

Division(s) affected: *Wantage West*

DELEGATED DECISIONS BY CABINET MEMBER FOR TRANSPORT MANAGEMENT

17 JULY 2025

PROPOSED SHARED-USE CYCLEWAY/FOOTWAY – GROVE ROAD, WANTAGE

Report by Director of Environment and Highways

RECOMMENDATION

The Cabinet Member is **RECOMMENDED** to:

- a) **Approve the introduction of a Shared-Use foot & cycle path on the east side of the A338 Grove Road, as advertised.**

Executive Summary

1. This report presents responses received to a statutory consultation on proposals to introduce sections of Shared-Use foot & cycle path on the east side of the A338 Grove Road, between its junction with the King Alfred Way/Mably Way roundabout & its junction with Grove Road/the access to the Elms Farm business park – as shown in **Annex 1**.
2. The proposals have been put forward in connection with the adjacent planned new retail development.

Sustainability Implications

3. The proposals will help improve pedestrian and pedal cyclist safety in the vicinity of the development.

Financial Implications

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

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 (Head of Law - Environmental)

Jennifer.Crouch@oxfordshire.gov.uk

Equalities and Inclusion Implications

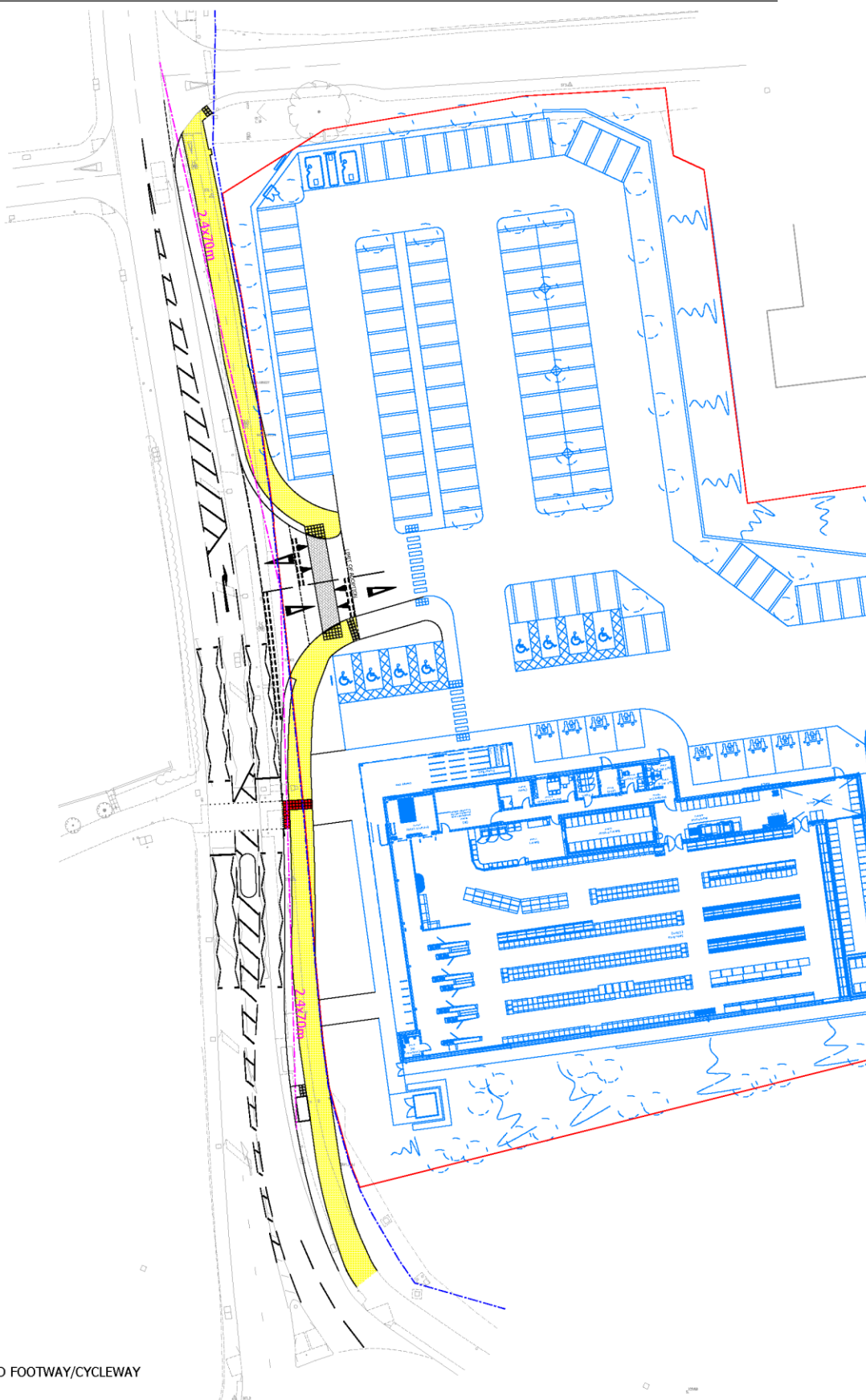
7. No negative implications in respect of equalities or inclusion have been identified in respect of these proposals.

