

Division(s) affected: *Drayton, Sutton Courtenay & Steventon*

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

**23 APRIL 2026**

### **STEVENTON/ MILTON HEIGHTS: A4130 – PROPOSED TRAFFIC & HIGHWAY IMPROVEMENTS**

**Report by Director of Environment and Highways**

#### **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

Approve the following measures, as advertised:

- (a) **30mph speed limits on the A4130 west of A34 Milton Interchange & the B4017 Steventon Hill north of its junction with the A4130.**
- (b) **Bus Lanes on the A4130 eastbound carriageway between its junctions with the B4017 Steventon Hill and the A34 Milton Interchange.**
- (c) **'No U-Turn' restrictions for westbound traffic on the A4130 west of the A34 Milton Interchange, at its signalised junctions with Trenchard Avenue, and the B4017 Steventon Hill.**

#### **Executive Summary**

2. This report presents responses received to a statutory consultation on proposals to introduce a number of traffic measures in the Milton Heights area, including: a) reduced 30mph speed limits on the A4130 & B4170 Steventon Hill, b) new Bus Lanes on the A4130 eastbound carriageway (with exemptions to include for cycles, emergency services, and Taxi & private hire vehicles), and c) 'No U-Turn' restrictions for westbound traffic (i.e. travelling from the A34 Milton Interchange) at the signalised junctions with Trenchard Avenue & the B4017 Steventon Hill – as shown in **Annex 1**.
3. The proposals have been put forward in order to help facilitate the delivery of the 'A4130 Steventon Lights integrated transport scheme'. The 'A4130 Steventon Lights' integrated transport scheme, seeks to provide improved bus journeytime savings and reliability, enhanced walking and cycling facilities, and support the growth in both housing and employment in the Science Vale area. The area will see significant growth in housing and employment in the coming

years and investment is needed now so that the transport network can meet the demands.

## Corporate Policies and Priorities

4. 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

5. Funding for consultation on the proposals (and implementation if approved) has been provided by 'City Deal' and 'Housing and Growth Deal' funding, as well as additional 'Section 106' contributions.
6. 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*

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## Legal Implications

7. 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.
8. 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)*

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## 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 'Infrastructure Delivery', 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

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

## Sustainability Implications

10. The proposals have been put forward as the area will see significant growth in housing and employment in the coming years, and investment is needed now so that the transport network can meet the demands of the future. The aims of the integrated transport scheme are to:
  - facilitate improvement to public transport
  - provide suitable infrastructure to encourage the use of sustainable and active travel modes (walking, wheeling, cycling)
  - improve safety for all road users
  - reduce congestion and capacity issues
  - improve journey time reliability
  - facilitate planned growth in the area

## Risk Management

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

## Formal Consultation

12. Formal consultation was carried out between 04 February and 06 March 2026. A notice was published in the Oxfordshire Herald 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, Milton, and Steventon Parish Councils, and the local County Councillor representing the Drayton, Sutton Courtenay & Steventon division.
13. During the course of the formal consultation, 70 responses were received via the online survey, and these are summarised in the table below:

Proposal	Object	Concerns / Partial support	Support	No opinion /objection
A4130 30mph speed limit	24 (34%)	9 (13%)	36 (51%)	1
B4017 Steventon Hill 30mph speed limit	18 (26%)	10 (14%)	40 (57%)	2
A4130 Bus Lanes	36 (51%)	7 (10%)	18 (26%)	9 (13%)
A4130 'U-turn' restrictions	10 (14%)	3 (4%)	25 (36%)	32 (46%)

14. Additionally, a further two emails were received directly – with Thames Valley Police not objecting, but raising concerns about each of the specific proposals. Oxfordshire Liveable Streets (a not-for-profit campaign organisation) submitted their support, but feel the proposed speed limit reductions do not extend far enough.
15. 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

### Objection/Concern 1: Bus Lane – Lack of Justification and Limited Benefits:

16. A dominant theme is the view that the proposed bus lane offers little benefit. Respondents repeatedly state that buses are infrequent, lightly used for much of the day, and not a material cause of delay. Many argue that a short bus lane

would at best allow buses to bypass stationary traffic briefly before re-joining queues, delivering only marginal journey time savings. Thames Valley Police also question the justification for such a short, isolated bus lane and ask how it would be enforced without placing additional burden on police resources.

17. Some of the objectives of the scheme are to facilitate an improvement to public transport, improve journey time reliability and to facilitate planned growth in the area. The introduction of the bus lanes allows the objectives to be achieved as it provides an uninterrupted pathway for buses at a relatively busy junction, which improves journey time as it is not delayed by regular vehicular traffic in that section of the road.
18. The improvement of journey time would also lead to an improvement of bus frequency and therefore an overall improve to public transport.
19. The introduction of new developments that will bring about an increase in employment and housing prospects in the area as part of future schemes would necessitate additional public transport capacity, which this new bus lane facilitates. It therefore serves to future proof the area and serves a purpose in the wider transport strategy, which may not be apparent currently.

