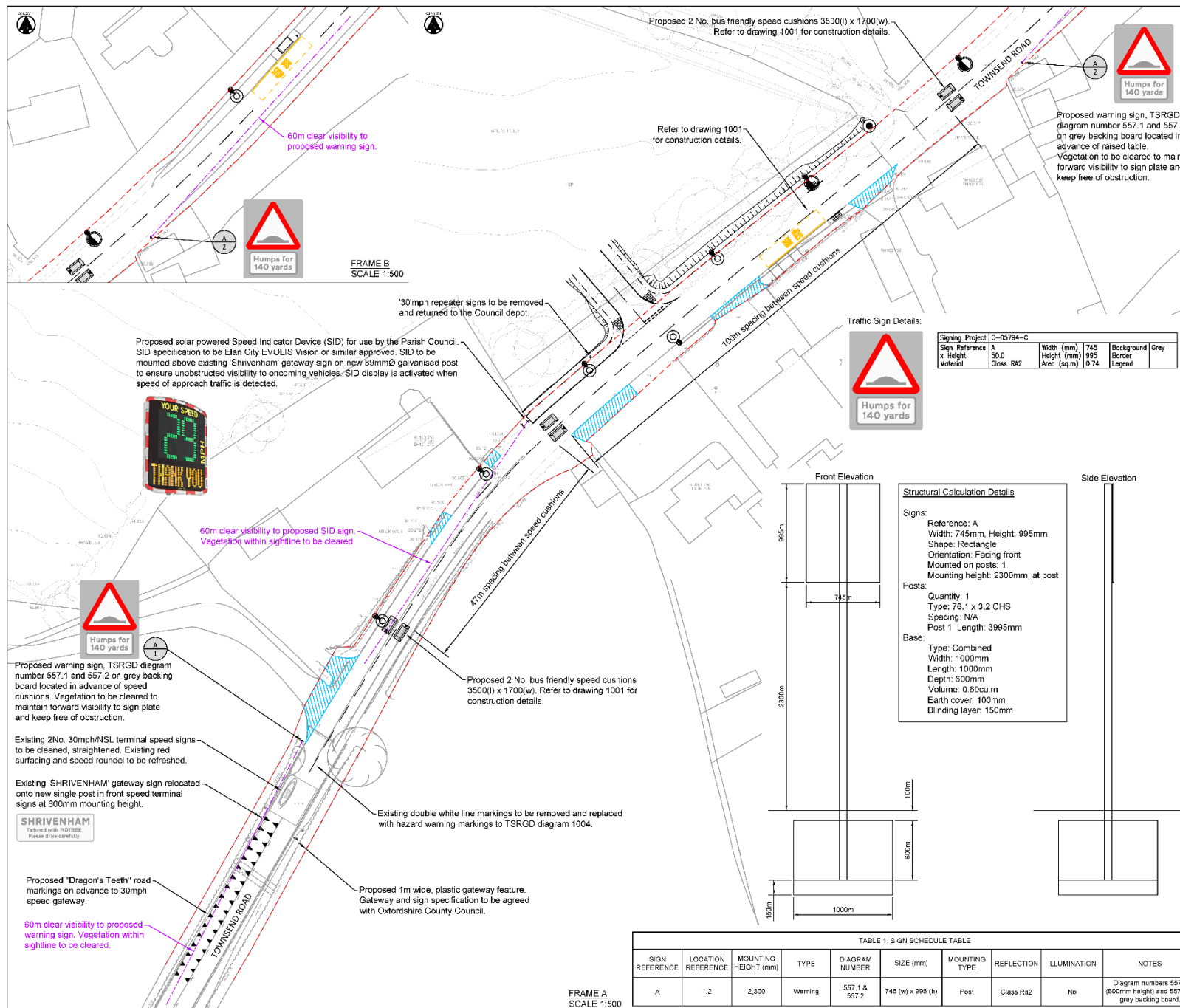


TABLE 1: SIGN SCHEDULE TABLE

SIGN REFERENCE	LOCATION REFERENCE	MOUNTING HEIGHT (mm)	TYPE	DIAGRAM NUMBER	SIZE (mm)	MOUNTING TYPE	REFLECTION	ILLUMINATION	NOTES
A	1.2	2,300	Warning	557.1 & 557.2	745 (w) x 995 (h)	Post	Class Ra2	No	Diagram numbers 557.1 (600mm height) and 557.2 in grey backing board.