Formal Consultation

8. Formal consultation was carried out between 22 May and 20 June 2025. 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 Cllrs, Wantage Town Council, and the local County Councillor representing the Wantage West division.
9. A letter was sent directly to approx. 150 properties in the area, and public notices were also placed on site in the immediate vicinity of the proposals.
10. During the course of the formal consultation, 69 responses (including from the Parish Council) were received via the online survey, comprising of: 16 objections, (23%), 21 in support (30%), 25 partially supporting (36%), and seven submitting a non-objection (10%).
11. Additionally, a further two emails were received directly – with Thames Valley Police & Oxford Bus Company not objecting – although OBC did want to raise concerns with the relevant ‘Highway Agreements’ Engineer about the bus stop relocation potentially involving a boarding area considered to be too small.
12. 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

13. The proposed change of use of the existing two-way cycleway to a shared footway/cycleway is necessary to facilitate safe pedestrian access to the Lidl Store on the eastern side of Grove Road from the residential developments at King Alfred Way to the south and the Elms Farm Business Park to the north.
14. In response to comment o10, the proposed shared footway/cycleway will be constructed to a width of 3.0 metres, which complies with OCC's standards and the national guidance set out in LTN 1/20. Regarding the second concern raised, the speed limit wouldn't need to be reduced to facilitate these proposals as the existing speed limit is 30mph and there are adequate footway and cycleway provisions away from the carriageway.
15. In response to comment 'o11', shared footway/cycleways are compliant with both OCC and national design standards. Appropriate warning signage has been incorporated into the scheme to alert cyclists that they will be sharing the route with pedestrians and vice versa. The proposed layout has also been reviewed as part of an independent Road Safety Audit, which raised no concerns.
16. The remaining objections do not relate to the works being consulted on, with most relating to the location of the access, which would have been determined and approved during the planning process by the Local Planning Authority (LPA).
17. In response to comments 'o1' and 'o14'. The proposed junction prioritises pedestrians and cyclists, in line with OCC's standard approach for new junctions of this nature across the county. The design adheres to LTN 1/20 and reinforces Rule H2 of the Highway Code, which requires drivers to give way to pedestrians crossing or waiting to cross at junctions. The layout has also been reviewed through an independent Road Safety Audit, which identified no safety issues.
18. Regarding comment 'o3', at the point vehicles exit Wolage Drive travelling south, this will be a single white line and not hatching. In relation to the second concern the exit of the Lidl access will not be a mandatory left turn out, if it is found that there is an issue surrounding this after construction, OCC may consider this at that time. Regarding the third concern the amendments to the signalised crossing have been reviewed and approved by OCC's Traffic Signals officer.
19. In response to comment 'o9', a dedicated right-turn lane will be provided as part of the access works to accommodate vehicles entering the store. For the second concern, please refer to the response to comment 17 above, the crossing type has been assessed and determined at the planning stage. A signalised junction would not be appropriate and would discourage active travel. Regarding the third concern, vehicle tracking has been undertaken and demonstrates that HGVs can safely enter and exit the site.