Objection/Concern 2 (Thames Valley Police): Consideration of Holistic nature of speed limit reduction:

20. Thames Valley Police highlighted that the reduction of the speed limit should be applied as part of a broader package of measures and assessed against established criteria, including collision history, road function, geometry, traffic speeds, and the composition of road users. Speed management is most effective when limits are realistic and aligned with the physical characteristics of the road environment.
21. The reduction of the speed limit to 30mph has been considered as part of a wider package of works including the addition of an east-bound bus lane, a west-bound vehicular lane, improved shared use facilities, signalised junctions and additional bus shelters and cycle parking facilities to achieve the following objectives for the area:
  - facilitate improvement to public transport
  - provide suitable infrastructure to encourage the use of sustainable and active travel modes (walking, wheeling, cycling)
  - improve safety for all road users
  - reduce congestion and capacity issues
  - improve journey time reliability
  - facilitate planned growth in the area
22. The reduction of the speed limit is therefore a part of the whole solution to improve the safety of the road network in this area and to prepare it for future developments and has been proposed after consideration of the various established criteria highlighted by Thames Valley Police.

Objection/Concern 3 (Thames Valley Police): Achieving compliance with new speed limits, particularly through sign-only measures:

23. Thames Valley Police note that if a speed limit is perceived as unrealistically low and widely ignored, it can reduce overall safety, undermine respect for speed limits, and disproportionately criminalise drivers. They also emphasise that police enforcement resources are limited and that there should be no expectation of routine enforcement where limits are set without supportive road design measures.
24. Furthermore, there is extensive concern from other residents about the proposed reduction to 30mph, with many respondents also considering it excessively low for the character and function of the A4130 and Steventon Hill. Concerns include the rural or non-residential nature of the road, the absence of frontage development, and the historic operation of the route at higher speeds. Some have highlighted that 40mph has historically worked well and that lowering limits will unnecessarily slow traffic, increase frustration, and undermine respect for speed limits generally.
25. Thames Valley Police highlight that sign-only reductions are unlikely to achieve compliance, that unrealistic limits may increase risk rather than reduce it, and that enforcement resources are limited.
26. OCC believe that the reduction in speed limit from 40mph to 30mph will improve safety for road users as well as fulfil the “Healthier Oxfordshire” priority, which is part of the Oxfordshire Strategic Plan 2025-2028’.
27. Support for the reduction in speed has been significant with over 50% supporting the reduction, which indicates that most road users are of a similar opinion. The reduction to 30mph is seen as realistic and commonplace, with road users not having to drastically change driving habits by reducing their speed by 10mph when travelling through this area.
28. The reduction of the speed limit is also required to improve the safety of the road, particularly when considering that additional elements such as a new bus lane, new shared used facilities, improved active travel and crossing facilities and an additional vehicle lane are to be introduced.
29. There is potential for further enforcement measures such as installation of cameras in the future, that would lead to a reduction in the need for police enforcement resources, which address that concern.

Objection/Concern 4: Impact of speed reduction on traffic flow and journey times:

30. Local residents and businesses have raised concerns that lowering speed limits will worsen congestion and increase journey times. Respondents cite existing delays during works and argue that permanent reductions, especially when combined with other measures such as bus lanes, will further slow traffic with little or no offsetting improvement in flow. Respondents state that the proposals



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

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Delivery)

April 2026



## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<p><b>Concerns</b> – I have a number of concerns with these proposed improvements .</p> <p>Speed Limits: Thames Valley Police welcome the opportunity to engage on plans for road safety improvement and acknowledge that 30mph limits can be a useful tool in road safety. There are other reasons 30 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 new speed 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. 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 (<a href="http://www.gov.uk">www.gov.uk</a>)) 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"> <li>• history of collisions</li> </ul>

	<ul style="list-style-type: none"> <li>• road geometry and engineering</li> <li>• road function</li> <li>• composition of road users (including existing and potential levels of vulnerable road users)</li> <li>• existing traffic speeds (No data provided)</li> <li>• road environment</li> </ul> <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 a substantial number of motorists.</p> <p>Currently there is no development that borders this road marking a 30 mph unrealistic . Greater consideration should be given to a more practical 40 mph remaining and extending throughout Steventon Hill and High Street . There is mention of significant growth in housing ,but not aware any will front on to this route .</p> <p>Bus Lane and Cycle Parking: I currently see no justification for this very short section of Bus Lane with no connections at either end . Should this proposal proceed can I ask what measure are being put in place to adequately enforce it . The burden of any future enforcement must not fall to the Police .</p> <p>There is mention of cycle parking .What security measures will be included to prevent cycle theft in such a remote location . Cycle Theft remains at a high level throughout the County.</p> <p>No U Turn: Again what measures will be in place to enforce this</p>
<p>(e2) Local group/organisation, (Oxfordshire Liveable Streets)</p>	<p><b>Support</b> – We support this scheme, but feel the proposed speed limit reductions do not extend far enough.</p> <p>It is good that an off-carriageway cycle path is being put in along the A4130 between the Steventon High St and Trenchard Ave junctions, but for that to be useful it needs to connect to safe and accessible cycling links at either end. At its eastern end, Trenchard Avenue lacks any cycling infrastructure, so (following LTN 1/20 Figure 4-1) it should be changed to 20mph between the A4130 junction and the foot-cycle path to the interchange.</p> <p>At its western end, this scheme proposes to change the southern end of the B4017 (Steventon High St) to 30mph, but leaves at 40mph a 300 metre stretch between that and Steventon village. Given there is no cycling</p>