REVISIONS

NO.	DATE	DESCRIPTION	BY	CHK	APP
P11	16/03/2024	Original speed cushions reduced as scheme progressed	JD	RAF	JD
P10	07/05/2024	Following RSN 20 revised table ramp gradients approved by 120 m Bus Stop	JD	RAF	JD
P09	26/07/2024	Following RSN 20 revised table ramp gradients approved by 120 m Bus Stop	JD	RAF	JD
P08	13/02/2024	Following RSN 20 revised table ramp gradients approved by 120 m Bus Stop	JD	RAF	JD
P07	16/01/2024	Following RSN 20 revised table ramp gradients approved by 120 m Bus Stop	JD	RAF	JD
P06	03/02/2024	Following RSN 20 revised table ramp gradients approved by 120 m Bus Stop	JD	RAF	JD
P05	25/02/2024	Following RSN 20 revised table ramp gradients approved by 120 m Bus Stop	TW	JD	JD
P04	06/04/2023	Warning signs TSRGD diagram 557.1 and 557.2 added	JD	JD	JD
P03	06/02/2023	Proposed table and associated works removed and replaced with 2 no. raised tables	JD	JD	JD
P02	31/08/2024	Design in accordance with RSN 20 revised table ramp gradients approved by 120 m Bus Stop	FR	J	JD
P01	16/08/2021	Final Issue	JD	RAF	RAF

**Hydrock**

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CLIENT: BOVIS HOMES

PROJECT: TOWNSEND ROAD, SHRIVENHAM

TITLE: PROPOSED TRAFFIC CALMING ALTERATIONS GENERAL ARRANGEMENT

WORK NUMBER: C-05794-C  
 SCALE: 1:500

DATE: 16/03/2024  
 DRAWN BY: S2  
 CHECKED BY: P11

FRAME A  
SCALE 1:500

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>No objection</b> (with concerns) – The road here is used by Stagecoach S6 operating frequently on an inter-urban basis. We are not the operator but notwithstanding I am sure it is right to stress the general principle that the operating efficiency and safety of operation should not be compromised.</p> <p>I note "bus friendly" cushions are specified. The acknowledgement that cushions can pose significant issues to buses is naturally welcome. However the positioning as shown suggests that they will be sited towards the centre of the carriageway - and to straddle them buses will need to position so the offside is over the carriageway centreline.</p> <p>I suggest that this is inappropriate on safety grounds. To maintain correct positioning faced with oncoming traffic would result in the bus approaching the transitions asymmetrically, causing the double deck vehicle to be both vertically displaced and tip towards the nearside quite markedly. This lateral displacement affects the upper deck more severely. At the very least this causes significant discomfort and also stresses the vehicle structure. There will be even bigger risks of damage over time to vehicles if battery electric buses were employed, with batteries positioned under the floor in the chassis structure.</p> <p>As such I don't feel it appropriate to offer a formal objection in this case.</p>
(e3) Local group/organisation, (Oxfordshire Liveable Streets)	<b>Support</b> (with concerns) – In general we object to the use of cushions for traffic calming, because they are dangerous for people cycling. As <u>Cycle Infrastructure Design</u> , LTN 1/20 says: "Cushions are not a preferred form of traffic calming on cycle routes because they constrain the ability of cyclists to choose their preferred position in the carriageway and are particularly hazardous to riders of three wheeled cycles." In this case, however, this is a bus route where there appears to be little likely demand for cycling.