KEY

 SHARED FOOTWAY/CYCLEWAY

© Crown copyright, all rights reserved. 2025. Licence number 0100031673.



Mayer Brown Limited Lion House
Oriental Road Woking Surrey GU22 8AR
Telephone 01483 750 506 Fax 01483 750 437
wokingoffice@mayerbrown.co.uk www.mayerbrown.co.uk

client
LIDL GREAT BRITAIN LIMITED

title
TRO DRAWING

scale
1:500 @ A3

drawn by
JRH

checked by
PMA

date created
APRIL 2024

date revised
APRIL 2024

cad file
04

suitability rev.
- P2

drawing number

LIDLWANTAGE.2/04

ANNEX 2

RESPONDENT	COMMENTS
(e1) Traffic Management Officer, (Thames Valley Police)	No objection
(e2) Head of Built Environment and Infrastructure, (Oxford Bus Company)	No objection – It is a shame that the southbound bus stop relocation involves a boarding area that is too small and will fail Equalities Act 2010 requirements. This had slipped through my net – likely to have been before I joined the company – but irrespective if you could alert the relevant colleague in RAT about this I'd be grateful. I am hoping its not too late to effect some detail changes to the s278, that wouldn't impinge on the TRO process.
(o1) Local resident, (Abingdon, Caldecott Road)	Object - Giving this pathway right of way will be dangerous as those using it will likely fail to check the road is sufficiently clear to proceed and end up in a collision - regardless as to who is at fault. In addition, to give this pathway right of way will cause traffic entering the site to queue on the A338. This will cause huge amounts of congestion as we have seen already during the construction process. This entrance is just not sufficient and needs redesigning.
(o2) Local resident, (Grove)	Object - The map you provide shows no road names and other document won't open. How interesting yet not surprising. So, all I know is you want to paint a big yellow line somewhere on the A338 between Mably Way and old dairy. So, why the [REDACTED] is that? There is already a cycle way (which is regularly ignored by cyclists who prefer the road - but as long as the selfish pricks are happy that's fine.) Still no idea what the hell is going on or why.
(o3) Local resident, (Grove, Elm Farm Close)	Object - At the planning enquiry stage we raised objections which were not addressed by the traffic scheme. The hatched lines extend beyond Wolage Drive meaning that exiting and turning right vehicles will have to cross the lines. Visibility is already very poor as there is steep incline making turning right a hazard. Secondly will vehicles leaving Lidl have to turn LEFT? Thirdly will the pedestrian lights timing be adjusted in favour of pedestrians (as is the case in Kind

	Alfred Way roundabout)? The whole traffic scheme will not work with the adjoining bus stops on both sides. Gridlock will ensue
(o4) Local resident, (Grove, Farm End)	Object - I am a cyclist and think it would have been better to have the entrance off the new road as it will be dangerous trying to cross there walking or cycling .
(o5) Local resident, (Grove, Kennet Close)	Object - No worse site could have been chosen for this super market. I do not see the need for this store. It exits onto an already busy road. Vehicles having to stop to allow cycles to turn will hold up traffic even more. The exit/entrance should be on the new road if the store had to be built there. Fields have been sacrificed in the name of greed yet again.
(o6) Local resident, (Grove, Rooks End)	Object - An entrance to a farm is completely different from an entrance to a supermarket with cars and lorries, the entrance should be on the new mably way roundabout, this was very short sighted from all the planning committees.
(o7) Local resident, (Grove, Sharland close)	Object - I think the complete layout is wrong. There has been a huge increase in volume of traffic along this road and any disruption is met with long delays. Vehicles wanting to exit right back towards Grove will have to contend with traffic turning into the car park and the continuous flow of the main lane. Personally i would have exiting traffic turning into left only and return by going around the new roundabout.
(o8) Local resident, (Grove, Wolage Drive)	Object - Turning is far too close to the turning for Wolage Drive
(o9) Local resident, (Grove, Woodhill Drive)	<p>Object - I object to the proposal because the A338 is the main route for traffic heading towards Abingdon and Oxford and is an extremely busy road, it is also a narrow road, especially where the new Lidl store is. Without a central area in the road for traffic to turn right it would hold up a lot of traffic during busy times.</p> <p>If it is busy with traffic visibility of cyclist will be obscured and if a car or lorry needs to stop to let a cyclist pass this could lead to accidents on the road, if indeed the motorist does stop. There are no other places in Wantage and Grove</p>

