

Division(s) affected: *Didcot Ladygrove*

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

**23 APRIL 2026**

### **DIDCOT: LADY GROVE – PROPOSED BUS STOP CLEARWAYS**

Report by Director of Environment and Highways

## **RECOMMENDATION**

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of two new bus stop clearways (with ‘No stopping except local buses’ restriction) on either side of Lady Grove in Didcot, as advertised.**

## **Executive Summary**

1. This report presents responses received to a statutory consultation on proposals to introduce two new bus stop clearways with associated ‘No stopping except local buses’ restrictions on the east side of Lady Grove approximately 425 metres south of its junction with Willington Down, and on the west side approximately 160 metres south of the junction – as shown in **Annex 1**.

## **Corporate Policies and Priorities**

2. Of the three priorities identified within the newly adopted ‘Oxfordshire Strategic Plan 2025-2028’ which are listed below, these proposals actively supports priority no.1:
  - (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

3. Funding for consultation on the proposals has been provided directly by the developer, with the relevant agreements in place to also fund implementation if approved.
4. 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

5. 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.
6. 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 South’, 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

7. Potential negative implications have been raised in the consultation response from Oxford Bus Company. However, whilst Officers note these concerns, it is felt that amending the layout at this location would not be feasible without compromising junction visibility, which would create other dangers for road users, and as such it is considered that the layout is appropriate notwithstanding the concerns raised.

## Sustainability Implications

8. The proposals are being put forward to help facilitate the safe & efficient operation of local bus services in the area.

## Risk Management

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

## Formal Consultation

10. Formal consultation was carried out between 26 February and 27 March 2026. 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, South Oxfordshire District Council, relevant local District Councillors, Didcot Town Council, and the local County Councillor representing the Didcot Ladygrove division.
11. During the course of the formal consultation, ten responses were received via the online survey, comprising of one objection, three partially supporting and/or raising concerns, and six in support.
12. Additionally, a further three emails were received directly – with Thames Valley Police not objecting, Oxford Bus Company offering their support but raising concerns about the effectiveness of size of the bus stop clearway cages, and the local County Councillor for the Didcot Ladygrove division offering suggestions on the proposed location of the southbound bus stop.
13. 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

14. The primary objection relates to anticipated increases in traffic and potential disruption arising from the new bus stops. It is important to emphasise that the purpose of these stops is to encourage greater use of public transport among residents. By facilitating bus travel, we aim to reduce reliance on private vehicles, which should ultimately alleviate overall traffic levels and minimise disruption in the area.
15. Although the majority of feedback was supportive, a few questions and concerns warrant further clarification. One respondent suggested relocating the southbound bus stop further north, so it would be closer to the school. However, the positions of the stops were determined during the planning phase and further refined during technical approval. Constraints related to highway safety and land ownership make it impractical to move the stop as requested.
16. Several respondents raised highway safety issues, particularly focused on vehicle speeds and the potential signalisation of pedestrian crossings. The agreed locations and types of crossings were established at the planning stage, and independent road safety assessments have confirmed the suitability of the proposed facilities.
17. Ladygrove's speed limit has already been reduced to 40mph, and additional safety measures are being implemented at Willington Down's northern access. Once the southern accesses to Grasmoor and the Tilia Homes development are operational, increased activity and vehicle movements are expected to further moderate speeds.
18. A Councillor advocated for a more holistic approach to transport issues. While this is already under active consideration with colleagues in transport development management, it falls outside the scope of the current bus stop clearway consultation.
19. The local bus operator expressed concerns regarding the sufficiency of the 12m clearway markings, especially in instances where cars might park nearby. Since Ladygrove lacks direct frontages and does not experience parking issues, extending the markings would not be feasible without compromising junction visibility.
20. Additionally, there was a request for a pedestrian link from the southeast corner of the development to the bridleway (Ladygrove Greenway). As part of the access works, an uncontrolled pedestrian crossing is proposed to connect with the existing bridleway.
21. To enhance user comfort, boarding areas and shelters are planned for the bus stops. Another concern was that vehicles may become delayed behind buses; however, buses will only stop briefly, and visibility is excellent in both directions along Ladygrove's straight alignment. While drivers may overtake

stationary buses when safe, the introduction of these stops will contribute to a more active frontage and help reduce vehicle speeds.