	<p>infrastructure here, and this is the main cycle route between Steventon and Didcot, this should also be reduced to 30mph. The carriageway here is wide and in places has central hatching, which encourages higher speeds. Consideration should be given to removing the centre line and putting in a southbound (uphill) cycle lane - or even a bus lane where width allows.</p>
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*B. Online responses:*

RESPONDENT	COMMENTS
(o1) County Cllr, (Oxford, New Road)	<p>30mph on A4130 – <b>Support</b>            30mph on B4017 – <b>Support</b>            Bus Lanes on A4130 – <b>Support</b>            U-turn on A4130 – <b>Support</b></p> <p>Trenchard Avenue should additionally be 20mph up until the A4130 junction - otherwise you've got unsafe infrastructure.</p> <p>The short stretch of 40mph between the 20 of Steventon village and the 30mph of the B4017 should also be 30mph (otherwise you're encouraging drivers to speed up for 300m before breaks again - this does not make sense and runs contrary to vision zero)</p> <p>The original plan was for the left lane southbound on Steventon High Street to be a bus lane. This would be an advantage for both buses and cyclists, especially as it's uphill. if it was dedicated for buses, taxis, and cyclists it would benefit all of those and result in fewer close passes from drivers / safer cycling.</p>
(o2) Local Cllr (Steventon & The Hanneys ward)	<p>30mph on A4130 – <b>Support</b>            30mph on B4017 – <b>Support</b>            Bus Lanes on A4130 – <b>Support</b>            U-turn on A4130 – <b>Support</b></p>

	<p>Very confused about the bus lane as that was already in the original consultation. You will struggle to get a compliant 30mph on steventon hill and have you got the speed watch data off the parish council as it's damping on the hill and before the bridge. The issue is downhill never uphill!</p>
<p>(o3) Local group/organisation, (Oxfordshire Cycling Network &amp; CoHSAT)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>We support these proposals that will make this important section of route safer for people walking, wheeling and cycling.</p> <p>They will also benefit bus reliability, and the safety of all road users. On both the A4130 east-of-lights and B4017 sections there are sections where drivers have a tendency to accelerate and then find themselves approaching traffic stopped in a queue or at a red light, or just a red light. This is a potential hazard.</p> <p>However, we recall that earlier versions of the scheme had a cycle lane or bus lane with cycle permissions uphill on Steventon High Street approaching the lights. This was a major advantage for cyclists as there is a lot of pressure from drivers on the steep hill and a separate lane would relieve this. A bus lane would also relieve this because bus drivers are generally professional and courteous around cyclists, and have the additional bonus of improving bus times and reliability on routes to Didcot.</p> <p>This lane could be long - using the space used for turning refuges for a few houses on the south side of Steventon, which are rarely in use.</p> <p>This proposal also leaves a 'gap' of 40mph on Steventon High St between the proposed 30mph section at the lights, and the existing 20mph section in the village. We think it is more sensible to use this approx. 300 metres as a 'buffer' at 30mph rather than as an 'accelerate-to-40-and-then-sort-of-slow-down-again zone.'</p>
<p>(o4) Local resident, (Abingdon, Francis Little Drive)</p>	<p>30mph on A4130 – <b>No objection/No opinion</b>  30mph on B4017 – <b>No objection/No opinion</b>  Bus Lanes on A4130 – <b>Object</b></p>

	<p>U-turn on A4130 – <b>Partially support/concerns</b></p> <p>I really don't feel that introducing bus lanes is going to give any real benefit to bus services and traffic. The current situation since the work started has created long tailbacks into Steventon Village. It takes over 15 minutes in the morning from the Co-op in Steventon to get to the top of the hill and turn right. That is not going to help buses as they will be stuck in the traffic queue in the village. At least when the traffic lights were there, everything was controlled and the traffic flowed. Now you have cars sitting for a period of time with their engines running and creating more fumes in the village etc.</p> <p>There have already been several accidents at this junction where before, when it was controlled by sensible traffic lights, there was no accidents. At night it is very difficult to see if cars coming up from A34 are going straight over or signalling right to turn into the village as the hill of the road prevents the indicators from being seen clearly as the headlights are higher as on a hill and dazzling drivers.</p> <p>I agree with having a better footpath up and down to Milton but all this work for something that really is not beneficial is a waste of tax payers money. Spend it on fixing the roads which are now so dangerous to drive on due to their state and these current works have not helped as the road area as you leave Steventon hill is now riddled with more potholes.</p>
(o5) Local resident, (Abingdon, Milton Hill)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>The speed limit on the A4130 should reduce post works to max 40mph from B4017 westwards to just past the Packhorse public house. This will make it safer for traffic exiting Milton Hill in both directions</p>
(o6) Local resident, (Abingdon, The Grove)	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p>