	<p>with a priority for cyclist and pedestrians to cross, this might confuse drivers who are unaware and don't look at road signs . I suggest a traffic light system to ensure everyone's safety if this is going to happen.</p> <p>I am also concerned about the size of Lorrie's entering the site and if there is enough room for them to manoeuvre a narrow entrance or exit.?</p> <p>A slip road off of the new Kingsgrove estate road would be a much better idea, or even off of the first roundabout you come to on the Kingsgrove estate.</p> <p>Please do not put a narrow entrance on the A338.</p>
(o10) Local resident, (Grove, Woodgate)	<p>Object - The path would be too narrow on an already narrow road. I have seen from Marcham to Abingdon the cycle path, not only do cyclists rarely use it, but when they do, someone has to enter the road when others are coming the other way. People will use this as a foot path which will put further strain on the cycle path. To maintain safety, speed limit will need to be reduced.</p> <p>It would be better if we had a visualization of the plans with the dimensions.</p>
(o11) Local resident, (Grove/Wantage, Wolage Drive)	<p>Object - This is in answer to your letter dated 22 May 2025.</p> <p>I strongly object to to the sharing of footways with cyclists, e bikes and e scooters. They are a danger to pedestrians. My experience is that an increasing number, of mainly youths, travel carelessly fast, with scant regard for pedestrians, they have no warning systems and are too often a serious threat, particularly to the elderly. They are not licenced and have no insurance.</p> <p>Footways are intended for pedestrians. Cyclists, e bikes and e scooters, should use the road. Cycle lanes should be provided for that purpose, with legal enforcement.</p>
(o12) Local resident, (Wantage, Elder Way)	<p>Object - A338 is a very busy road and having an entrance/exit to Lidl to this road will add to traffic jams and make it difficult for the vehicles going between Wantage and Grove and extremely difficult for vehicles exiting from Lidl. It'll create extreme congestion and tail back due to vehicles from Wantage side wanting to enter Lidl and very long wait time, frustration and fuel wastage for vehicles wanting to exit Lidl. It would be easier to have the entrance/exit onto</p>

	King Alfred Way as the vehicles will be able to make use of the Mably Way roundabout and the one at the top of the hill, making traffic movements smoother.
(o13) Local resident, (Wantage, Kingsrove Estate)	Object - it adds risk to school kids and other path users. it will permanently block up grove road (unless a small roundabout is put by entrance. it would have been better if the entrance had come out on to the new roundabout OR the first roundabout up the new road towards kingsgrove.
(o14) Local resident, (Wantage, Ogbourne Close)	Object - I do not think the proposed entrance should be there for the reasons that have already been stipulated i.e pedestrians, children walking across the entrance you are going to get the idiots that think because they are in a motor vehicle they will have right of way and ignore pedestrians and equally the other way round as well with pedestrians.
(o15) Local resident, (Wantage, Warmans Close)	Object - The information provided is insufficient to be convinced that this junction will be safe for pedestrians and cyclists. Is the junction crossing a pelican/zebra crossing? What type of surface is it? What is the signage on the road for cars coming in and out to warn of pedestrians and cyclists?
(o16) Local resident, (Wantage, Wasbrough Avenue)	Object - I object to Lidl coming out on to the cycle path as it should have had a separate entrance on to the new relief road as it would make it safe and easier to use because when you have the rush hours nobody is going to get in or out of Lidl.
(o17) Local group/organisation, (Coalition for Healthy Streets and Active Travel)	<p>Partially support - We support the overall intent and most of the design aspects of this proposal, but we would like to make some proposals for further improvement as this is an important active travel corridor between Wantage and Grove, including for children travelling to and from school.</p> <p>1) The overall design that gives priority to the active travel route following the main road, we support. This is compliant with both LTN 1/20 and reinforces Highway Code Rule H2.</p> <p>2) The turn radii should be reduced to reduce vehicle turn speeds. At present the design has very wide radii, which enable high entry and exit speeds for motor vehicles, which reduce observation time, increasing the chances of a crash. Tightening the radii will reduce the speeds and reduce chances of a crash. If the junction is to be used by HGVs, then either (a) HGVs will use it at night when there is negligible other traffic, so they can use both lanes or; (b)</p>