	<p>We urge the county not to use speed cushions as a default traffic calming measure. Sinusoidal traffic humps should be the default on side streets and, where routes carry both buses and cycling, we urge the county to explore alternatives to cushions. Horizontal calming measures such as chicanes, with cycle bypasses, might be one possibility.</p>
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*B. Online responses:*

RESPONDENT	COMMENTS
<p>(o1) Shrivenham Parish Council</p>	<p><b>Object</b> – Shrivenham Parish Council have received several comments and questions from a number of Parishioners about the proposals to introduce speed cushions on Townsend Road in Shrivenham. They include:</p> <ol style="list-style-type: none"> <li>1. The proposal does not take into account the new development of 10 houses on the south side of Townsend Road nor the fact that the bus stop into the village was installed in the wrong location.</li> <li>2. Why this short stretch of Townsend Road is the only part of the village that is not within the 20mph zone? There are now 130+ properties either on this stretch of road or just off it, including 2 (currently unoccupied) from the most recent development whose front doors are very close to the road.</li> <li>3. OCC's website states that 20mph limits are the norm for towns and villages, but that 30mph limits may be appropriate on some town and village roads away from areas of higher pedestrian activity and where the road has higher levels of traffic, especially buses. We would argue that there is no difference in the level of traffic or pedestrian activity on this stretch of Townsend Road to further along it where the 20mph zone already exists (or on any of the other roads that exit the village which are within the 20mph zone).</li> <li>4. Placing speed cushions directly outside residential dwellings will result in noise and vibration day 24 hours per day.</li> <li>5. Some homes along this stretch of road are very old properties of traditional stone construction and without modern concrete foundations. Similar homes in other parts of the village near existing speed cushions have had serious structural problems with residents having to battle the council for years to introduce less damaging</li> </ol>

	<p>solutions. Even now, residents in these older houses along Townsend Road have problems with the vibrations from the ever increasing volumes of heavy traffic coming through the village.</p> <p>6. A reduction in the speed limit to 20mph and the introduction of a 20mph SID will be a much more acceptable solution to speeding along this section of the road.</p>
<p>(o2) County Cllr, (Shrivenham division)</p>	<p><b>Partially support/concerns</b> – Residents are very happy to see a traffic calming proposal, as they have been requesting this for a long time to combat speeding in the village. Residents would also welcome traffic calming on Highworth road, as there is a substantial new housing development there, including a new primary school, and the road goes from national to 20, but cars do not slow down and are regularly caught speeding on this road by the local Speedwatch team. So for children's safety we would also request traffic calming on the Highworth road as well.</p> <p>While residents are happy to see traffic calming on Townsend road, most of the residents who live on Townsend road are really concerned with the type of calming, as the currently existing speed bump causes a lot of noise and vibration to local homes and they have been raising these concerns over the last year and requesting to have it removed. The proposal for speed cushions has most residents worried and in opposition to this solution, as most would prefer a chicane, which requires cars to slow and give way, as this is used on other parts of the village very successfully, including on the bus route.</p> <p>The "plastic gateway" I assume is the white gate you see entering rural villages, and makes it clear there is a speed change. I think this would look very attractive at the entrance of the village, and most residents would be in support of this feature. The solar powered SID is also very welcomed. Some residents are unsure if this map is up to date, as there is a new development on Townsend road which appears missing, and the traffic calming would need to ideally occur before the first houses in the village.</p>
<p>(o3) Local resident, (Shrivenham, Catherine Close)</p>	<p><b>Object</b> – Would rather the monies used to properly repair and resurface the terrible roads and pavements.</p>
<p>(o4) Local resident, (Shrivenham, Berens Road)</p>	<p><b>Object</b> – Not necessary in this position, and the money would be far better spent addressing the appalling state of the roads in and around Shrivenham. As a cyclist I regularly take my life in my hands attempting to avoid the crevices and potholes that litter our roads</p>