	<p>I cycle Steventon Hill almost every day on my commute from Abingdon to Harwell Campus. When Steventon Hill speed limit changed from 60 to 40 it was transformative and it's even better now it's (temporarily) 30. I strongly support the proposals: we need to prioritise bus transport and active travel over private car usage.</p> <p>However, I don't see any reason why private hire vehicles should be allowed to use the bus lane: I'm afraid the drivers are as a collective, notoriously lacking in care around cyclists. Also, I don't see how such an exemption furthers the objective of reducing traffic.</p>
<p>(o7) Local resident, (Didcot, Anderson street)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>30 mph is too slow minimum 40</p>
<p>(o8) As a business, (Didcot, Grange Beck)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>TOTAL WASTE OF MONEY MONEY MONEY - THE IMPACT TO LOCAL BUSINESS WHILST THIS IS BEING DONE - IMPACT TO THE WILDLIFE. SHOULD NEVER BEEN STARTED</p>
<p>(o9) Local resident, (Drayton, Hilliat fields)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Cars speed along that road and if a bus stops the traffic backs up</p>

<p>(o10) Local resident, (Drayton, Holly lane)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Make it a safe accessible walk/cycle route</p>
<p>(o11) Local resident, (Drayton, Holly lane)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>Support</b></p> <p>The implementation of further 30mph limits does not seem warranted and will add to frustration for little benefit.</p>
<p>(o12) Local resident, (Drayton, Manor close)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Concerns on making Steventon hill 30 mph, with it being a steep hill this could prove difficult for some drivers to get up safely</p>
<p>(o13) Local resident, (Drayton, Prior Dv)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Should have priority access for buses at lights up from Stev. Hill and bus lane should extend all way to Milton Interchange ramp and roundabout.</p>

<p>(o14) Local resident, (Drayton, The Green)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Support</b></p> <p>Loving the roundabout at the top of Steventon hill. Can we keep please.</p>
<p>(o15) Local resident, (East Hendred, Chapel Square)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>No need for a bus lane. No need to further slow down traffic, this is not a residential street. The temporary roundabout lets traffic flow and is better than lights.</p>
<p>(o16) Local resident, (East Hendred, Ludbridge close)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Support</b></p> <p>It is already hard and ridiculously time-consuming getting to and from work. The proposed changes will make this significantly worse. It was clearly badly planned. Actually drive it all for yourselves!</p>
<p>(o17) Local resident, (Harwell, Boot lane)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>It's not a good use of money. These ideas are disconnected from the reality of road users and what's going to be benefit to the people using that road.</p>

<p>(o18) Local resident, (Harwell, Chequers end)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Traffic is not halted by buses. Creation of an additional lane makes sound sense. Using that for buses and cycles does not. An additional lane and a shared pavement/cycle path would work well.</p>
<p>(o19) Local resident, (Harwell, Grove Rd)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Partially support/concerns</b></p> <p>No reason to reduce speed limit and you're providing a solution to a problem that didn't exist.</p>
<p>(o20) Local resident, (Harwell, High street)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>Support</b></p> <p>Taking a local interest.</p>
<p>(o21) Local resident, (Harwell, High street)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>Support</b></p> <p>30mph seems excessively slow for the west bound a4130</p>

<p>(o22) Local resident, (Harwell, High Street)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>No bus lane needed. Not a good use of my money. A feeder lane onto A34 northbound at the top of Steventon hill would collect northbound traffic from Steventon, Harwell, Wantage and Grove. Reducing the traffic heading to Milton roundabout making bus journeys to Milton Park and Harwell easy and quicker. Buses are empty after 9.30am to 3.15pm and then by 6pm</p>
<p>(o23) Member of public, (Harwell, Jennings Lane)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>40 is an ideal speed along the A1430 as it has always been and there is no reason to reduce it. This road rarely has "active travel" users on it and if needs be this lowering of the speed limit can be implemented at a later stage if required.</p>
<p>(o24) Local resident, (Harwell, Townsend)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Having reviewed the documentation, I must say this consultation is completely baffling. It is not clear if the overall scheme is being consulted on, or just elements of it. Significant work has already been undertaken on the overall scheme, including extensive vegetation clearance, so I cannot fathom why at this stage people are now being asked whether or not they support core aspects of the scheme such as the Eastbound bus lane.</p> <p>To the extent that the overall scheme is the subject of the consultaton, this has always struck me as a scheme being 'done to' local residents rather than for us. I cannot imagine any local resident has been campaigning for a bus lane in this location. I regularly travel this route and barely ever see buses, let alone buses stuck in traffic. On</p>