	<p>a rough textured over-run area can be used to present a tight radius to car drivers, but enable HGV drivers to make the turn.</p> <p>3) The shared active travel route should be given as much visibility as reasonably possible. This can be done by (a) raising it (as appears planned); (b) using coloured paving e.g. red (which may be planned); (c) painting cycle or shared use symbols on the crossing; (d) placing shared path signs (blue, circular) near the junction.</p>
(o18) Local resident, (East Hanney, Main Street)	Partially support - Make it clear that vehicles exiting the main road must give way to users of the pathway. Coloured tarmac, raised section?
(o19) Local resident, (Grove, Blenheim Gardens)	Partially support - I dont understand the point of this consultation. The path indicated on the consultation diagram already is a shared use path for cyclists and pedestrians. Its one of the few truly useful bits of cycling infrastructure in the whole of Grove and Wantage, as it takes you between places you need to get to, is off road and has sufficient space. The question is why are you building a big junction in the middle of it that by the look of it will allow HGVs delivering to Lidl an opportunity to cross a cycle path. Why isnt the entrance to Lidl off the newly built road at the south of Lidl site where there is a lot more space. Again, I support the use of this path for pedestrians and cyclists but have no clue (as its not indicated why) the council are asking for objections to an existing piece of multi use infrastructure. Is it to claim you have built new cycling infrastrctre for Wantage and Grove?
(o20) Local resident, (Grove, Blenheim Gardens)	Partially support - I support the car length buffer and that the cycle/footpath will have priority but I strongly believe that this MUST be clearly marked as such, preferably with different coloured tarmac/paving. My opinion is that cyclist/pedestrian safety will be at risk otherwise.
(o21) Local resident, (Grove, Glebe Gardens)	Partially support - 'This is a well-used shared path and is an important route for students going to school. I fully support giving priority to the users of the path across the junction as indicated in the plans. I only have comments on some of the details. In considering the layout all users of the shared path (pedestrians, cyclists, mobility scooters etc.) should be taken into account. For this reason there are some detailed design issues that I think must be kept in mind. Not all drivers may be familiar with this type of arrangement. For this reason I think the crossing priorities must be very clear to all users and the setback off the carriageway must readily accommodate a car entering the site waiting to cross the path.