<p>(o5) Local resident, (Shrivenham, Cozens Grove)</p>	<p><b>Object</b> – U do not feel it is a priority, we're quite fortunate that we don't suffer 'boy racers' tearing up and down that road.</p> <p>What we do have an issue with and a serious accident waiting to happen; are the horrendous potholes on Shrivenham</p> <p>They're craters which are damaging vehicles!!!</p>
<p>(o6) Local resident, (Shrivenham, Stainswick Lane)</p>	<p><b>Object</b> – I would like to see money spent filling pot holes to make the roads safe before it is spent on dragons teeth and speed humps.</p>
<p>(o7) Local resident, (Shrivenham, Faringdon Road)</p>	<p><b>Object</b> – This seems an unnecessarily and costly proposal. Surely one set of humps is sufficient as on other access roads to the village. There is already too much signage and traffic restriction for this village and the money saved be better spent on road resurfacing.</p>
<p>(o8) Local resident, (Shrivenham, High Street)</p>	<p><b>Object</b> – Spend funds on fixing appalling road surfaces rather than this ninsense.</p>
<p>(o9) Local resident, (Shrivenham, Stainswick Lane)</p>	<p><b>Object</b> – There are many bumps and holes in our roads. More bumps mean more maintenance costs and car damage. I regularly drive on this stretch of road and have never seen a dangerous incident. I suggest local money would be better spent on the Highworth Road by Shrivenham Primary School. More widely, the A420 should be the focus if improving road safety and reducing life changing accidents is what really matters.</p>
<p>(o10) Local resident, (Shrivenham, Vicarage Lane)</p>	<p><b>Object</b> – The moneys spent on this traffic calming scheme would be much better spent fixing the pot holes and bad pavements in the village.</p>
<p>(o11) Local resident, (Shrivenham, High Street)</p>	<p><b>Object</b> – before any money is spent on new schemes it would be far better to sort out innumerable potholes in and arorund the village - ridiculous to start this without addressing that.</p>

<p>(o12) Local resident, (Shrivenham, Buckland drive)</p>	<p><b>Object</b> – Instead of putting road calming system tha cause additional damage to tires why don't you spend money on fixing the roads all around?</p>
<p>(o13) Local resident, (Shrivenham, Townsend Road)</p>	<p><b>Object</b> – I am a resident of a property immiately adjacent to the proposed traffic calming. I have serious concerns and object to the proposal.</p> <p>The plans are based on years old drawings which do not show all the current housing in the area or the correct positions of all the dropped kerbs (for instance at the entrance to the site granted planning permission in principle P24/V1017/PIP), bus stops, etc. They would place speed cushions right outside residential dwellings resulting in noise and vibration day and night. Our home in particular is an old property of traditional stone construction and without modern concrete foundations. Similar homes in other parts of the village near existing speed cushions have been having structural problems with residents having to battle the council about it for quite some time. Even in homes of more modern construction, local residents near speed cushions complain about the noise and vibration. As it is, we already feel vibrations from the ever increasing volumes of heavy traffic coming through the village.</p> <p>The original plan for traffic calming in this area dates from several years ago and they did not go ahead following feedback from local residents. It seems that these plans have now been resurrected without being updated to consider the original feedback or to consider the changes in the village since that time. Specifically, the original plans predate the introduction of a 20mph speed limit throughout the village. It now appears that the speed cushions are designed to slow traffic before it enters the 20mph limit. At all other entrances to the village, the 20mph limit starts well before any residential dwellings so it is difficult to comprehend why the 20mph limit does not cover the area to the West of the junction of Colton Road and Townsend Road. Since the recent developments at the western end of the village, this is now an area with bus stops, including children waiting for the school buses, a busy pavement used by people walking, pushing buggies and using wheelchairs, many dropped kerbs and junctions with cars turning in and out frequently, and even 2 new houses whose front doors are a mere few metres from the edge of the road. We are therefore wondering why this area is not covered by the 20mph limit that benefits other local residents, as well as concerns about the structural implications and noise from the speed cushions.</p> <p>From the Oxfordshire County Council website, it is clear that the council places great importance on its initiative to introduce 20mph limits in residential areas and reduce road casualties in the county. With the extension of the</p>