	<p>the rare occasions I come across standstill traffic on the Eastbound carriageway it is typically a result of traffic on the A34, so providing a bus lane on this short stretch allows buses to jump the queue a few hundred metres and then rejoin standstill traffic further up. A marginal gain at best, and no gain whatsoever the overwhelming majority of the time when traffic is free flowing.</p> <p>Likewise I can't imagine any local residents who would be in favour of reducing the speed limit along this stretch. If the aim is to increase capacity of the road network, or provide for faster bus journey times, I fail to see how reducing the speed limit achieves either goal. This is a long straight stretch, combined with a gentle bend at the lights. It has no frontages of any kind. Save for the appalling state of the road surface in recent years (repairs presumably delayed due to this scheme), this has always been an ideal stretch of highway on which to make progress.</p> <p>It strikes me as utterly absurd that, upon taking cyclists out of the main carriageway into a dedicated bus lane, the presence of this active travel infrastructure is then used to justify a further reduction in speed limit on the main carriageway. Logic would suggest the speed limit should be increased, not decreased, in these circumstances. There appear to be so many drawbacks to this scheme (not to mention the cost, which I understand to be many millions), I cannot see why a decision has been taken to progress this when the benefits are so obscure.</p> <p>As usual, I am sure the same old active travel fanatics from far-flung parts of Oxfordshire (or beyond) will swamp this consultation, and drown out the voice of local residents such as myself, but in recent weeks as I've been zig-zagging across the roads trying to avoid the millions of potholes, I can't help but wonder how much better our highways could be if there was more focus on maintenance, and less on spurious schemes that none of us asked for.</p>
<p>(o25) Local resident, (Harwell, Harwell village)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>30mph is far too slow  Bus lanes not needed, we need dual lanes for all traffic to and from A34 junction to featherbed lane.  U turns have never been a problem especially with wide bell mouth at Trenchard Ave.</p>

<p>(o26) Local resident, (Milton, Grandy Crescent)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>In favour of reducing speeds.</p>
<p>(o27) Local resident, (Milton, High street)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>It will create even more congestion.</p>
<p>(o28) Local resident, (Milton, Milton village)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Supporting the speed limit however, it needs fly one known the temporary traffic lights that are Currently being used at the new mini roundabout are NOT working efficiently.</p> <p>As a local Milton resident and business owner who frequents in and out of Milton village, Milton heights and Steventon up to 8 times a day I should not have to be allowing up to 45 mins (more in some cases) to cover a previously times 8 minute journey. It's unacceptable.</p>
<p>(o29) Local resident, (Milton, Squire lane)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p>

	<p>Traffic on that road is unacceptably fast enough, these restrictions will make our area safer. As it would be. Thank you for keeping us alive!</p>
<p>(o30) Local resident, (Milton, Comice way)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Decreasing the speed on both roads will create more traffic. They are faster roads, not 30mph!</p>
<p>(o31) As part of a group/organisation, (Milton, Steventon Hill)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Why did OCC go against the recommendation of the Third Party Consultants employed to model the optimum solution? In addition what is the point of a cycle lane that goes nowhere ie at top of Steventon Hill and continuing southbound on the A4130 towards Rowstock. The money would have been better spent maintaining the uneven dangerous roads and footpaths from Milton Interchange to Rowstock. Annually the path is unusable due to vegetation overgrowth , requires users to continuously cross the road to stay on a footpath which is only on one side of the road and alternates from side to side. The drains in the gutters are sunken and dangerous for cyclists causing them to cycle in the middle of the lane.</p> <p>Already OCC are making changes to the design by felling more trees to save money - presumably because the costs have risen. What other changes are OCC considering having already consulted on the proposals and then changing the design after consultation?</p>
<p>(o32) Local resident, (Milton Heights, Grandy Crescent)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Support</b></p>

	<p>We think the bus lanes are a complete waste of money and a huge inconvenience to residents of Milton Heights whilst being constructed. A bus turn in on either side would have been perfectly adequate. We don't believe cycle lanes are going to improve things for cycles because crossing the Milton Interchange is the problem for cyclists and pedestrians.</p> <p>We strongly urge that 30 mph speed proposed from Milton Interchange Westward should be extended beyond Steventon Lights to beyond the junction with Potash Lane/Milton Hill as this is a dangerous turning with poor visibility for vehicles exiting the lane. Also we</p>
<p>(o33) Local resident, (Milton Heights, Mackenzie Avenue)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>No objection/No opinion</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Support</b></p> <p>The bus lane is wholly unnecessary and has and will continue to cause extreme inconvenience and disruption to local residents and is a very poor use of funding. It has destroyed so much nature and habitats. The bus lane is so short it is pointless and presumably the bus will then still need to merge at the interchange, therefore adding to the time taken for commuters to pass down this stretch of road.</p> <p>Preventing U-turns may prevent accidents. I see no issue with the previous speed limits and so view the changes as necessary.</p>
<p>(o34) Local resident, (Milton Heights, Milton Hill)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Support</b></p> <p>The need for a 'bus lane' is the biggest waste of money when there is better funding to make the general road traffic flow between Milton interchange and Steventon hill better. The road down from Steventon hill to Milton interchange is always gridlocked because of the traffic heading to Milton park or the A34. Improve that flow and there wouldn't need to be any bus lanes.</p>