22. It should additionally be noted that these stops are not intended for a new service, but serve as supplementary stops for the bus route already serving the Willington Down development. Construction will necessitate the removal of a short section of existing hedge to accommodate the hard standing areas.

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

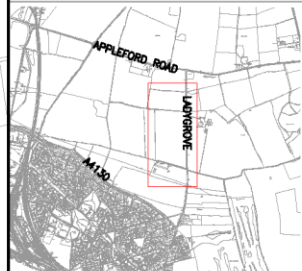
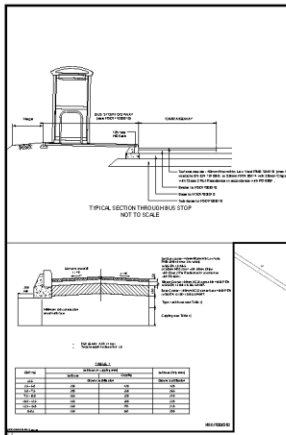
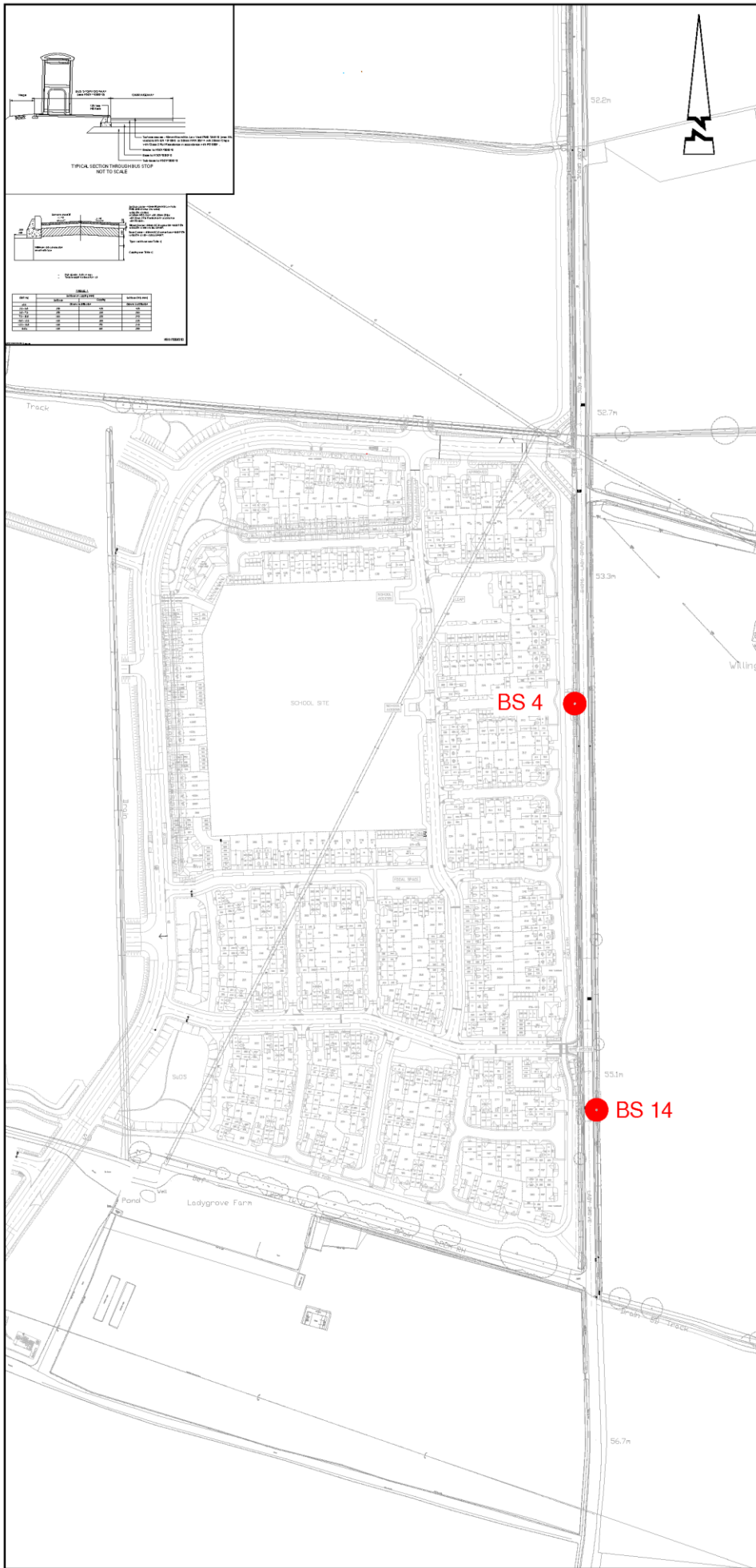
Annex(es):                      Annex 1: Consultation plan  
   Annex 2: Consultation responses