	<p>residential area of the village to the West it would seem a more appropriate approach to move the 20mph limit out to where the current 30mph limit starts and place any necessary traffic calming leading into that area.</p>
<p>(o14) Local resident, (Shrivenham, Charlbury Road)</p>	<p><b>Object</b> – This work needed; any money to spent on this should be spent on repairing the potholes and rough road surfaces across the village at its surrounding areas e.g. Highworth Road and between Longcot and Fernham. This war on the motorist (including on the law abiding needs to stop)!</p>
<p>(o15) Local resident, (Shrivenham, Townsend Road)</p>	<p><b>Object</b> – We strongly agree that traffic calming measures are needed for this short stretch of road, which is mostly used for acceleration/deceleration between the 20mph zone in the village and the 60mph zone outside the village, but do not agree with the current proposals.</p> <p>These proposals use old maps, which do not include the new builds at the end of the village on the south side of Townsend Road (including 2 currently unoccupied properties whose front doors are very close to the road) or the development which has recently been approved (P24/V101/PIP and P25/V2787/TDC). The bus stop on the north side of Townsend Road heading into Shrivenham was also installed in the wrong location (and is now directly opposite our driveway) - meaning that any buses pulling away from the stop would almost immediately have to go over the speed bumps.</p> <p>We are also concerned about the potential impact to our property by having speed bumps directly outside it. Our property already shakes when heavy loads go past (even if not travelling at speed), and we are aware of the negative impacts some other village residents have had when speed bumps have been installed outside their properties. Our driveway is about 1m below the level of the road at the proposed point of installation, and we are not aware what the structural implications for our property might be, or if this has even been considered by the council.</p> <p>We're also not clear why 3 sets of speed bumps need to be installed when there are no more than two on any of the other roads into or out of Shrivenham.</p> <p>This section of road is the only area of the village that is not included in the 20mph zone, and we are contacting our parish council about the possibility of extending this, as a more appropriate approach to traffic calming. If that is implemented then the speed bumps would be more effective outside the village, as per every other road into Shrivenham.</p>

(o16) Local resident, (Shrivenham, Fairthorne Way)	<b>Partially support/concerns</b> – This is overkill. One or, at the most, two should suffice
(o17) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	<p><b>Partially support/concerns</b> – We have concerns about the 'speed hump aspect of these proposals, and support other aspects.</p> <p>Speed humps are an ineffective form of speed control, as you will observe at any current installation.</p> <p>They are also hazardous to people cycling in two ways. 1. They constrain cyclists from choosing the 'primary' position on the carriageway, which may be relevant on this road. 2. They can destabilise three wheeled cycles. Cosequently, the national guidance, LTN 1/20 concludes (para 7.6.8) "Cushions are not a preferred form of traffic calming on cycle routes".</p> <p>For the western-most two humps, west of Buckland Drive, this might not be considered a cycle route as it only connect to the A420. But for the east hump, this is on the route from Buckland drive to the village centre, and this should be considered a potential cycle route. Therefore the east-most hump should be as described in LTN 1/20, fully across the centre of the carriageway, but with 1.5m cycle 'bypasses' each side.</p>
(o18) Local resident, (Shrivenham, Catherine Close)	<b>Partially support/concerns</b> – As part of the very active Speedwatch Team in shrivenham and whilst there are issues with speeding traffic in this spot it is by no means the worst access point into/out of the Village as shown by all the data provided by the Community Speedwatch Team to TVP. Perhaps consideration needs to be given for other routes as well e.g Highworth Rd, Longcot Road, Faringdon Road and further along Townsend Road as borne out by the data.
(o19) Local resident, (Shrivenham, Orchard View)	<b>Partially support/concerns</b> – Noise and vibration disruption that the existing 'hump' by The Green, suggests that the design is wrong. The installation of the correct design and signage for this NEW proposal needs to be right. In addition, whilst putting in the new cushions, consideration of correcting the existing measures at The Green are