<p>(o35) Local resident, (Milton Heights, Trenchard Avenue)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>Support</b></p> <p>As a resident of Milton heights the amount of disruption this is causing is really not worth it. Beyond rush hour and a34 incidents this road is quiet and I really do not think these adjustments have been necessary. However a 30 mile an hour limit is needed - cars go far too fast along this route.</p>
<p>(o36) Local resident, (Milton Heights, Mitchell Way)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>I live in Milton Heights and think this would make traffic flow better and more safely</p>
<p>(o37) Local resident, (Milton heights, Mitchell way)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Object</b></p> <p>The on going work is causing issues and blacking off Milton heights causing issues for kids and work people being able to get in and out</p>
<p>(o38) Local resident, (Milton Heights, Mitchell Way)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Being a local resident - I don't see the need at all for a bus lane. The bus stops at trenchard avenue are hardly overflowing with passengers.</p>

	<p>If you want to upgrade for access to Milton hill business park, why not make the bus stop next the packhorse more substantial avoiding all of the disruption at steventon light.</p> <p>In support of the 30 mph limit, but that is more down to safety concerns as you turn out of the Milton hill junction at the pack horse heading towards steventon. That bend blind and accident waiting to happen. I think an upgrade hear of a mini roundabout in future would make this safer.</p> <p>The U Turn plan - never seen anyone do it to understand how it will help and prevent future traffic issues. Seems like a plan for planning sake rather than something meaningful.</p> <p>One thing we do agree with the works is the access to a cycle path linking Didcot to Steventon - that is a good call to keep people safer. But you haven't mentioned that!</p>
<p>(o39) Local resident, (Milton Heights, Trenchard avenue)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>This has not been an issue for the last 20 years. Why does it now need £10M spending on it for a issue that doesn't exist?</p>
<p>(o40) Local resident, (Milton heights, Trenchard Avenue.)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I don't care about the bus lanes or the speed limit  I care that my car has to be roadworthy yet the roads are not worthy of my car coming from Steventon telling right at the roundabout, the road is disgusting full of holes falling apart</p>

<p>(o41) Local resident, (Milton Hill (Blaise park), Graydon Close)</p>	<p>30mph on A4130 – <b>Support</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Support</b> U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Hello there, this work is necessary and important for the long term safety and efficient travel for all, the facilities for non-vehicular travel in this specific area has been neglected and for those, who realise that there are other options then the car, this will be a wonderful step forward. It will of course help cars pass through swiftly in peak times, so all will gain after a relatively short period of disruption.</p>
<p>(o42) Local resident, (Milton Village, Willow Lane)</p>	<p>30mph on A4130 – <b>Object</b> 30mph on B4017 – <b>Object</b> Bus Lanes on A4130 – <b>Object</b> U-turn on A4130 – <b>Partially support/concerns</b></p> <p>Speed limits should not change or be ready reduced. No need for a bus lane also it will make traffic congestion worse.</p>
<p>(o43) Local resident, (Milton village, Willow lane)</p>	<p>30mph on A4130 – <b>Object</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Object</b> U-turn on A4130 – <b>No objection/No opinion</b></p> <p>This scheme has been catastrophically mismanaged to date, I have no confidence in any of the opinions being shared by any participants to this survey will be taken into account, in line with the last consultation. Out children's education is being disrupted badly by the ill thought through traffic measures in place, school runs have been multiplied by factors of 3 or 4 and lateness at the school has grown exponentially.</p>
<p>(o44) Local resident, (Miltonhill, Potash lane)</p>	<p>30mph on A4130 – <b>Support</b> 30mph on B4017 – <b>Support</b> Bus Lanes on A4130 – <b>Object</b></p>