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

Contact Officer(s):        Ryan Moore (Technical Lead Engineer – Highway  
   Agreements South)  
   Michelle Plowman (Team Leader – Highway Agreements  
   South)

April 2026

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IP3	11/21	TYPICAL DETAIL UPDATED	TC	SI
IP2	11/21	TYPICAL DETAIL ADDED	TC	SI
IP1	11/21	FIRST ISSUE	TC	KLW
Rev	Date	Description	Drawn	Checked



Client  
**CALA HOMES**

Project  
**WILLINGTON DOWN DIDCOT**

Title  
**LADYGROVE BUS STOP CONSULTATION PLAN**

Status				
Scale	Date	Drawn	Checked	
1:2500 @ A3	NOV 24	TC	KLW	
Drawing No	Revision			
A252-LG-S278-906	P3			

## A. Email responses:

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	<b>No objection</b>
(e2) County Cllr, (Didcot Ladygrove division)	<p><b>No objection</b> – The southbound stop should be further north, and on the other side of the road junction. It would then be closer to the school.</p> <p>Traffic on the Abingdon Road is busy and increasing. There have a number of accidents at the first junction onto Nobel Park. Work is underway right now. Protection needs to be provided for people crossing the road - ideally a signal controlled crossing. Which needs the stops to be closer together.</p> <p>I have raised this elsewhere, but at present various Ladygrove issues are being considered in isolation, and with the number of schemes required as Didcot grows from 12,000 to nearly 30,000 homes, a holistic joined up approach for all transport matters needs to be taken in order to fully promote active travel.</p>
(e3) Head of Built Environment and Infrastructure, (Oxford Bus Company)	<p><b>Support</b> – The actual effectiveness of a 12m bus stop clearway cage - and its "safety benefits" nevertheless needs discussion. A 12m clearway does NOT allow bus to line up with the kerb or pull away, if cars are parked at either end. What actually happens is that the bus must pull in slightly into the opposing carriageway to approach the kerb at a rather obtuse angle, but coming short of the kerb leaving a substantial angled gap. Passengers generally then need to step onto the carriageway surface, then back up onto the footway, as the gap does not permit ramp deployment. The rear end of the bus then extends across the carriageway centreline. The whole arrangement is actually very hazardous for the public and the elderly infirm and partially sighted are seriously disadvantaged, to put it generously. It is a clear and obvious public safety risk.</p> <p>Thus, as the joint GA-Stagecoach guidance on new residential streets has made clear since 2017, the real requirement if Equalities Act 2010 is to be satisfied, is for 31m or more clear kerblines without the public highway being used to store people's personal vehicles. We note that current OCC practice is resisting this principle strongly.</p>

	<p>In this instance, separate parking restrictions in the form of double yellow lines have long been in place, including prior to adoption, on the whole length of this route. Private enforcement was a very effective deterrent. The primary streets as such are generally free of parked cars and thus there is no problem.</p> <p>However elsewhere, blanket kerbside parking bans are not generally being separately pursued by the Council.</p> <p>By copy of this, I would value a conversation as to how we might appropriately address this issue together within the framework of the Enhanced Partnership.</p>
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*B. Online responses:*