	<p>Specifically I suggest:</p> <ul style="list-style-type: none"> - Clarity of the priorities: The priority for those using the shared path over those entering or leaving the store needs to be clear to drivers and path users. - Set back needs to be at least 5 metres to enable a car to wait while entering the store. - The path across the junction raised and in a different colour to the rest of the entrance. - Zebra crossing indications for pedestrians across the junction. - Sight lines (for all) must be clear and not obstructed by signage etc.
(o22) Local resident, (Grove, Hawthorn Crescent)	Partially support - Need safe travel options for cyclists and walkers
(o23) Local resident, (Grove, Linden crescent)	Partially support - It is essential that cyclists have priority over the cars as children use this cycle track for school each day and they must be safe! That is my main concern that cars are really careful here. It would have been so much better if the entrance had been on King Alfreds Way but that isn't a possibility. Not the best planning.
(o24) Local group/organisation, (Wantage & Grove Active Travel)	<p>Partially support - We support the overall intent and most of the design aspects of this proposal, but we would like to make some proposals for further improvement as this is an important active travel corridor between Wantage and Grove, including for children travelling to and from primary & secondary schools.</p> <p>1) The overall design that gives priority to the active travel route following the main road, we support. This is compliant with both LTN 1/20 and reinforces Highway Code Rule H2.</p> <p>2) The turn radii should be reduced to reduce vehicle turn speeds. At present the design has very wide radii, which enable high entry and exit speeds for motor vehicles, which reduce observation time, increasing the chances of a crash. Tightening the radii will reduce the speeds and reduce chances of a crash. If the junction is to be used by HGVs, then either (a) HGVs will use it at night when there is negligible other traffic, so they can use both lanes or; (b) a rough textured over-run area can be used to present a tight radius to car drivers, but enable HGV drivers to make the turn.</p> <p>3) The shared active travel route should be given as much visibility as reasonably possible. This can be done by (a) raising it (as appears planned); (b) using coloured paving e.g. red (which may be planned); (c) painting cycle or shared use symbols on the crossing; (d) placing shared path signs (blue, circular) near the junction.</p>

(o25) Local resident, (Grove, Mayfield Avenue)	Partially support - Unless there are restrictions on which side can be entered from (eg. Left turn only; left entry only), this will create an enormous bottleneck in /out of the car park! This is quite a busy road anyway, unless there were restrictions on which side you can enter from, or leave from, it will create permanent blockages!
(o26) Local Cllr (Grove, Old Mill Hall)	Partially support - I fully support the cycle path being there. However, it should not bend with the road, as this will likely decrease compliance with the cycle path. I would also recommend signage highlighting cycle path priority over the driveway into Lidl.
(o27) Local resident, (Grove, Sharland Close)	Partially support - As a regular user of the shared-use path (mainly to cycle between Wantage and Grove) I am disappointed to see yet another crossing to be negotiated. However, I recognise the need to access the Lidl supermarket site, and hope that the required crossing will be made as safe as possible for cyclists and pedestrians using the path.
(o28) Local resident, (Grove, Vale Avenue)	Partially support - Is already used by cyclists and pedestrians
(o29) Local resident, (Grove, Vestry Close)	Partially support - Concerns over safety of school pupils using the cycleway. Concerns over the volume of traffic in that area
(o30) Local resident, (Grove, Hawthorn Crescent)	Partially support - I support the proposal of cars having to give way to cyclists and pedestrians but in reality the cars coming from Grove will speed round the corner with little regard for people. The cars coming from Wantage will be focused on the traffic and finding a gap in the flow and probably not even look at what is happening on the cycle path. I use the cycle path a lot and the use of bumps to slow the traffic would be good and as many signs and painted alerts on the road as possible please. That junction is going to be a complete nightmare!
(o31) Local resident, (Grove, Minns Road)	Partially support - Hopefully cycles won't have priority crossing the entrance when cars are trying to turn from the road into the new shop car park.

(o32) Member of public, (unknown)	Partially support - Ok
(o33) Member of public, (Letcombe Regis, Long Barn)	Partially support - Pedestrians and cyclists should have separate provision
(o34) Member of public, (Oxford, Reliance Way)	Partially support - I always support cycle lanes but as a very keen cyclist, cycle lanes where the rider must give way to each road the path crosses are not practical. I encourage the designers to give the cycle lane right of way in the so-called dutch style. This makes the cycle lane much safer and easier to use and keeps cyclists out of the way of pedestrians.
(o35) Local resident, (Wantage, Charlton Village Road)	Partially support - The plan to give pedestrians/cyclists priority over car users is excellent, however there needs to be really visible road markings/change of tarmac to make sure motorists know this. Some kind of speed limiting needs to be in place too. - either bumps or tighter corners.
(o36) Local resident, (Wantage, Coates Close)	Partially support - I do support the proposal in principle but yet too see every last possible way taken to make this safe for people, kids, those walking and on bikes. Something to guarantee speed can't be high and VERY clear markings so those in cars have no excuse too say they did t see or they didn't know. Brightly coloured tarmac to highlight where others have priority and lots of clear signage.
(o37) Member of public, (Wantage, Foliat Drive)	Partially support - I am very keen to promote walking and cycling in the area and make it as safe as possible for everyone.
(o38) Local resident, (Wantage, Foliat Drive)	Partially support - I would like to see tighter corners on the road entrance to keep speeds lower and also very obvious markings for the path, like coloured tarmac or a raised area
(o39) Local resident, (Wantage, Stockham)	Partially support - Cyclists should have priority over cars, the cycle path was there first. Cars should be made to go very slowly across the cycle path and given no other option. Otherwise there will be collisions as the cycle path is