	<p>U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Don't see why people can't do a u turn doesn't hurt anyone ?</p> <p>The mini roundabout that was at the Steventon junction worked well and traffic kept moving . When traffic lights in place there are long cues .</p> <p>The mini roundabout seemed to really work well .</p> <p>The permanent reduction in speed around the Pack horse would be very sensible .</p> <p>I've seen young families in the past when it 60 miles per hr. Try and cross sensibly and still almost been hit . the rd works and 30 mph which have slowed the traffic down has been wonderful and made it so much safer . People crossing to pub , to youse bus stop , post box .</p>
<p>(o45) Local resident, (North Moreton, Dunsomer Hill)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>There is no need to impede traffic flow by imposing 30 mph limit. Pedestrians and cyclists are segregated from traffic, and all crossings are light controlled. Imposing unnecessary speed limits brings observance of all limits into disrepute, thereby increasing danger.</p>
<p>(o46) Member of public, (Oxford, Hugh Allen Crescent)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I had been cycling around that area for a few years. A bus lane and reduced speed a good first steps. Obviously, this road also urgently needs bike paths (particularly going uphill). The current layout is a total disgrace.</p>

<p>(o47) Local resident, (Oxford, Norreys Avenue)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>Support</b></p> <p>Would improve bus journey times</p>
<p>(o48) Member of public, (Radley, Selwyn Crescent)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>As a regular cyclist on this stretch of road I don't believe a speed restriction will significantly change safety. A bus road is welcome however I think it would need to be on both sides of the road to help, the main issue is caused by drivers overtaking while cycling up the hill, going down the hill is relatively fast and therefore there are fewer overtakes.</p> <p>In my opinion it would be worth considering improving the cycle path that lies between the A34 on-ramp to the Milton interchange and Trenchard Ave. instead.</p>
<p>(o49) Local resident, (Rowstock, Reading Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I commute every day and the number of buses using the road in question does NOT impact on my journey time. I think the proposal is a gross waste of money and has not been given proper and due consideration .</p>
<p>(o50) Local resident, (Rowstock, Wantage Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b></p>

	<p>U-turn on A4130 – <b>Support</b></p> <p>Bus lane not needed , what's needed is a small bus stop parking bay so the bus can pull in out of traffic flow and pick / drop off passengers .</p>
(o51) Local resident, (Steventon, Abingdon Road)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Already significant traffic in the area with slow moving traffic made worse by 1 lane over bridge. Very difficult for up hill traffic to move over the bridge when slow moving traffic in front or coming down the hill. No need to restrict speeds further up. Proper signage and good quality road surface is all that's needed rather than poorly designed lanes loss of significant animal habitat for no significant improvement in bus times or journeys. A real shame</p>
(o52) Local resident, (Steventon, Barnett Road)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>By introducing a lower speed limit, journey times will increase unless there is an offset with improved traffic flow. For 90% of traffic volume is not sufficient to cause significant hold ups. Therefore, IMHO the money being spent will see little or no return.</p>
(o53) Local resident, (Steventon, Causeway)	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Support</b></p> <p>First of all you should have more men and get it done in half the time. It's a waste of time to gain a couple of minutes at rush hour for a few buses. If you really wanted to save a few minutes for buses you could simply open the steventon bridge to two way traffic. There will still be no safe way to cross the roundabout under the A34 for</p>

	<p>pedestrians or bikes. Most of the day there are mostly empty busses going through the village anyway. So a lot of wasted money which won't help traffic flow smoother.</p>
<p>(o54) Member of public, (Steventon, High Street)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>The 30mpg limit west of interchange appears to be extensive when restrictions shortly leading to and in the midst of the roadworks would be more reasonable</p> <p>Why is this survey being considered now when the works have clearly commenced and native habitat already destroyed. Is this a failure to consult in a timely manner.</p>
<p>(o55) Local resident, (Steventon, Steventon Hill)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>The roads should be 30mph for safety reasons. It makes sense either way the active transport that you are proposing.</p> <p>The bus lanes are not needed. If you built pull ins for the buses do when they stop they don't hold up other road users that would suffice.  Also - it is all very well trying to encourage cyclists etc, but the Milton interchange where they are heading is not a safe place to cross.</p> <p>Have never seen anyone attempting a U turn in 25 years of living here, so this seems pretty pointless.</p>
<p>(o56) Local resident, (Steventon, Stonebridge Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b></p>

	<p>U-turn on A4130 – <b>Support</b></p> <p>Personally do not see the need for bus lanes on this stretch of road. Also hate the new roundabout. So far seems dangerous. the lights were much safer. I am using this Monday-Thursday each week and some Saturdays.</p>
<p>(o57) Local resident, (Steventon, The Causeway)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Partially support/concerns</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I don't understand where the bus lane would fit on the eastbound A4130. I thought that the road was narrowed to allow you to build new lanes for buses, cyclists etc anyway? Essentially I am in support of a bus lane on the eastbound A4130 but was confused by the proposal as I thought it was already part of the longer term plans. If there is to be a bus, cycle etc lane on the eastbound A4130 then there should also be a cycle lane up Steventon Hill from Steventon village as presently the traffic created by the roundabout in combination with the reduced number of lanes up the hill makes it extremely dangerous for cyclists.</p>
<p>(o58) Local resident, (Steventon, Bargus close)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>There was no need for a bus lane unless Steventon bridge is opened then the buses aren't going to gain any time. The buses have very few passengers on most of the time. Total waste of money as usual.</p>
<p>(o59) Local resident, (Steventon, Castle Street)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>Who on earth would do a U turn where you are proposing?</p>