<b>RESPONDENT</b>	<b>COMMENTS</b>
(o1) County Cllr, (Oxford, New Road)	<b>Support</b> – I support this initiative as prioritising buses is policy compliant (with LTCP) and will help local residents better get about, as well as speeding up bus services.
(o2) Local resident, (Didcot, Brim fell)	<b>Object</b> – This will cause more traffic and disruption
(o3) Local resident, (Didcot, Burton Agnes Ave)	<b>Support</b> – Improved safety
(o4) Local group/organisation, (Coalition for Healthy Streets & Active Travel)	<p><b>Support</b> – We support the bus stop clearways to enable the safe and efficient operation of bus services on this route. The plan attached draws our attention to a missing connection in the current plans, between the southeast corner of the housing development, and the bridleway to Ladygrove Farm - which is to be part of the 'Ladygrove Greenway'.</p> <p>At present, people using the Ladygrove Greenway, would have no safe way to reach the walking and cycling track at the east of the housing, and so reach houses, or the bus stops, or points beyond. The road is busy, and I have had a</p>

	<p>dangerously close pass even when cycling even the short distance between the yet-to-open Greenway and the entrance to the housing. The link at the corner should be opened up to ensure a safe route.</p>
<p>(o5) Local resident, (Didcot, Grasmoor)</p>	<p><b>Support</b> – The addition of two bus-stops will be very useful. The fact that buses will regularly stop at BS4 and BS14 will I hope slow down those motorists who still do not respect the 40 mph limit. Without any kind of screening between the front of our building and the road we suffer a lot with the constant road noise from tyres. And anyone who walks or cycles along this stretch of road takes their life in their hands. It is possible that the speed limit may be reduced to 30 mph in the future, but unless motorists can be persuaded to respect the limits the road will still be extremely noisy and dangerous.</p> <p>Will the provision of bus stops require the provision of some kind of controlled pedestrian crossing in order to reach the stops?</p> <p>I am definitely in favour of the proposals so far put forward and look forward to catching buses on Ladygrove soon. I do regularly use the buses to get around Didcot; the car is for longer journeys.</p>
<p>(o6) Local resident, (Didcot, Nobel Park Des Healy Close)</p>	<p><b>Support</b> – I support the bus clearway initiative as it strengthens pedestrians safety and helps control traffic flow. Additionally, the current bus stop lacks a proper landing area for passengers, forcing them to wait/ land in muddy grass. Please consider adding a shelter and designated boarding area for improved safety and comfort.</p>
<p>(o7) Local resident, (Didcot, Bucken)</p>	<p><b>Partially support/concerns</b> – Although this road is a 40mph, driver are still driving at excess speed and some even overtake those driving at 40mph. With there being a bus stop on this road which will lead to an increase of people. Some of these people will be vulnerable. I believe there will need to be some traffic safety measure put in place to slow traffic to prevent them from travelling at excess speed. Even though this road is a straight road, visibility on the junction for Noble Park and down the road is incredibly poor making it very difficult to pull out. I believe traffic light at this junction will improve the safety of those in the area.</p>
<p>(o8) Local resident, (Didcot, Carrock Fell)</p>	<p><b>Partially support/concerns</b> – My partially concerns is that traffic will be stuck behind buses as there is quite a lot of traffic already</p>

<p>(o9) Local resident, (Didcot, Grasmoor)</p>	<p><b>Partially support/concerns</b> – Cannot understand where these areas are exactly, if, as it seems, they are on Lady Grove (the main road out of Didcot toward Appleford and Long Wittingham, which runs North/South) are the proposed stops for a new additional service into/out of Didcot or are the existing stops which are currently on Willington Down being moved? Whichever it is, I am unclear how access to Stops on Lady Grove might be achieved without removing the hedging/sound screening along Lady Grove. Also surely it is NOT being proposed that pedestrians walk across Lady Grove, as it already a dangerous road for car users due the difficult turn into Willington Down, without pedestrians on it. If however, the proposal refers to the existing stops either side of Willington Down, I have no objection to them being clearways to ensure safe entry/exit from the X36 and 95 buses.</p>
<p>(o10) Local resident, (Didcot, Ladyside Pike)</p>	<p><b>Support</b> – Better transportation links to community</p>