	regularly used by many school children. Parents won't feel safe letting their children cycle unless their safety is guaranteed beyond the possibility of a reckless driver taking a life.
(o40) Local resident, (Wantage, Witan Way)	Partially support - Really doesn't separate pedestrians and cyclist from cars coming in and out of the car park. It's ridiculous place to put the entrance - why not feed into the roundabout?
(o41) Local resident, (Wantage, Hans Avenue)	Partially support – no comments
(o42) Member of public, (East Challow, Windmill Place)	Support - People shufing you out of the way
(o43) Local resident, (East Challow, Childrey Way)	Support - This is the main commute route between Wantage and Grove, used by children to get to from school and adult walking and cycling along this major road. The shared use path should be vlearly marked, maybe in red colour and should have right of way over vehilces crossing in and out of the Lidl carpark.
(o44) Local resident, (East Hendred, St Mary's Road)	Support - I am keen for there to be substantial cycle provision. I would prefer it if pedestrians and bikes were kept separate, as it is not feasible for cycling to be a major mode of transport if they are effectively only going at walking pace - nor likewise if pedestrians keep having to duck out of the way of cyclists. However, I assume that this path is the best that we are going to get.
(o45) Local resident, (Grove, Armstrong Avenue)	Support - Plan looks sensible
(o46) Local resident, (Grove, Elm Farm Close)	Support - Replying to a letter you sent me in the post recently for my views on this topic.
(o47) Local resident, (Grove, Massey Road)	Support - I would like to shop using my bike & trailer and also be able to safely cycle to the store with my young children.

(o48) Local resident, (Grove, Mayfield Avenue)	Support - I thought it was already in use for both people and cyclists. Between the traffic lights at grove bridge and mably way roundabout
(o49) Local resident, (Grove, The Maples)	Support - Need to ensure safety and accessibility of pedestrians and cyclists alongside a very, very busy A road where the volume and speed of traffic has increased significantly in recent years and will continue to do so.
(o50) Local resident, (Kingsgrove Wantage, Cherry Croft)	Support - The road is too narrow for cyclists
(o51) Local group/organisation, (Vale Place Planning Team)	<p>Support - Place planning Vale fully support the implementation of the shared pathway as marked on the drawings supplied with this consultation pack. The route is an important link between Wantage and Grove and is of significant importance to local school children travelling from one settlement to the other twice daily.</p> <p>On a side note, please can the EV Chargers conform to PAS 1899: https://www.bsigroup.com/en-GB/insights-and-media/insights/brochures/pas-1899-electric-vehicles-accessible-charging-specification/</p> <p>I'm happy to see the inclusion of the continuous footway over the vehicle entrance to the site as a significant improvement on previous application submissions.</p> <p>There is currently nothing in the key to identify the material being used for the continuous footway crossing point - a buff coloured tarmac surface would increase visibility of this crossing point and as there will be a significant quantity of turning vehicle movements, the tarmac would remain far longer than the lines painted or any high friction surface. The drawing also indicates that the crossing point is humped and raised due to the road markings - Is this the case?</p>
(o52) Local resident, (Wantage, A338 Grove Road)	Support - As both a pedestrian and cyclist I support any measures to improve matters for both.