	<p>I object to the destruction of the trees and shrubs. I object to the scheme in its entirety. To what purpose is it to have a bus lane, cycle way and to nowhere? The scheme does not solve the issue of traffic trying to get into Milton park. Pedestrians can already walk to the roundabout and Milton park. The roundabout at the top of Steventon Hill is dangerous. Cars coming from Q Gardens are driving far too fast. At least with traffic lights the flow of traffic is controlled. Trying to get over the railway bridge from Steventon is severely hampered by the roundabout. Cars idling in the village waiting for 10 plus cars to come down the hill. The right of way on the bridge is totally wrong. Traffic coming down at 50mph into a 20mph is ridiculous.</p> <p>This scheme is a complete waste of money. The added value doesn't exist. Once again a nonsense scheme like the blanket 20mph, the congestion charge in Oxford. The new system for visiting recycling centres (I have thrown my stuff in the black bin)</p> <p>Destroying natural habitat should not be allowed. We have Muntjacks in our garden now, we have lived in Steventon for almost 15years and never had any visits from them prior to this road scheme. You really do have a duty of care to the environment and wildlife. This is not it.</p>
<p>(o60) Local resident, (Steventon, Hanney Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>Road safety</p>
<p>(o61) Local resident, (Steventon, High Street)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>While in general I support moves to improve bus services, using the X2/X36 weekly to get to Didcot, thus eastbound bus lane is completely unnecessary for 95% of the day. Building it is intensely destructive of the margins of the road, intensely disruptive, and incredibly expensive in terms of benefit/£</p>

<p>(o62) Local resident, (Steventon, High street)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>I can fully support improvement of the road and safety of users - especially cyclists. I am unable to fathom how a bus lane will significantly help improve transport or journey times. The scheme seems poorly considered and vastly expensive in terms of cost and sadly damage to the hedgerows and trees which were destroyed.</p>
<p>(o63) Local resident, (Steventon, Howden green)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>This project seems like a completely unnecessary "improvement".  The duration of the works to complete the changes is excessive and the short period of the roadworks it has created a nightmare for frequent travellers in the area. The temporary lights this weekend just gone caused tail backs to the Milton roundabout and further, which is a hazardous road to navigate if you're not experienced on it. The steventon bridge can be impossible to pass over at times of high traffic and again tail backs have been noted as far as the bridge making it dangerous for people attempting to leave steventon.</p>
<p>(o64) Local resident, (Steventon, Milbank way)</p>	<p>30mph on A4130 – <b>Partially support/concerns</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>I'm totally dismayed with this project as a resident of Steventon and a cyclist please make the cinder track a cycle path from steventon to Milton Park this keeps cyclists away from the roads and is much more direct than cycling up the hill</p>

<p>(o65) Local resident, (Steventon, Mill St)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Support</b>  U-turn on A4130 – <b>No objection/No opinion</b></p> <p>What benefit does a 30mph speed limit have compared to the current 40mph. What benefit has the 20mph through Steventon high st and Abingdon Rd? You're changing for the sake of change but we never see material benefits..</p>
<p>(o66) Local resident, (Steventon, Steventon hill)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>Waste of money as no existing issues</p>
<p>(o67) Local resident, (Steventon, Tatlings)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Partially support/concerns</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Object</b></p> <p>The whole scheme is a ridiculous waste of public money. The amount of destruction and disruption that has been caused to save a few minutes is bizarre. The trenchard close turn is massively big enough for a u turn. Steventon hill is trickier as when the lights go back it's tighter. Steventon itself is a 20mph zone. The hill doesn't need to be reduced. The bridge works as a traffic calming plan anyway. The whole scheme is a complete waste of money.</p>
<p>(o68) Local resident, (Steventon, Tatlings road)</p>	<p>30mph on A4130 – <b>Object</b>  30mph on B4017 – <b>Object</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>No objection/No opinion</b></p>

	<p>I cannot understand how the journey times can benefit from having a bus lane added while at the same time reducing the speed limit. It seems an entire waste of time and disruption for the local residents.</p>
<p>(o69) Local resident, (Steventon, The Green)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>No objection/No opinion</b>  U-turn on A4130 – <b>Support</b></p> <p>I think all proposals support a safer environment for users and residents</p>
<p>(o70) Local resident, (Sutton Courtenay, Milton Road)</p>	<p>30mph on A4130 – <b>Support</b>  30mph on B4017 – <b>Support</b>  Bus Lanes on A4130 – <b>Object</b>  U-turn on A4130 – <b>Support</b></p> <p>Do not see the volume of bus traffic to warrant a dedicated lane, only a inset bus stop is necessary by Trenchard Avenue on each side to allow traffic to flow while the bus drops off/picks up passengers</p>