	<p>sought. The 'hump' was originally intended as a Zebra Crossing, but as this was never fulfilled, adequate signage, warning and visibility of the 'hump' results in noise and vibration disruption to residents of The Green.</p>
<p>(o20) Local resident, (Shrivenham, Charlbury Road)</p>	<p><b>Partially support/concerns</b> – I have witnessed fast vehicles there and anything to calm the traffic has to be a good thing. But .... before considering traffic calming measures PLEASE MEND ROAD POTHOLES. Shrivenham is disgusting in places re potholes and some pavements fare no better. I have mobility issues and walking around can be problematic. As for driving. When it rains .... where are the potholes..... I do my best to avoid ALL puddles but not always succesfully. As much as I agree with the calming measures I would far rather than money spend on repairing the roads .... by repair I mean seriously repair not just a cover up so in a few months time the pot holes come back.</p>
<p>(o21) Local resident, (Shrivenham, Stainswick Lane)</p>	<p><b>Partially support/concerns</b> – It depends what type of traffic calming is being planned - is it humped in the road, restricted access (single lane zone).</p> <p>My serious anger is aimed more with the state of the roads - potholes everywhere. The road from Shrivenham to Fernham is a death trap. The A420 people need to swerve to miss them. Please do something that benefits residents not gives more restrictions. We have 20mph speed limits already at great cost to us tax payers.</p>
<p>(o22) Local resident, (Shrivenham, Cozens Grove)</p>	<p><b>Partially support/concerns</b> – I am a local resident.I fully support traffic calming on Townsend Road and throughout the Village.</p> <p>I regularly, if not daily witness vehicles speeding along this stretch. Buses, tractors, cars and lorries all speed. It is unsafe and discourages active and sustainable travel. I don't like walking with children along here. I have reviewed the pros and cons for chicanes and speed cushions. In this case, I would have liked to see chicanes.</p> <p>Buses are one of the vehicles I very regularly witness speeding, sometimes quite significantly. Speed cushions will do very little to reduce this.</p>

<p>(o23) Local resident, (Shrivenham, The Green)</p>	<p><b>Support</b> – 100% support this. The current hump in Townsend road shakes me awake in bed at night when heavy traffic goes over it, so share the pain around and disturb the sleep of other residents too.</p>
<p>(o24) Local resident, (Shrivenham, Townsend Road)</p>	<p><b>Support</b> – I recently timed a car at 56mph going west on Townsend Road in the 30mph section! At night the limit is disregarded by 50% of drivers. With a further development of the bungalows by Acorn Way and limited access/egress visibility, there is a greater need to ensure speed limit compliance.</p>
<p>(o25) Local resident, (Shrivenham, Townsend Road)</p>	<p><b>Support</b> – Most traffic ignores the speed limits in and out of the village. With all the new housing in Townsend Road, and the proposed new houses at Acorn Way which will have a limited access and exit, there is a need for this traffic calming. Speeding has ALWAYS been a problem on Townsend Road so anything that will reduce that will be welcome.</p>
<p>(o26) Local resident, (Shrivenham, Townsend Road)</p>	<p><b>Support</b> – In favor of managing speed of vehicles approaching Shrivenham and exiting, in order to provide a safe environment for road users, pedestrians and residents.</p>
<p>(o27) Local resident, (Shrivenham, Cleycourt Road)</p>	<p><b>Support</b> – Traffic often speeding as entering the village</p>
<p>(o28) Local resident, (Shrivenham, The Green)</p>	<p><b>Support</b> – I live off Townsend road and the speeding cars all day long are dangerous. Especially with school bus drop offs it's dangerous for the children to cross the road without risking being hit by a speeding driver</p>
<p>(o29) Local resident, (Shrivenham, Vicarage Lane)</p>	<p><b>Support</b> – Traffic comes much too fast through the village, ignoring the 20 mph limit. The same should be applied to the Longcot road entrance to the village, where there is no pavement, yet the footpath starts on the corner. The lack of visibility, junctions, pedestrians and dogs, combined with the high speed of vehicles entering from this direction is dangerous and likely to result in an accident</p>

<p>(o30) Local resident, (Shrivenham, Cozens Grove)</p>	<p><b>Support</b> – Completely support the traffic calming measures, majority of vehicles speed during this section of 30mph going a lot quicker than 30mph - buses, vans / trucks, tractors &amp; cars.</p> <p>This makes walking into the high street very uneasy especially with young children and also makes exiting the estate harder.</p> <p>I think a speed gate may work better than cushions as buses will likely ignore the cushions due to the lack of impact on the larger vehicle</p>
<p>(o31) Local resident, (Shrivenham, Cozens Grove)</p>	<p><b>Support</b> – Because cars still enter the village 30 mph zone at speeds far greater and any measures to reduce speeds should be welcomed.</p>
<p>(o32) Local resident, (Shrivenham, Cozens Grove)</p>	<p><b>Support</b> – The traffic going through the village is still.yoo fast</p>
<p>(o33) Local resident, (Shrivenham, Cozens Grove)</p>	<p><b>Support</b> – As well as improving road safety. It's a requirement of having our roads adopted.</p>