(o53) Local resident, (Wantage, Black Croft)	Support - I'm a local resident living on Black Croft, likely to cycle to the supermarket through the Willow Walk Nature Reserve, crossing at the traffic lights onto the shared-use path along the A338, then crossing King Alfred's Way at the traffic lights and onto the proposed cycle/foot path. I also use this path to cycle towards Grove and it's good to see that the proposal extends to the crossing of Grove Rd.
(o54) Local resident, (Wantage, Challow Road)	Support - I welcome the provision of any/all cycle paths. I am a keen cyclist and will cycle rather than drive whenever feasible. Most of the people I know who choose not to cycle will give safety on the roads as their reason. Anything to make our community safer for cyclists has my support.
(o55) Local resident, (Wantage, Charlton Village Road)	Support - I regularly cycle along this route. A shared path will ensure safer travel, away from cars, for both pedestrians and cyclists. I think it is important that the right of way should be clearly given to cyclists and pedestrians using this path, rather than the cars entering / leaving Lidl. This should be supported by signage. There must not be signage requiring cyclist sto "dismount" simply to pass the entrance of Lidl - anyone who has ever cycled will know that is an unreasonable expectation.
(o56) Local resident, (Wantage, Flowe Drive)	Support - I fully support a proper cycle path and walk way there. The cycle path ending at the end of king alfred way would enable people to continue cycling into Lidl or further on which would enable a lot more safety. It does need to be large enough to enable both cyclists and pedestrians to share the path though to avoid potential accidents
(o57) Local resident, (Wantage, Larkdown)	Support - I want my children to be able to cycle with as low a risk as possible. I also use this route myself regularly. I also plan on using the supermarket.
(o58) Local resident, (Wantage, Springfield Road)	Support - What is important is that those on the path have priority over those turning into LIDL, and that this is obvious to drivers (big signs, white lines on road), and that the path is clearly marked (eg, a different colour paving to the road, raised up). I am sorry, I couldn't find any detailed plans, only a drawing, so I don't know if this is already included. My concern is that this cycle path is already interrupted for the roundabout & the care home, and the users lose right of way. I am worried that a further interruption to the path at Lidl will make it useless.

(o59) Local resident, (Wantage, Springfield Road)	Support - Need more cycle routes in the town in general
(o60) Local resident, (Wantage, Wasbrough Avenue)	Support - I think it'll be safer for all road and path users
(o61) Local resident, (Wantage, Wolage Drive)	Support - It seems a sensible solution to support pedestrians and cyclists
(o62) Local resident, (Wantage, Mably Way)	Support - I would like assurances that the cycle path will be still safe to use and that cyclists and pedestrians take priority of vehicles using the Lidl car park.
(o63) Local resident, (Wantage, Elm Farm Close)	No objection - you also need to make a 20mph area from the traffic island to, at least, the turning to the builders merchants.
(o64) Local resident, (Grove, Blenheim Gardens)	No objection - I have no objection
(o65) Local resident, (Grove, Glebe Gardens)	No objection - I cycle along this path several times a week. By responding, I hope to draw attention to the vital importance of this path for local active travel.
(o66) Local resident, (Grove, Wolage Drive)	No objection - The path is already shared use so not sure why you are consulting. It would be more meaningful to consult on the traffic flow in and around the new site. Also question 2 above incorrectly references a road in Banbury rather than the A338. This feels like lip service to consultation.

(o67) As a business, (Grove, Taxi company)	No objection - If only the cyclist used the shared pathway ,instead of going onto the road. Also may be a good idea to exit to the left only because some will take a risk to get across.
(o68) Local resident, (Wantage, Elm Farm Close)	No objection - I live near the new pedestrian/cycleway. From a safety perspective, commercial/domestic traffic and traffic into the car park will cross this new route. Also, there should be a plan for a safe route from Wantage centre to Grove centre. Why a Banbury proposal is included in this survey is confusing.
(o69) Local resident, (Wantage, Elizabeth Drive)	No objection - Welcomemore cycle paths to help keep my kids safe and give more options of routes for cycling around town and to/from school. Our cycle proficiency course for year 6 kids also got cancelled by the school/council this year, so more cycle paths would help keep them safe.